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SESSIONAL PAPERS

VOLUME 12

FOURTH SESSION OF THE TENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1907-8



VOLUME XLII



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CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the nine months ended 31st March, 1907. Partial report presented 28th November, 1907, by Hon. W. S. Fielding; also 2nd December and 17th December*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal period of nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
3. Estimates of the sums required for the services of Canada for the year ending 31st March, 1909. Presented 11th December, 1907, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
- 3a. Further Supplementary Estimates for the year ending 31st March, 1909. Presented 9th July, 1908, by Hon. W. S. Fielding...*Printed for both distribution and sessional papers.*
4. Supplementary Estimates for the twelve months ending 31st March, 1908. Presented 3rd February, 1908, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
- 4a. Supplementary Estimates for the year ended 31st March, 1908. Presented 16th March, 1908, by Hon. W. S. Fielding...*Printed for both distribution and sessional papers.*
5. (No issue.)
6. List of Shareholders in the Chartered Banks of Canada, as on the 31st December, 1907. Presented 8th May, 1908, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 3.

7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1907. Presented 29th June, 1908, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 4.

8. Report of the Superintendent of Insurance for the year ended 31st December, 1907.
Printed for both distribution and sessional papers.
9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1907. Presented 14th May, 1908, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 5.

10. Report of the Department of Trade and Commerce, for the fiscal year (nine months) ended 31st March, 1907. Part I.—Canadian Trade. Presented 29th November, 1907, by Hon. W. S. Fielding. Part II.—Trade of Foreign Countries and Treaties and Conventions. Presented 11th March, by Hon. W. Paterson.

Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 6.

- 10a. Convention respecting the Commercial Relations between France and Canada, entered into at Paris on the 19th day of September, 1907, between His Majesty and the President of the French Republic. Presented 28th November, 1907, by Hon. W. S. Fielding.

Printed for both distribution and sessional papers.

- 10b. Correspondence and memoranda in connection with the Convention of 1907, respecting the commercial relations between France and Canada. Presented 9th January, 1908, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

- 10c. Supplement to Report of Department of Trade and Commerce, with statistics showing steamship traffic, &c. Presented 17th March, 1908, by Sir Wilfrid Laurier.

Printed for both distribution and sessional papers.

11. Tables of the Trade and Navigation of Canada, for the nine months of the fiscal year ended 31st March, 1907. Presented 2nd December, 1907, by Hon. W. Paterson.

Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 7.

12. Inland Revenues of Canada. Excise, &c., for the nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. Templeman.

Printed for both distribution and sessional papers.

13. Inspection of Weights, Measures, Gas and Electric Light, for the nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. Templeman.

Printed for both distribution and sessional papers.

14. Report on Adulteration of Food, for the nine months ended 31st March, 1907. Presented 28th November, 1907, by Hon. W. Templeman.

Printed for both distribution and sessional papers.

15. Report of the Minister of Agriculture, for the year ended 31st March, 1907. Presented 2nd December, 1907, by Hon. S. A. Fisher.

Printed for both distribution and sessional papers.

- 15a. Report of the Dairy and Cold Storage Commissioner for the year ending 31st March, 1907. Presented 10th February, 1908, by Sir Wilfrid Laurier.

Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 8.

16. Report of the Directors and Officers of the Experimental Farms for 1906. Presented 10th January, 1908, by Hon. S. A. Fisher.

Printed for both distribution and sessional papers.

17. Criminal Statistics for the year ended 30th September, 1907.

Printed for both distribution and sessional papers.

- 17a. Census of Population and Agriculture of the Northwest Provinces: Manitoba, Saskatchewan and Alberta, 1906. Presented 18th February, 1908, by Hon. S. A. Fisher. *See 17a, 1907.*

- 17b. Return of By-Elections for the House of Commons of Canada, held during the year 1907. Presented 6th March, 1908, by Sir Wilfrid Laurier.

Printed for both distribution and sessional papers.

18. Canadian Archives. *See No. 15, page lv.*

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- 19.** Report of the Minister of Public Works, for the fiscal period ended 31st March, 1907. Presented 2nd December, 1907, by Hon. W. Pugsley.
Printed for both distribution and sessional papers.
- 19a.** Georgian Bay Ship Canal Survey. Report on the Precise Levelling; from 1904 to 1907. Published by the Department of Public Works.
Printed for both distribution and sessional papers.
- 19b.** Progress Report of the International Waterways Commission. Supplementary Report to 31st December, 1907. Presented 5th June, 1908, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.
- 19c.** Supplementary Report of the International Waterways Commission, 1908.
Printed for both distribution and sessional papers.
- 20.** Report of the Department of Railways and Canals, for the fiscal period from 1st July, 1906, to 31st March, 1907. Presented 29th November, 1907, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

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- 20a.** Canal Statistics for the season of navigation, 1906.
Printed for both distribution and sessional papers.
- 20b.** Railway Statistics of Canada for the year ended 30th June, 1907. Presented 16th January, 1908, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.
- 20c.** Second Report of the Board of Railway Commissioners for Canada, 1st April, 1906, to 31st March, 1907. Presented 29th November, 1907, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.
- 21.** Report of the Department of Marine and Fisheries (Marine) for 1907. Presented 18th December, 1907, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.
- 21a.** Seventh Report of the Geographic Board of Canada, 1907-8.
Printed for both distribution and sessional papers.
- 21b.** List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada, on the 31st December, 1907. Presented 24th June, 1908, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

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- 21c.** Report on British and Continental Ports, with a view to the development of the port of Montreal and Canadian transportation.
Printed for both distribution and sessional papers.
- 22.** Report of the Department of Marine and Fisheries (Fisheries) for 1907. Presented 18th December, 1907, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.
- 23.** Report of the Harbour Commissioners. &c.
Printed for both distribution and sessional papers.
- 23a.** Report of the Chairman of the Board of Steamboat Inspection, 1907. Presented 27th February, 1908, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

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- 24.** Report of the Postmaster General, for the nine months ended 31st March, 1907. Presented 3rd December, 1907, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.
- 25.** Report of the Department of the Interior, for the fiscal period from 1st July, 1906, to 31st March, 1907. Presented 29th November, 1907, by Hon. F. Oliver.
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- 25a. (1906) Report of the Chief Astronomer for the year ended 30th June, 1903. Presented 17th December, 1907, by Hon. F. Oliver...*Printed for both distribution and sessional papers.*
- 25a. (1907) Report of the Chief Astronomer for the nine months ending 31st March, 1907.
Printed for both distribution and sessional papers.
- 25b. Annual Report of the Topographical Surveys Branch (Department of the Interior) 1906-7. Presented 8th June, 1908, by Hon. F. Oliver.
Printed for both distribution and sessional papers.
- 25c. Report of the Commissioner of the Yukon Territory, for the year ended 31st March, 1908....*Printed for both distribution and sessional papers.*
- 25d. Correspondence and papers relating to Seed Grain in Saskatchewan and Alberta. Presented 18th July, 1908, by Hon. F. Oliver.
Printed for both distribution and sessional papers.
26. Summary Report of the Department of Mines (Geological Survey), for the calendar year 1907. Presented 16th January, 1908, by Hon. W. Templeman.
Printed for both distribution and sessional papers.
- 26a. Summary Report of the Mines Branch of the Department of Mines, for the fiscal year 1907-8. Presented 17th July, 1908, by Hon. W. Templeman.
Printed for both distribution and sessional papers.
- 26b. Annual Report on the Mineral Production in Canada, during the calendar year 1906.
Printed for both distribution and sessional papers.

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27. Report of the Department of Indian Affairs, for the year ended 31st March, 1907. Presented 29th November, 1907, by Hon. F. Oliver.
Printed for both distribution and sessional papers.
28. Report of the Royal Northwest Mounted Police, 1907. Presented 29th January, 1908, by Sir Wilfrid Laurier...*Printed for both distribution and sessional papers.*
29. Report of the Secretary of State of Canada, for the year 1907.
Printed for both distribution and sessional papers.

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- 29a. Report of the Royal Commission on the Civil Service, with appendices and evidence taken before the Commissioners. Presented 26th March, 1908, by Hon. W. S. Fielding; also Analytical Index of evidence and memorials.
Printed for both distribution and sessional papers.

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- 29a. Report of the Royal Commission on the Civil Service—*Continued.*
30. Civil Service List of Canada, 1907. Presented 3rd December, 1907, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

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31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1907. Presented 8th May, 1908, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.
32. Annual Report of the Department of Public Printing and Stationery, 1907. Presented 11th May, 1908, by Hon. S. A. Fisher...*Printed for both distribution and sessional papers.*
33. Report of the Joint Librarians of Parliament for the year 1907. Presented 28th November, 1907, by the Hon. the Speaker...*Printed for sessional papers.*

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- 34.** Report of the Minister of Justice as to Penitentiaries of Canada, for the nine months ended 31st March, 1907. Presented 4th December, 1907, by Hon. J. Bureau.
Printed for both distribution and sessional papers.
- 35.** Annual Report of the Militia Council of Canada, 1907. (Interim Report presented 6th March, 1908.)... ..*Printed for both distribution and sessional papers.*
- 36.** Report of the Department of Labour, for the nine months ended 31st March, 1907. Presented 18th December, 1907, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.
- 36a.** Report of W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, on his mission to England to confer with the British authorities on the subject of immigration to Canada from the Orient, and immigration from India, in particular
Printed for both distribution and sessional papers.
- 36b.** Report by W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, on the need for the suppression of the opium traffic in Canada. Presented 3rd July, 1908, by Hon. R. Lemieux... ..*Printed for both distribution and sessional papers.*
- 36c.** Return to an address of the Senate, dated 16th July, for all correspondence, reports, memorials and protests forwarded to the Government in connection with the opium trade in Canada, whether asking for the suppression of said trade or otherwise. Presented 18th July, 1908.—*Hon. Sir Mackenzie Bowell*... ..*Not printed.*
- 37.** Minutes of proceedings of the Board of Internal Economy of the House of Commons, pursuant to Rule of the House, number 9. Presented 2nd December, 1907, by the Hon. The Speaker... ..*Not printed.*
- 37a.** Return to an order of the House of Commons, dated 10th February, 1908. Minutes of proceedings of the Board of Internal Economy of the House of Commons from 1st January, 1902, to 1st January, 1906. Presented 6th March, 1908.—*Mr. Roche (Marquette)*.
Not printed.
- 38.** A copy of the new rules of the Supreme Court of Canada, promulgated on the 19th day of June, 1907. Presented 28th November, 1907, by the Hon. The Speaker.....*Not printed.*
- 38a.** Rules and orders of the Supreme Court of Judicature for Ontario, passed on the 27th March, 1908, under the power conferred by the Criminal Code. Presented 12th May, 1908, by Hon. A. B. Aylesworth... ..*Not printed.*
- 39.** Return to an order of the House of Commons, dated 6th July, 1908, showing the length of the National Transcontinental Railway from Moncton, New Brunswick, to Prince Rupert, in the province of British Columbia, and the estimated cost of the same. Presented 6th July, 1908.—*Hon. G. P. Graham*... ..*Not printed.*
- 39a.** Report of the Commissioners of the Transcontinental Railway for the fiscal period ending 31st March, 1907. Presented 29th November, 1907, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.
- 39b.** Supplementary return to an order of the House of Commons, dated 12th December, 1907, showing: 1. The estimated quantities used by the Transcontinental Railway Commission for arriving at the moneyed values of the tenders for the construction of the 50 miles, more or less, from Moncton westerly; for the construction of 62 miles, more or less, from Grand Falls westerly; from the south side of the St. Lawrence river, easterly 150 miles; for the 45 miles more or less westerly from near La Tuque; and for the 150 miles easterly from near Abitibi, known as the Abitibi section. 2. The various prices which each tenderer placed opposite the several items in the schedule or form of tender. 3. The total number so ascertained of each tender. Presented 24th January, 1908. —*Mr. Schell (Glengarry)*... ..*Not printed.*
- 39c.** Return to an order of the House of Commons, dated 8th January, 1908, for a copy of all tenders received up to date (30th November, 1907) by, and now under contract to, the commission appointed for the construction of that portion of the line of the

CONTENTS OF VOLUME 17—*Continued.*

Transcontinental Railway between the city of Winnipeg, in the province of Manitoba, and the city of Moncton, in the province of New Brunswick; that such copy or return shall contain (1) signatures attached to the tenders; (2) the total amount of each tender as "moneyed out" by the said commission; (3) the quantity of each class or kind of material as used by the said commission in figuring out the cost; (4) the price per unit of prices submitted by those who responded to the invitation for tenders; and (5) the total cost of each item in the schedule, which, added together, gives the grand total cost of each undertaking tendered for. Presented 24th January, 1908.—*Mr. Taylor*. *Not printed.*

- 39d. Return to an order of the House of Commons, dated 29th January, 1908, showing to whom, and when, the National Transcontinental Railway Commission awarded contracts for the transportation of supplies, on District E, between the following points, namely:—(a) Grasset to Cache 9, (b) Montizambert to New Cache 9 A, on Negogami river; (c) Jackfish to Caches 10, 11 A, and 12 (d) Nipigon to Caches 12 A, 13, 14, 15, Ombabika and Wabinoah warehouses and Cache 16, on District F; the distances in each contract, the contract rate and terms; the amounts that have been paid to date on each contract; who erected the cache and dwelling house at the line crossing on Kebinakagami river; also the new buildings at line crossing of Negogami river, and the warehouses at Jackfish; the cost of these buildings, respectively; and if tenders were invited for above transportation and building contracts. Presented 6th February, 1908.—*Mr. Boyce*. *Not printed.*
- 39e. Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of the clauses and conditions, regulations and specifications contained in the contracts, in virtue of which the National Transcontinental Railway is being built, and that are for the purpose of safeguarding, securing and guaranteeing the suppliers of the contractors, to whom the work of construction has been accorded, the payment of their claims against the said contractors; likewise a list of the contracts signed, up to the present, in which appear the said clauses guaranteeing or securing the said suppliers the payment of their said bills or claims. Presented 13th February, 1908.—*Mr. Morin*. *Not printed.*
- 39f. Return (in part) to an Address of the House of Commons, dated 23rd March, 1908, for a copy of all orders in council, reports, surveys, contracts, tenders, agreements, books, memoranda, documents, and papers of every kind, showing, relating to, or concerning the length of the National Transcontinental Railway from (a) Winnipeg to Quebec, (b) Quebec to Moncton, and the estimated or probable average cost per mile of the same, and all other information relating to the total cost or the cost per mile of the said railway. Presented 21st April, 1908.—*Mr. Borden (Carleton)*. *Not printed.*
- 39g. Letters from the chairman of the Board of Commissioners of the Transcontinental Railway, the chief engineer and others, in connection with certain allegations made by Major A. E. Hodgins, late district engineer of Section F, Transcontinental Railway. Presented 24th April, 1908, by Sir Wilfrid Laurier. *Not printed.*
- 39h. Copy of the commission appointing Lucien Pacaud, Esquire, of the city of Quebec, as police magistrate, to carry out the law against the sale of intoxicating liquors within certain limits, along the line of the eastern extension of the Transcontinental Railway. Presented 8th May, 1908, by Hon. A. B. Aylesworth. *Not printed.*
- 39i. Return to an order of the Senate, dated 1st April, 1908, based on the records in the offices of the Railway Commission, showing the total number of persons killed or injured by being struck by engines or trains on highway crossings, said return to show the number of persons so killed or injured on the lines of each railway company separately for the years ending 31st March, 1905, 1906 and 1907, such return to include all persons killed or injured as above described irrespective of any contention of the railway companies or opinion of the officers of the Railway Commission as to the legal rights of the said persons to use the highway crossing at the time of the accidents. Presented 12th May, 1908.—*Hon. Mr. McKay (Truro)*. *Not printed.*

CONTENTS OF VOLUME 17—Continued.

- 39j.** Return to an order of the Senate, dated 9th April, 1908, giving a list of all railways in Canada which are not under the control or jurisdiction of the Board of Railway Commissioners; and stating in each case the reason why the railway is not controlled by the commission. Presented 12th May, 1908.—*Hon. Mr. McKay (Truro)*....*Not printed.*
- 39k.** Return (in part) to an order of the Senate, dated 27th March, 1908, showing, separately, the highway crossings at rail level on all railways, except railways under construction, within the jurisdiction of the Railway Commission in respect of which highway crossings, protection has been ordered by the board since its organization, said return to give the character of the protection ordered in each case, the name of the railway company, the local designation of each highway crossing, and the county and province in which it is situated, and the date of the order and regulation in respect thereof; also a similar return giving the highway crossings ordered to be protected by the proper authority in each case on all railways not under the control of the board, including the Intercolonial Railway, and including orders made regarding railways under construction; also a similar return respecting all highway crossings, which had orders and regulations in respect to them in force, on the 1st day of February, 1904. Presented 18th July, 1908.—*Hon. Mr. Ferguson*... ..*Not printed.*
- 39l.** Supplementary Return to No. 39k. Presented 4th June, 1908... ..*Not printed.*
- 40.** Ordinances of the Yukon Territory passed by the Yukon Council in the year 1907. Presented 3rd December, 1907, by Sir Wilfrid Laurier... ..*Not printed.*
- 41.** General Orders issued to the militia between 2nd November, 1906, and 1st November, 1907. Presented 9th December, 1907, by Sir Frederick Borden... ..*Not printed.*
- 41a.** Dress Regulations for the Canadian militia, 1907. Presented 9th December, 1907, by Sir Frederick Borden... ..*Not printed.*
- 42.** Ross Rifle Hand-book, 1907. Presented 9th December, 1907, by Sir Frederick Borden.
Not printed.
- 43.** Return under chapter 125 (R.S.C.), 1906, intituled: "An Act respecting Trades Unions," submitted to Parliament in accordance with section 33 of the said Act. Presented 9th December, 1907, by Sir Wilfrid Laurier... ..*Not printed.*
- 44.** A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return, 4th December, 1906, submitted to the Parliament of Canada under section 32, chapter 19, of the Revised Statutes of Canada, 1906. Presented 9th December, 1907, by Sir Wilfrid Laurier... ..*Not printed.*
- 45.** Return (in so far as the Department of the Interior is concerned) of copies of all orders in council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return, under such resolution. Presented 11th December, 1907, by Hon. F. Oliver... ..*Not printed.*
- 46.** Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st December, 1906, and 1st December, 1907, in accordance with provisions of subsection (d) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 11th December, 1907, by Hon. F. Oliver... ..*Not printed.*
- 47.** Return of orders in council which have been published in the *Canada Gazette* between 1st December, 1906, and 1st December, 1907, in accordance with the provisions of section 8 of chapter 55 of the Revised Statutes of Canada, 1906. Presented 11th December, 1907, by Hon. F. Oliver... ..*Not printed.*
- 48.** Statement of expenditure on account of miscellaneous unforeseen expenses from the 1st April, 1907, to the 28th November, 1907, in accordance with the Appropriation Act of 1907. Presented 11th December, 1907, by Hon. W. S. Fielding... ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

49. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the nine months ending 31st March, 1907. Presented 11th December, 1907, by Hon. W. S. Fielding..*Not printed.*
50. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1907-8. Presented 11th December, 1907, by Hon. W. S. Fielding.
Not printed.
51. Statement of superannuations and retiring allowances in the civil service during the year ended 31st December, 1907, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 11th December, 1907, by Hon. W. S. Fielding..*Not printed.*
52. Return to an address of the House of Commons, dated 11th December, 1907, showing:
1. The names (a) of members of parliament and (b) ex-members of parliament who have been appointed to the Senate by the present administration, distinguishing between classes (a) and (b), giving the date of retirement in class (b) and date of appointment in all cases. 2. The names of members of parliament and of ex-members of parliament appointed to offices of emolument under the Crown by the present administration, distinguishing between the two classes and giving dates as in paragraph one mentioned. 3. The names of senators and ex-senators appointed to offices of emolument under the Crown by the present administration, distinguishing between the two classes and giving dates as in paragraph one mentioned. Presented 12th December, 1907.—*Mr. Lennox*..*Not printed.*
53. Exchequer Court rules (amended), general order of the 12th September, 1907. Presented 12th December, 1907, by Sir Wilfrid Laurier..*Not printed.*
54. Copy of articles of convention of the 21st August, 1906, between the United States and Great Britain, as to the demarcation of the boundary line between Alaska in the United States and the British possessions in North America. Presented 16th December, 1907, by Hon F. Oliver..*Printed for sessional papers.*
- 54a. Copy of a treaty between Great Britain and the United States providing for the more complete definition and demarcation of the international boundary between the Dominion of Canada and the United States, signed at Washington on 11th April, 1908. Presented 19th May, 1908, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.
- 54b. Correspondence, orders in council and despatches in connection with the negotiation of a treaty between Great Britain and the United States for the definition and demarcation of the international boundary between Canada and the United States. Presented 4th June, 1908, by Sir Wilfrid Laurier...*Printed for both distribution and sessional papers.*
55. Report of the investigation held last winter by Augustus Power, K.C., of the Justice Department, in respect of Mr. F. T. Congdon. Presented 16th December, 1907, by Hon. F. Oliver..*Not printed.*
- 55a. (1) Return to an order of the House of Commons, dated 13th January, 1908, showing all correspondence, petitions, statements, reports and papers having any relation to the claim of Mrs. Louise F. Wiley, and her infant daughter, concerning certain mining claims held by her husband in the Yukon, and which on his death without will are allowed to have gone into the possession or trusteeship of Frederick Tennyson Congdon, then public administrator in the Yukon, under appointment of the Dominion government, and all correspondence, reports, and papers, bearing upon Mr. Congdon's examination, defence and connection therewith. Presented 24th February, 1908.—*Mr. Foster*.
Not printed.
- 55a. (2) Return to an address of the House of Commons, dated 22nd January, 1908, for a copy of all orders in council, correspondence, reports, memoranda, evidence and other documents and papers of every description relating to the estate of the late Orren

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Leonard Wiley, or to the claim of Louise F. Wiley, or of her infant daughter, against the government or against Frederick T. Congdon as public administrator of the Yukon Territory, or otherwise as an official of the government, or to any charges against the said Frederick T. Congdon as public administrator or otherwise as an official or employee of this government; excluding therefrom, however, any papers relating to the subjects which may be included in return ordered on the 13th instant, on motion of the honourable member for North Toronto. Presented 24th February, 1908.—*Mr. Foster.*

Not printed.

- 55b.** Return to an address of the House of Commons, dated 29th January, 1908, for a copy of all orders in council, correspondence, evidence, memoranda and other documents and papers of every description, relating to or touching the conduct of all persons who have acted as public administrator in the Yukon Territory, or who have had charge or control by reason of their official position, of the estate of deceased persons in the Yukon Territory. And a copy of all such documents and papers aforesaid as set forth and describe the action, if any, of the government in respect of any claims, charges or proposed proceedings against any such official in respect of his duties, acts or dealings as public administrator. Presented 24th February, 1908.—*Mr. Lennox....Not printed.*
- 55c.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all telegrams, affidavits, papers sent by and all correspondence had with Rev. John Pringle, presently of the Yukon, in connection with the condition of public matters therein and with public officials thereof, and especially in reference to one Frederick Tennyson Congdon, at one time commissioner of the Yukon, and one Girouard, registrar, and one Lithgow, controller and member of the Yukon Council and in particular letters sent by Rev. John Pringle, on or about January, 1902, and in or about January, 1905, and on or about 31st July, 1907, to the premier of Canada, and other ministers, detailing the condition of public matters in the Yukon and the replies thereto. Also showing what action, if any, was taken by the government in relation to the matters dealt with therein and the reports of any commissioner appointed to investigate the charges or any part of them. Presented 2nd March, 1908.—*Mr. Foster.. . . .Not printed.*
- 55d.** Return to an order of the House of Commons, dated 20th January, 1908 for a copy of all correspondence relating to the morality of the Yukon. Presented 11th March, 1908.—*Mr. Thompson.. . . .Not printed.*
- 55e.** Return to an order of the House of Commons, dated 10th February, 1908, showing the parties to, whom were made the original grants from the Crown of the lands comprised within the limits of the town of Whitehorse, Yukon Territory, and any assignments made thereof, with names of parties, dates, and consideration therefor. Presented 16th March, 1908.—*Mr. Foster.. . . .Not printed.*
- 55f.** Supplementary return to an order of the House of Commons, dated 13th January, 1908, for a copy of all telegrams, affidavits, papers sent by and all correspondence had with Reverend John Pringle, presently of the Yukon, in connection with the condition of public matters therein and with public officials thereof, and especially in reference to one Frederick Tennyson Congdon, at one time commissioner of the Yukon, and one Girouard, registrar, and one Lithgow, controller and member of the Yukon Council; and in particular letters sent by Reverend John Pringle, on or about January, 1902, and in or about January, 1905, and on or about 31st July, 1907, to the Premier of Canada and other ministers, detailing the condition of public matters in the Yukon and the replies thereto; also showing what action, if any, was taken by the government in relation to the matters dealt with therein and the reports of any commissioner appointed to investigate the charges or any part of them. Presented 7th April, 1908.—*Mr. Foster.. . . .Not printed.*

CONTENTS OF VOLUME 17—*Concluded.*

- 55g.** Return to an order of the House of Commons, dated 18th February, 1907, for a copy of all letters, memorials, telegrams, petitions, resolutions and other communications, documents and papers from any person or persons in the Yukon to the Prime Minister or to the government, or any member or official of the government, respecting the official acts or conduct of Mr. W. W. B. McInnes as commissioner of the Yukon; including any petition asking for the removal of Mr. McInnes from his position as commissioner. Presented 7th April, 1908.—*Mr. White*. *Not printed.*
- 55h.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of the report made by Mr. Beddoe upon the condition of the books, accounts, &c., of the financial administration of the Yukon, and especially with reference to the condition in the public administrator's office. Presented 21st April, 1908.—*Mr Foster*.
Not printed.
- 55i.** Return to an address of the House of Commons, dated 30th March, 1908, for a copy of all orders in council, reports, correspondence, documents, and papers relating to the appointment of Mr. W. H. P. Clement as legal adviser to the council of the Yukon Territory, or as public administrator in the Yukon Territory, or to any other office of emolument in the Yukon Territory, or relating to the resignation of the said W. H. P. Clement from any such office, or relating to the circumstances under which and reasons for which the said W. H. P. Clement ceased to act as such legal adviser, public administrator or in any other such capacity. Presented 7th May, 1908.—*Mr. Sproule*.
Not printed.
- 56.** Statement of expenditure as to bounty to deep-sea fishermen, for the year 1906-7. Presented 18th December, 1907, by Hon. L. P. Brodeur. *Not printed.*
- 56a.** Return to an order of the House of Commons, dated 13th January, 1908, showing the names and residences of all fishermen in the county of Cape Breton to whom fishing bounties were paid between 31st December, 1905, and 1st January, 1908, together with a statement of the amount paid to each person, the date on which it was paid, and the name of the officer or person by whom the sum was paid. Presented 11th February, 1908.—*Mr. Borden (Carleton)*. *Not printed.*
- 56b.** Supplementary return to No. 56a. Presented 13th July, 1908. *Not printed.*
- 57.** Correspondence and instructions with regard to the Lord's Day Act in its application to the Yukon Territory. Presented 18th December, 1907, by Hon. A. B. Aylesworth.
Not printed.

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- 58.** Minutes of Proceedings of the Colonial Conference held at the Colonial Office, Downing Street, London, from the 15th April to the 14th May, 1907. Presented 22nd May, 1908, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 59.** Report of the Royal Commission on the Grain Trade of Canada. Presented 8th January, 1908, by Hon. F. Oliver. *Printed for both distribution and sessional papers.*
- 60.** Return to an order of the House of Commons, dated 18th December, 1907, for a copy of the report of the Honourable Justice James Henry Madden, appointed by order in council, 15th May, 1907, to investigate and report upon the matter of arrears for rentals on certain leases at Dunnville, Welland Canal feeder. Presented 9th January, 1908.—*Mr. Lalor*. *Not printed.*
- 61.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, petitions, statements, papers, orders in council, and proclamations respecting the setting out of limits for prohibition of the sale of liquors along the line of the Grand Trunk Pacific under the Public Works Construction Act. Presented 9th January, 1908.—*Mr. Foster*. *Not printed.*
- 61a.** Supplementary return to No. 61. Presented 27th January, 1908. *Not printed.*

CONTENTS OF VOLUME 18—*Continued.*

62. Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, documents, papers, memoranda, and reports, relating to the retirement, resignation, or dismissal of Mr. Hodgins, C.E., from the service of the National Transcontinental Railway Commission, and the grounds or reasons therefor. Presented 9th January, 1908.—*Mr. Borden (Carleton)*... ..*Not printed.*
- 62a. Return to an order of the House of Commons, dated 18th December, 1907, showing what changes, if any, have been made in the National Transcontinental Railway Commission's engineering staff during the current calendar year. Presented 9th January, 1908.—*Mr. Macdonell*... ..*Not printed.*
- 62b. Return to an order of the House of Commons, dated 12th December, 1907, showing :
1. The estimated quantities used by the Transcontinental Railway Commission for arriving at the moneyed values of the tenders for the construction of the 50 miles, more or less, from Moncton westerly; for the construction of 62 miles, more or less, from Grand Falls westerly; from the south side of the St. Lawrence river, easterly 150 miles; for the 45 miles more or less westerly from near La Tuque; and for the 150 miles easterly from near Abitibi, known as the Abitibi section. 2. The various prices which each tenderer placed opposite the several items in the schedule or form of tender. 3. The total amount so ascertained of each tender. Presented 9th January, 1908.—*Mr. Schell (Glengarry)*. See also 39b... ..*Not printed.*
63. Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all orders in council, correspondence, reports, opinions of the Department of Justice, memoranda, papers and documents; also of all plans or route maps relating to the proposed new eastern entrance of the Grand Trunk Railway Company into the city of Toronto. Presented 9th January, 1908.—*Mr. Macdonell*... ..*Not printed.*
64. Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all writs, forms and instructions issued and used in and for the purposes of the several elections for Dominion constituencies in the year 1907. Presented 9th January, 1908.—*Mr. Barker*... ..*Not printed.*
65. Return to an address of the House of Commons, dated 11th December, 1907, for a copy of the order in council appointing Honourable J. A. Ouimet as judge of the Court of the King's Bench, as well as a copy of all correspondence, reports, medical certificates and order in council concerning his being pensioned. Presented 9th January, 1908.—*Mr. Lacot (Laprairie-Napierville)*... ..*Not printed.*
66. The Canada Year Book, 1906. Presented 10th January, 1908, by Hon. S. A. Fisher.
Printed separately.
67. Report of the Commissioner, Dominion Police Force, for the year 1907. Presented 13th January, 1908, by Hon. A. B. Aylesworth... ..*Not printed.*
68. Return to an order of the House of Commons, dated 11th December, 1907, showing:
1. The number of officials of the government, civil or military, or officers of the active militia who perform services in any way connected with the manufacture of rifles for the government by the Ross Rifle Company. 2. Their names, ranks, and duties, and the amount of their individual salary or remuneration. 3. The total amount, (apart from contract cost of rifle), or expenditure by the government with the Ross Rifle Company, including any bonus, loans, inspections, cost of testing, commissions, or expenditure of any kind, with the individual amounts. Presented 16th January, 1908.—*Mr. Worthington*... ..*Not printed.*
- 68a. Return to an order of the House of Commons, dated 11th December, 1907, showing reports of commissions, boards of inquiry, inspections, reports of industrial officers, to the government or any member thereof, including reports from the comptroller, commissioner, or any officer, or member of the Northwest Mounted Police, the Dominion Rifle Association, or any member thereof, or any rifle association or club, or any

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member thereof, or to the commandant, or any member of the Bisley team, regarding the efficiency of the Ross rifle, to date. Presented 9th April, 1908.—*Mr. Worthington.*

Not printed.

- 68b. Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all correspondence between the government or any department thereof, and the Ross Rifle Company, or any representative thereof, or between the government and any bank or other institution which has made advances under the contract between the government and the said company, or any representative of such bank or institution, relating to the accounts and financial or other affairs of the Ross Rifle Company, including any letters or correspondence from any official of the Bank of Montreal to the Auditor General. Presented 9th April, 1908.—*Mr. Worthington.* *Not printed.*
- 68c. Return to an address of the House of Commons, dated 18th March, 1908, for a copy of all correspondence, reports, communications and other papers and documents of every kind and description not already brought down, relative to the rifle known as the Ross rifle, or to the contract between the government and any person or corporation with respect to the said rifle, or to the value or efficiency thereof, or to any alleged defects therein; also a copy of all letters, telegrams, despatches, reports, and other communications of every kind from the British government or any member or official thereof, or from the War Office, or Secretary of State for War, or any officer or official or person employed by or in the service of the British government, to the Governor General of Canada, or to the government of Canada, or to the Minister of Militia, or to any officer or official or person in the public service of Canada, relative to the said rifle, or to the value or efficiency of the said rifle or any defects therein, or any matter or thing connected therewith. Presented 9th April, 1908.—*Mr. Worthington.*
- Not printed*
- 68d. Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all contracts between the Ross Rifle Company and the government, or the Department of Militia, for the supply of rifles, ammunition and other articles, and all orders in council, correspondence, reports, documents and papers, relating to such contracts, and the subject-matter thereof, and to the operations of the company, and to its dealings with the government, or any of the departments, including the Department of Customs, and the Bank of Montreal, or any banking institutions. Presented 9th April, 1908.—*Mr. Worthington.* *Not printed.*
69. Return of lands sold by the Canadian Pacific Railway Company, from the 1st October, 1906, to the 1st October, 1907. Presented 13th January, 1908, by Hon. F. Oliver.
- Not printed.*
70. Report of the Ottawa Improvement Commission for the nine months ended the 31st March, 1907. Presented 13th January, 1908, by Hon. W. S. Fielding.
- Printed for sessional papers.*
71. Return to an order of the House of Commons, dated 11th December, 1907, showing :
 1. How much money has been expended to date on the Royal Mint, for construction and equipment, respectively. 2. The sums required to complete on both accounts.
 3. The officers and employees, and at what yearly salaries, are required to man the institution. 4. The face value of copper and silver and gold coinage obtained by the government per year for the last ten years, and what it has cost the government therefor. 5. The total profit on coinage in the ten years. 6. The amount of coinage it is in contemplation to issue in 1908, and in what denominations. 7. Who is to make the purchases and fix the price of bullion necessary for the use of the Mint. 8. Upon what system the officers and employees of the Mint are appointed, promoted and dismissed. Presented 13th January, 1908.—*Mr. Foster.* *Not printed.*

CONTENTS OF VOLUME 18—*Continued.*

- 72.** Supplementary return to an address of the House of Commons, dated 10th December, 1906, for a copy of all orders in council, correspondence, and all other papers, relating to the Standard Chemical Company (Limited), or Pevelan & Co., in its dealings with the Customs and Inland Revenue Departments from the date of the incorporation of the said company to the present date. Presented 16th January, 1908.—*Mr. Robitaille.*
Not printed.
- 73.** Return to an order of the House of Commons, dated 11th December, 1907 showing:
1. All promotions that have been made to the rank of colonel in the active militia during the past year, with names. 2. The nature of service, merit or seniority justifying such promotions. 3. The record of war services of such officers. 4. Previous to the gazetting of such promotion the positions held by such officers on the seniority list of the colonels. 5. The number of lieut.-colonels who were outranked or superseded by such promotions, with their names and services. Presented 17th January, 1908.—*Mr. Worthington.**Not printed.*
- 74.** Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all orders in council, correspondence, documents and papers relating to Chinese seeking admission to the public schools of British Columbia as students, and relating to the remission of head-tax on such persons Presented 20th January 1908.—*Mr. Borden (Carleton).**Not printed.*
- 74a.** Report of W. L. Mackenzie King, commissioner to inquire into the methods by which oriental labourers (Japanese) have been induced to come to Canada. Presented 20th January, 1908, by Hon. R. Lemieux.*Not printed.*
- 74b.** Return to an address of the House of Commons, dated 12th December, 1907, for a copy of all correspondence between the Government of Canada and the Imperial authorities, and a copy of all correspondence between the Government of Canada, and any person or persons, and of all reports communicated to the Government in respect to the Anglo-Japanese convention regarding Canada. Presented 21st January, 1908.—*Mr. Borden (Carleton).**Printed for sessional papers.*
- 74c.** Supplementary return to No. 74b. Presented 21st January.
Printed for sessional papers.
- 74d.** Supplementary return to an address of the House of Commons, dated 18th December, 1907, for a copy of all orders in council, correspondence, documents and papers, during the past ten years, relating to the immigration of Chinese and Japanese into Canada. Presented 24th February, 1908.—*Mr. Borden (Carleton).**Not printed.*
- 74e.** Return to an address of the House of Commons, dated 18th December, 1907, for a copy of all orders in council, correspondence, documents and papers, during the present year, relating to the immigration of Japanese into Canada. Presented 9th March, 1908.—*Mr. Borden (Carleton).**Not printed.*
- 74f.** Report of W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, commissioner appointed to investigate into the losses sustained by the Chinese population of Vancouver, in the province of British Columbia, on the occasion of the riot in that city in September, 1907. Presented 30th June, 1908, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.
- 74g.** Report by W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, commissioner appointed to enquire into the losses and damages sustained by the Japanese population in the city of Vancouver, in the province of British Columbia, on the occasion of riots in that city in September, 1907. Presented 30th June, 1908, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.
- 74h.** Report of W. L. Mackenzie King, C.M.G., commissioner appointed to enquire into methods by which Oriental labourers (Hindoo and Chinese) have been induced to come to Canada. Presented 13th July, 1908, by Hon. R. Lemieux.*Not printed.*

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75. Return to address of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, instructions or communications sent by the Government of Canada, through the Secretary of State or otherwise, to Sir Henri Joly de Lotbinière, as Lieutenant Governor of British Columbia, during the years 1905 and 1906, respectively. Presented 21st January, 1908.—*Mr. Borden (Carleton)*... ..*Not printed.*
76. Copy of an order in council regarding sale of a portion of Major's Hill Park, Ottawa, to the Grand Trunk Railway Company as a site for a hotel. Presented 21st January, 1908, by Hon. W. Pugsley... ..*Not printed.*
77. Return to an order of the House of Commons, dated 16th December, 1907, for a copy of any declarations or affidavits made by Robert Cruickshank, or other persons in the Regina Lands district, or any other complaints in regard to alleged improper or unauthorized charges by individuals, whether in the service of the Government or not, for locating settlers on homesteads, or obtaining for them entries for homesteads, by cancellation or otherwise, together with all correspondence, reports, or other papers on the subject; also all communications, reports, correspondence, or other papers between the Department of the Interior and any of its officials and any person or persons in regard to homestead entries, cancellations, protections, inspectors' reports, &c., for the s.w. $\frac{1}{4}$ sec. 16 and the n.w. $\frac{1}{4}$ sec. 20 and the n.w. and s.w. $\frac{1}{4}$ sec 36, all in tp 14, r. 9, w. 2nd M. Presented 23rd January, 1908.—*Mr. Lake*.... ..*Not printed.*
78. Return to an order of the House of Commons, dated 11th December, 1907, showing how many applications were refused for permission, as granted by order in council passed on 16th May, 1906, for saw-mill owners to cut timber. Presented 23rd January, 1908.—*Mr. Roche (Marquette)*... ..*Not printed.*
79. Return to an order of the House of Commons, dated 11th February, 1907, showing the total expenditure each constituency, as defined prior to last Redistribution Act, the the years 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, and 1906, for: (a) Harbours and rivers, including dredging, wharfs, docks, breakwaters, piers, or other improvements and repairs. (b) For public buildings and lands, including repairs, extensions, &c. (c) Maintenance and caretakers, including fuel, lights, &c. (d) Expenditure in connection with Intercolonial Railway, including purchase of lands, erection of buildings, repairs, &c., and improvements, and the place where spent. Presented 29th January, 1908.—*Mr. Sproule*... ..*Not printed.*
80. Return to an order of the House of Commons, dated 11th December, 1907, showing a summary of stock, implements, chattels, grain, hay, roots and all other kinds of fodder, with their value, for the years ending 1st December, 1906 and 1907; also the amount paid for all kinds of live stock, their kind and number, the amount paid for all kinds of feed, giving the kind, the amount of all kinds of product sold, and their kind; the amount paid for all kinds of grain and seed for distribution for the same years, on the Central Experimental Farm, Ottawa. Presented 23rd January, 1908.—*Mr. Jackson (Elgin)*.. ..*Not printed.*
81. Return to an order of the House of Commons, dated 11th December, 1907, showing the number of immigrants secured and located by Mr. N. B. Miller, of the town of Napanee, in the county of Lennox and Addington, the names of such immigrant, his age, the names of the respective parties with whom they were located, also the township in which such party resides; also the amount of money received by the said N. B. Miller from the government for his services in salary, commission, or both; also the amount of moneys received by the said N. B. Miller, respectively, from residents in the said county of Lennox and Addington for his services in securing the aforesaid immigrants. Presented 23rd January, 1908.—*Mr. Wilson (Lennox and Addington)*.. ..*Not printed.*
- 81a. Return to an order of the House of Commons, dated 11th December, 1907, showing the number of immigrants secured and located by Mr. M. C. Dunne, of Yarker, in the county of Lennox and Addington, the names of each such immigrant, his age, the names

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of the respective parties with whom they are located, also the township in which such party resides; also the amount of money received by the said M. C. Dunne from the government for his services in salary, commission, or both; also the amount of moneys received by the said M. C. Dunne, respectively, from residents in the said county of Lennox and Addington for his services in securing the aforesaid immigrants. Presented 23rd January, 1908.—*Mr. Wilson (Lennox and Addington)*... ..*Not printed.*

81b. Return to an order of the House of Commons, dated 13th January, 1908, showing list of the names of immigration agents appointed by the government in each county of the province of Ontario, the county in which each such agent is employed, the number of immigrants placed by each such agent, and the amounts paid to each such agent for his services and expenses. Presented 30th January, 1908.—*Mr. Clements*.*Not printed.*

81c. Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all reports received by the government from each of the special immigration agents sent to Great Britain and the continent of Europe, for the fiscal year ending 31st March, 1907. Presented 30th January, 1908.—*Mr. Wilson (Lennox and Addington)*.
Not printed.

81d. Return to an order of the House of Commons, dated 16th December, 1907, showing the number of immigrants who reached and settled in Canada during the fiscal years of 1905-6 and 1906-7, and from what countries they came. Presented 11th February, 1908.—*Mr. Paquet*... ..*Not printed.*

81e. Return to an order of the House of Commons, dated 22nd January, 1908, for a copy of all correspondence between the Department of the Interior and James S. Waugh, immigration distribution agent, subsequent to 1st December, 1907. Presented 11th February, 1908.—*Mr. Gordon*... ..*Not printed.*

81f. Return to an order of the House of Commons, dated 3rd February, 1908, showing what special immigration agents the Government of Canada has in the British Islands; their respective names, and from what parts of Canada they come; the arrangements made by the Government with the said agent or agents as to salary and expenses; the date of their respective appointments, and at what time they left this country to take up their work. Presented 11th February, 1908.—*Mr. Wilson (Lennox and Addington)*.
Not printed.

81g. Return to an Address of the House of Commons, dated 29th January, 1908, for a copy of all orders in council now in force with respect to immigration from every country from which immigrants come to Canada; also a copy of all circulars in force at the present time with reference to immigration. Presented 13th February, 1908.—*Mr. Wilson (Lennox and Addington)*... ..*Not printed.*

81h. Return to an order of the House of Commons, dated 20th January, 1908, for a copy of all certificates by farmers resident in the riding of West Kent, and returned to the department by emigration agents for the said riding, and on certificates such agents were paid for placing emigrants with each farmer, giving the names of each emigrant and of each farmer such were placed with, giving the total amount received by each agent up to the present time. Presented 3rd March, 1908.—*Mr. Clements*...*Not printed.*

81i. Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all certificates by A. G. McDonald, immigration agent for Prince Edward County, Ontario, claiming payment for immigrants by him alleged to have been placed with farmers or other employers; also, a copy of all certificates or communications by such farmers or other employers received by the Department of the Interior relating to immigrants so claimed as placed by said A. G. McDonald, giving in each case the name and post office address of the immigrant and of the farmer or the employer. Presented 13th April, 1908.—*Mr. Alcorn*... ..*Not printed.*

CONTENTS OF VOLUME 18—*Continued.*

- 81j. Return to an order of the House of Commons, dated 23rd March, 1908, showing the expenditure of the Government for food, clothing and other maintenance for immigrants after landing in Canada for the years 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, to 1st March. Presented 30th April, 1908.—*Mr. Schaffner*.*Not printed.*
- 81k. Report of E. Blake Robertson, assistant superintendent of immigration, respecting Joseph Bernstein, Halifax. Presented 27th May, 1908, by Hon. F. Oliver...*Not printed.*
82. Return to an order of the House of Commons, dated 18th December, 1907, showing the total amount paid by this Government each year, during the past five years, towards mail subsidies to steamships; the names of the countries served, the names of steamers and contractors, and the steamship subventions. Presented 28th January, 1908.—*Mr. Armstrong*.*Printed for sessional papers.*
83. Return to an order of the House of Commons, dated 13th January, 1908, for a copy of the lease, conditions, &c., passed between the Government of Canada and a company for the use of the Beauharnois Canal. Presented 24th January, 1908.—*Mr. Bergeron*.
Not printed.
84. Copies of a letter and telegrams between the Lieutenant Governor of British Columbia and the Honourable the Secretary of State for Canada, on the subject of the disallowance of a Bill of the Legislature of British Columbia, intituled: "An Act to regulate immigration into British Columbia." Presented 24th January, 1908, by Sir Wilfrid Laurier.*Not printed.*
85. Return to an order of the House of Commons, dated 8th January, 1908, for a copy of all correspondence between the Department of Justice, or any department of the Government, and Mr. Frederick Fraser Forbes, now a district judge in the province of Saskatchewan, or any other person or persons, in reference to the personal or professional status or character of Mr. Forbes, or his appointment as a judge as above-mentioned, and of all writings and documents of any kind in reference to the foregoing matter. Presented 28th January, 1908.—*Mr. Taylor*.*Not printed.*
86. Return to an order of the House of Commons, dated 15th January, 1908, showing the number of applications made to the Board of Railway Commissioners for the privilege of crossing railway tracks with telephone and telegraph wires and with water mains each, over the said period from 1st February, 1904, to the 1st January, 1908; the total number of applications granted over said period; the total number of applications refused; the date of each application; the date each application was granted; the length of time from the application to the granting of same; and what time should elapse before the board should give its decision. Presented 27th January, 1908.—*Mr. Barr*.
Not printed.
87. Return to an order of the House of Commons, dated 16th December, 1907, showing, in respect of all grants of right to divert water and construct ditches made under the provisions of the Yukon Placer Mining Act, 1906, the number of the claim, name and address of the grantee, date of issue, length of term, source of water, quantity that may be diverted, estimated expenditure within one year, time limit for construction, sum paid for the privilege and the name and address of present holder, if rights have been transferred. Presented 30th January, 1908.—*Mr. Boyce*.*Not printed.*
88. Return to an order of the House of Commons, dated 11th December, 1907, showing the timber lands sold or leased by the Department of the Interior subsequent to the date of those included in Sessional Paper, No. 167a, brought down to the House on the 9th of April, 1907; the description and area of such lands, the applications made therefor, the notice of advertisement for sale or tender, the tenders received, the amount of each tender, the tenders accepted, the name of the person or company to whom each lot was sold or leased, and the name and address of each person or company to whom any of such leases have been transferred. Presented 30th January, 1908.—*Mr. Ames*.
Not printed.

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- 88a.** Return to an order of the House of Commons, dated 11th December, 1907, showing, in respect of timber berth number 1279, all applications, correspondence, reports, advertisements, tenders, leases, transfers, or memoranda of any description. Presented 3rd February, 1908.—*Mr. Ames*.....*Not printed.*
- 88b.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1031, 1118, 1097 and 1098, all bonuses, rentals, or dues, paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers or memoranda of any description in connection therewith. Presented 18th February, 1908.—*Mr. White*.....*Not printed.*
- 88c.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1050, 1265, 1267, 1274 and 1275, all bonuses, rentals or dues paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers or memoranda of any description in connection therewith. Presented 18th February, 1908.—*Mr. Boyce*.....*Not printed.*
- 88d.** Return to an order of the House of Commons, dated 12th February, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths numbers 1050, 1265, 1267, 1274 and 1275, and that the names be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. Boyce*.....*Not printed.*
- 88e.** Return to an order of the House of Commons, dated 12th February, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths numbers 1031, 1118, 1119, 1097 and 1098, and that the same be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. White*.....*Not printed.*
- 88f.** Return to an order of the House of Commons, dated 12th February, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths numbers 1048, 1049, 1122 and 1168, and that the same be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. Boyce*.....*Not printed.*
- 88g.** Return to an order of the House of Commons, dated 10th February, 1908, that there be laid on the Table for inspection the original applications and tenders in respect of timber berths numbers 1220, 1226, 1238 and 1272, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 24th February, 1908.—*Mr. Lake*.....*Not printed.*
- 88h.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1048, 1049, 1122 and 1168, all bonuses, rentals, or dues paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers and memoranda of any description in connection therewith. Presented 9th March, 1908.—*Mr. Boyce*.....*Not printed.*
- 88i.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of all timber berths at present under license or authorized to be licensed within the provinces of Manitoba, Saskatchewan, Alberta and the Northwest Territories, (a) number or designation of each berth; (b) number of license for 1907-8; (c) area of berth in square miles; (d) name and address of present license holder; (e) name and address of original applicant, with date of his application; (f) date of issue from Ottawa of advertisement; (g) date fixed therein for opening of tenders; (h) name and address of

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- successful tenderer; (i) amount of bonus paid; (j) date when definite selection of blocks was completed and the returns of the survey filed with the Department of the Interior at Ottawa; (k) amount of dues collected during the year ending the 30th of April, 1907, in respect of each berth for ground rent, stumpage royalty, and the cost of fire guarding, &c.; also the amount, if any, unpaid and overdue at the termination of said year; (l) whether license was issued according to order in council of April 14th, 1903, or of July 23rd, 1906; (m) in case of berths upon which during the year 1906-7 no timber was cut, whether notification has been served on license holder to operate a saw-mill, and the date of such notice. Presented 11th March, 1908.—*Mr. McCarthy (Calgary)*
Not printed.
- 88j.** Return to an order of the House of Commons, dated 11th December, 1907, bringing the information as contained in Sessional Paper No. 167b, brought down April 26th, 1907, up to date. Presented 13th March, 1908.—*Mr. Ames*.*Not printed.*
- 88k.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all letters, correspondence, applications, advertisements, reports, memoranda, valuations, estimates, tenders, transfers, or other writings or papers in respect of or in connection with timber berths numbers 1413, 1414 and 1415. Presented 16th March, 1908.—*Mr. Lennox*.*Not printed.*
- 88l.** Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all applications to homestead or purchase, reports, agreements of lease or sale, correspondence exchanged between the Department of the Interior and any person whatsoever, and papers of every description dealing with or treating of the sale or lease of surface, mining, timber, or any other rights in respect of the n.w. $\frac{1}{4}$ of section 8, township 53, range 4, west of the 5th M. Presented 19th March, 1908.—*Mr. Ames*.
Not printed.
- 88m.** Return to an order of the House of Commons, dated 18th December, 1907, showing, in respect of timber berths numbers 1220 to 1226, 1238 and 1272, all bonuses, rentals or dues paid to date by the lessees or other assigns to the Government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers or memoranda of any description in connection therewith. Presented 24th March, 1908.—*Mr. Lake*.*Not printed.*
- 88n.** Return to an order of the House of Commons, dated 9th March, 1908, for a copy of applications, recommendations of applications, and replies thereto, instructions, regarding advertising, and a copy of all tenders and replies thereon, for timber berths numbers 652, 657, 677, 679, 681, 683, 684, 721, 722, 730 and 743. Presented 30th March, 1908.—*Mr. McCraney*.*Not printed.*
- 88o.** Return to an order of the House of Commons, dated 2nd March, 1908, for the production of all the original applications and tenders filed in the Department of the Interior in respect of timber berths 1046, 1047, 1052, 1058, 1068, 1070, 1093, 1094, 1099, 1191, 1192 and that the same be laid upon the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 13th April, 1908.—*Mr. Ames*.*Not printed.*
- 88p.** Return to an Address of the House of Commons, dated 26th February, 1908, for a copy of all orders in council, letters, telegrams, reports, recommendations, tenders or communications of any kind in relation to the granting of sixteen townships and certain timber limits in the Peace River region, as referred to in a motion of the 15th January, ult., reference 102, not already brought down. Presented 13th April, 1908.—*Mr. Hughes (Victoria and Haliburton)*.*Not printed.*

CONTENTS OF VOLUME 18—Continued.

- 88g.** Return to an order of the House of Commons, dated 26th February, 1908, showing the total sum (money or scrip) that the Government has received on account of the lands, mines, minerals, timber &c., in the various Dominion lands offices in the provinces of Manitoba, Saskatchewan and Alberta, distinguishing between each province, during the following periods: from 1st July, 1896, to 30th June, 1905, and from 1st July, 1905, to 31st December, 1907. Presented 21st April, 1908.—*Mr. Lake*. *Not printed.*
- 88r.** Return to an order of the House of Commons, dated 19th February, 1908, showing all sales of Dominion lands other than coal lands, of 160 acres and upwards, in the provinces of Manitoba, Saskatchewan and Alberta, which have been made by the Government during the calendar year 1907; the prices obtained; names of purchasers; dates of sales; and in general terms, the grounds upon which sales were authorized. Presented 21st April, 1908.—*Mr. Lake*. *Not printed.*
- 88s.** Return to an order of the House of Commons dated 17th February, 1908, showing: 1. How many applications for timber licenses were received by the Government of Mr. Mackenzie, what area in square miles they covered, how many licenses were issued, what area they covered, and under how many of those licenses operations were actually carried on, and what area these included. 2. How many applications for timber licenses were received by the Government from November 1st, 1878, to July 1st, 1896, and what area in square miles they covered, how many licenses were issued, and what area they covered, under how many of these licenses operations were actually carried on, and what area they covered. 3. How many permits to cut lumber were given to applicants as above in leases where licenses had not issued during each of these periods. Presented 21st April, 1908.—*Mr. Foster*. *Not printed.*
- 88t.** Return to an order of the House of Commons, dated 26th February, 1908, showing a list of timber berths awarded between 1st June, 1904, and 15th July, 1906, with the number of tenders in each case, the amount of each tender, the name of the successful tenderer, the area of each berth, the dates of notice and opening of the tenders in each case. Presented 22nd April, 1908.—*Mr. Crawford*. *Not printed.*
- 88u.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands were granted to sundry persons through the agency of P. E. Lessard, of Edmonton, together with copies of all letters, papers and documents relating to the application, sale, lease or cancellation of the same. All from the general file for the group of claims, and not the special file for each section. Presented 7th May, 1908.—*Mr. Ames*.
Not printed.
- 88v.** Return to an order of the House of Commons, dated 23rd March, 1908, showing what coal areas are held by F. E. Keniston, of Minneapolis; said return to include a copy of all letters, documents and correspondence relating to the application, sale, lease or cancellation of the same, from the general file for each group of claims, and not the special file of each section. Presented 7th May, 1908.—*Mr. Ames*. *Not printed.*
- 88w.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands are now or have been at any time owned, controlled, leased or operated in townships 53 and 54, range 7, west of the 5th meridian, by the Alberta Development Company (Limited), together with a copy of all applications, correspondence, deeds of sale and other documents in connection therewith. Presented 12th May, 1908.—*Mr. Ames*. *Not printed.*
- 88x.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands in townships 9 and 10, ranges 21, 22 and 23, west of the 4th meridian, were granted through the agency of J. W. Bettes (or his firm), of Winnipeg, Manitoba, together with a copy of all letters, documents and papers relating to the application, sale, lease or cancellation of the same. All from the general file for the group of claims, and not the special file for each section. Presented 18th May, 1908.—*Mr. Ames*.
Not printed.

CONTENTS OF VOLUME 18—*Continued.*

- 88y.** Return to an order of the House of Commons, dated 2nd March, 1908, for the production of all original tenders filed in the Department of the Interior in respect of timber limits numbers 645, 646, 675, 703, 705 and 737, and that the same be laid upon the table of the House, said papers not to be part of the archives of this House, but to be returned by the clerk to the Department of the Interior after inspection. Presented 20th May, 1908.—*Mr. McCraney*.*Not printed.*
- 88z.** Return to an order of the House of Commons, dated 23rd March, 1908, showing what coal areas were obtained through the agency of Malcolm McKenzie on behalf of clients; and a copy of all letters, documents and correspondence relating to the application, sale, lease or cancellation of the same; also the same information in regard to J. H. Moss, of Toronto. All from the general file for each group of claims, and not the special file for each section. Presented 27th May, 1908.—*Mr. Ames*.*Not printed.*
- 88aa.** Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all applications, leases, assignments, correspondence, and papers, of every description in connection with or referring to the granting or sale of the mining rights in sections 17, 20, 21, 28, 29, 32 and 33, of township 8, range 4, west of the 5th meridian. Presented 27th May, 1908.—*Mr. Perley*.*Not printed.*
- 88bb.** Return to an order of the House of Commons, dated 6th April, 1908, showing what coal lands in townships 41 and 42, ranges 17 and 18, west of the 5th meridian, were granted through the agency of McGiverin & Hayden, Ottawa, together with a copy of all letters, documents and papers relating to the application, sale, lease or cancellation of same. All from the general file for the group of claims, and not the special file for each section. Presented 27th May, 1908.—*Mr. Ames*.*Not printed.*
- 89.** Return to an Address of the House of Commons, dated 20th January, 1908, for a copy of all papers and correspondence between the government of Canada and the government of the province of British Columbia, relating to the application of the Grand Trunk Pacific Railway Company to acquire a portion of the Metlakatla Indian Reserve, British Columbia, and to the general question of the claim of said province to the Indian reserves therein, since the date of said application. Presented 30th January, 1908.—*Mr. Ross (Yale-Cariboo)*.*Not printed.*
- 90.** Return to an order of the House of Commons, dated 15th January, 1908, for a copy of all correspondence, reports, locations, records of payments made on, payments returned, homestead entries, cancellations thereof; of any order, direction or other authority given to any homesteader or person who had entered for homestead to re-enter after cancellation of entry or default thereunder; any evidence of sale by Peter Luensen to Frederick Heintz, and any correspondence, affidavits, memoranda, or other documents by the department, or any of its officers, with W. L. MacKenzie, Peter Luenson, Frederick Heintz, Alexander K. Thom, Wm. R. Gardner, Thomas J. Oliver, or any other person in regard to the n.e. $\frac{1}{4}$ sec. 32, township 36, r. 16, west of 2nd m., Saskatchewan. Presented 30th January, 1908.—*Mr. Porter*.*Not printed.*
- 90a.** Supplementary return to No. 90. Presented 1st April, 1908.*Not printed.*
- 90b.** Return to order of the House of Commons, dated 6th April, 1908, showing: 1. Any Government lands near New Westminster, British Columbia, sold to one J. W. Patterson, and, if sold, by what department of the Government. 2. Whether they were Indian or military reserve lands, or either of them. 3. The prices Mr. Patterson paid for said lands, if any were sold to him. 4. The date of such sale or sales. Presented 27th April, 1908.—*Mr. Reid (Grenville)*.*Not printed.*
- 90c.** Return to an order of the House of Commons, dated 16th March, 1908, showing all lands acquired from the Government by the Grand Trunk Pacific Town and Development

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Company, together with the area, location, purchase price of each tract, and a copy of all correspondence between the Government and the company or any individuals interested therein or connected therewith, as to the general terms and conditions under which the Government land should be granted to the said company. Presented 27th April, 1908.—*Mr. Ames*.*Not printed.*

90d. Return to an order of the House of Commons, dated 30th March, 1908, showing all the lands granted to the Saskatchewan Valley Land Company under their contract of May, 1902, specifying those which are patented as well as those unpatented, to date. Presented 30th April, 1908.—*Mr. Roche (Marquette)*.*Not printed.*

90e. Return to an order of the House of Commons, dated 26th February, 1908, showing the approximate total area of Dominion lands disposed of by the Government in each of the provinces of Manitoba, Alberta and Saskatchewan, between the 1st July, 1896, and the 30th June, 1905, distinguishing between lands for agricultural purposes, grazing, irrigation, timber and coal; and also from the 1st July, 1905, to the 31st December, 1907. Presented 7th May, 1908.—*Mr. Lake*.*Not printed.*

91. Return to an order of the House of Commons, dated 22nd January, 1908, showing the names and number of establishments being operated under the law and regulations of the "Meat and Food Inspection Act"; when they were individually put under the operation of the Act; and the names and number of inspectors for each establishment. presented 30th January, 1908.—*Mr. Hughes (Victoria and Haliburton)*.*Not printed.*

92. Return to an order of the House of Commons, dated 15th January, 1908, for a copy of all papers, correspondence, tenders and contracts, in connection with building piers at Port Maitland, Ontario. Presented 30th January, 1908.—*Mr. Lalor*.*Not printed.*

92a. Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence, contracts, telegrams, reports, plans and specifications, together with all other information not already brought down, in possession of the Government, relating to the construction of piers or docks already constructed or under construction at the following places: Bayfield, Huron county, Ontario; Grand Bend, county of Huron, Ontario; St. Joseph, county of Huron, Ontario; together with a statement of all moneys expended, and to whom paid, and the date of payment, and nature of the work done or material used. Presented 7th May, 1908.—*Mr. Armstrong*.*Not printed.*

92b. Supplementary return to No. 92a. Presented 11th May, 1908.*Not printed.*

93. Return to an order of the House of Commons, dated 13th January, 1908, showing the total amount of bounties paid by the Government since 1896, and the amount for each year on each article. Presented 30th January, 1908.—*Mr. Clements*.

Printed for sessional papers.

94. Return to an address of the Senate, dated 19th February, 1907, for a statement showing the names, christian names, age, and country of origin of all the persons who, coming from the British Isles, from English colonies or from foreign lands, as strangers to Canada, have been placed, whether by order in council, by decision of the Militia Council, or otherwise, in any branch whatsoever of the military service of Canada, in the permanent force or in the volunteer force, together with the date of each of these appointments, the nature of the employment, the rank of the holder (before and after his appointment), and the yearly amount which he receives for his services. Presented 22nd January, 1908.—*Hon. Mr. Landry*.*Printed for sessional papers.*

95. Return of reductions and remissions made under Revised Statutes of Canada, chapter 81, section 88, ss. 2. Presented (Senate) 22nd January, 1908, by Hon. Mr. Scott.*Not printed.*

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96. Return to an address of the House of Commons, dated 17th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to any works at or near St. Andrews Rapids, in the province of Manitoba, and especially such documents as aforesaid in connection with any tender or contract by or on behalf of Charles Whitehead, or Kelly Brothers, or any subsequent tenderers or contractors. Presented 29th January, 1908.—*Mr. Borden (Carleton)* *Not printed.*
97. Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all papers, correspondence, and evidence, in respect of the trial for criminal conspiracy against certain persons in the Yukon in connection with the Dominion elections of 1904. Presented 3rd February, 1908.—*Mr. Foster* *Not printed.*
98. Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all correspondence between Major E. S. Wigle, of Windsor, Honourable R. F. Sutherland, A. H. Clarke, and the Minister of Inland Revenue, respecting the extension of the franchise of the Windsor, Detroit and Belle Isle Ferry Company. Presented 3rd February, 1908.—*Mr. Clements* *Not printed.*
99. Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all correspondence, telegrams, or reports, respecting the refusal of the lieutenant governor of British Columbia to give his assent to a bill passed by the legislature of that province in 1907, respecting immigration and commonly referred to as the Natal Act. Presented 3rd February, 1908.—*Mr. Smith (Nanaimo)* *Printed for sessional papers.*
100. Return to an address of the House of Commons, dated 11th December, 1907, for a copy of all papers and correspondence between the government of Canada and any of its ministers with reference to the establishment of a fast line of steamship communication between Great Britain, Australia, New Zealand and Canadian ports. Presented 3rd February, 1908.—*Mr. Foster* *Not printed.*
101. Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, enclosed clippings, agreements, statements, &c., between the government or any member thereof, and especially the Minister of Marine and Fisheries, the Minister of Railways, the Minister of Agriculture, the Minister of Militia, and Sir Wilfrid Laurier, and one F. E. Williams, of St. John, New Brunswick; one W. H. Trueman, of St. John, and any other person or persons whatsoever in relation to the establishment of a bait freezer and cold storage established in St. John, New Brunswick. Presented 5th February, 1908.—*Mr. Foster* *Not printed.*
102. Return to an order of the House of Commons, dated 11th December, 1907, showing the expenditure by the Dominion Government on (a) wharfs; (b) harbours and river improvements; (c) dredging; (d) public buildings; for each year since 1896, in the counties of Digby, Yarmouth, Shelburne, Queen's, Lunenburg and Pictou, Nova Scotia, specifying the works by name, with amounts expended thereon. Presented 6th February, 1908.—*Mr. Foster* *Not printed.*
103. Return to an order of the House of Commons, dated 20th January, 1908, for a copy of letters, telegrams, and reports, regarding complaints made by John Franklin and Stapleton Brothers, with respect to Indian Agent Yeomans. Presented 6th February, 1908.—*Mr. Foster* *Not printed.*
104. Return to an order of the House of Commons, dated 20th January, 1908, showing the amount paid each year for provisions for the Royal Military College, for the Halifax Garrison, and the Permanent Military School in Quebec, the average number of men provisioned each year of the above institutions, and cost per man per day. Presented 10th February, 1908.—*Mr. Foster* *Not printed.*

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- 105.** Return to an order of the House of Commons, dated 11th December, 1907, showing the number of fishing licenses issued by the Government for any of the lakes in the province of Saskatchewan, to whom issued, and on what lakes. Presented 10th February, 1908.—*Mr. Chisholm (East Huron)*... ..*Not printed.*
- 106.** Return to an order of the House of Commons, dated 15th January, 1908, showing what lands have been sold, leased, given as homesteads, transferred or set apart in any way by the Government to each: individuals, companies, syndicates, or other organizations in the Peace River Valley, or along or near tributaries thereof, in the Northwest of Canada; when each area was allotted; the terms between the Government and the various parties or organizations concerned; what prices per acre were realized from these transactions; with whom the Government conducted negotiations in each case; the regulations governing the securing of land in the Peace River Valley; and how far it is from Edmonton to Dunvegan. Presented 11th February, 1908.—*Mr. Hughes (Victoria and Haliburton)*... ..*Not printed.*
- 107.** Return to an address of the House of Commons, dated 22nd January, 1908, for a copy of all orders in council, reports, memoranda, correspondence, documents, plans, tenders and advertisements of every kind, nature and description, relating to the proposed acquisition under lease of certain car work shops with railway sidings at Moncton, New Brunswick. Presented 12th February, 1908.—*Mr. Barker*... ..*Not printed.*
- 108.** Return to an order of the House of Commons, dated 16th December, 1907, showing all coal lands leased, sold or otherwise disposed of from the 1st of March, 1907, to date, giving the area disposed of, the party to whom, the consideration therefor, the assignments made, if any, the date thereof, and the name of the assignee in each case. Presented 13th February, 1908.—*Mr. Ames*... ..*Not printed.*
- 108a.** Return to an order of the House of Commons, dated 26th February, 1908, showing, in respect of each of the undermentioned blocks disposed of as coal lands by the Government, viz.: Section 13, of township 9, range 4, west of the 5th m.; section 16, township 10, range 3, west of the 5th m.; section 15, township 11, range 4, west of the 5th m.; section 20, township 12, range 4, west of the 5th m.; section 5, township 13, range 4, west of the 5th m.; section 21, township 19, range 7, west of the 5th m.; when and by whom the first application was made for right to acquire; when and to whom the original grant of mining rights was made; what transfers of rights have been recorded, the date of transfer, and date of registration of same; who the present owner or occupant is, as known to the department; and the name and address of each company or person above referred to. Presented 16th March, 1908.—*Mr. Ames*... ..*Not printed.*
- 108b.** Return to an address of the House of Commons, dated 2nd March, 1908, for a copy of (a) an order in council of the 19th May, 1902, and the regulations therein referred to and approved for the disposal of coal lands, the property of the Dominion Government, in Manitoba, the Northwest Territories and British Columbia. (b) A copy of all orders in council altering, amending or cancelling any such regulations for the aforesaid purposes, and the said amended or other regulations. (c) A copy of all orders in council approving, amending or cancelling regulations as regards the Yukon for the purposes aforesaid, and the said regulations and amended regulations. Presented 24th March, 1908.—*Mr. Barker*... ..*Not printed.*
- 108c.** Return to an order of the House of Commons, dated 26th February, 1908, showing, in respect of each of the undermentioned blocks disposed of as coal lands by the Government, viz.: sections 2, 4, 9, 15, 17, and 28, of township 7, range 3, west of the 5th m., when and by whom the first application was made for right to acquire; when and to whom the original grant of mining rights was made; what transfers of rights have been recorded, when such transfers were dated, and when registered with the department; who the present owner or occupant is, as known to the department; and the name and address of each company or person above referred to. Presented 24th March, 1908.—*Mr. Ames*... ..*Not printed.*

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- 108d.** Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all inquiries, applications, leases, contracts, agreements, assignments, correspondence and papers of every description, in connection with or referring to the granting of coal mining privileges in section 11, township 8, range 4, west of the 5th meridian. Presented 27th March, 1908.—*Mr. Ames*... ..*Not printed.*
- 108e.** Return to an order of the House of Commons, dated 16th March, 1908, showing:
1. What leases for coal lands in the Northwest Territories were granted by the Government in the years 1903 and 1904. 2. To whom, and on what dates the same were granted, and the amounts paid therefor. 3. Whether the person to whom the lease was granted was the original applicant. 4. Whether any assignment of such leases has been made, when, and to whom. 5. Who the present holders are of said leases. Presented 1st April, 1908.—*Mr. Boyce*... ..*Not printed.*
- 108f.** Supplementary return to 108e. Presented 6th April, 1908... ..*Not printed.*
- 108g.** Return to an order of the House of Commons, dated 16th December, 1907, for a copy of all applications, reports, correspondence, leases, contracts, deeds, sale and documents of every description in connection with the purchase of coal mining lands either on their own behalf or on behalf of clients, by the firm of Hough, Campbell & Ferguson, or by any individual member of said firm, together with a copy of the regulations governing the sale of such rights at the time of purchase. Presented 30th April, 1908.—*Mr. Herron*... ..*Not printed.*
- 108h.** Return to an order of the House of Commons, dated 19th February, 1908, setting forth in respect of the following coal lands: 1. The name and address of the first applicant and the date thereof. 2. The names and addresses of all subsequent applications, with date thereof, in the order of application. 3. The name and address of the party to whom the mining rights were granted, with date of sale or lease by the Government. 4. Price paid per acre, sale or lease. 5. Date and amount of first payment on account of purchase price. 6. Dates and amounts of each subsequent payment on account of purchase price. 7. Total amount paid as purchase price and balance, if any, still unpaid. 8. How long reservation was made by the department in favour of the grantee or his assigns. 9. The name and address of all parties to whom assignments were made, with date of each assignment, and date of its registration with the department. 10. The name and address of present owner of said mining rights. 11. A copy of all correspondence in reference to the same: Township 7, range 3, west of 5th m.; sections 1, 2, 3, 4, 5, 6, less the s.e. $\frac{1}{4}$; section 7, less e. $\frac{1}{2}$; section 8; section 9; section 10, less s.w. $\frac{1}{4}$; section 11, less s.e. $\frac{1}{4}$; section 14, less e. $\frac{1}{2}$; section 15; section 16, less n.e. $\frac{1}{4}$; section 17; section 20, less e. $\frac{1}{2}$ of n.e. $\frac{1}{4}$; section 21, less s. $\frac{1}{2}$ and n.w. $\frac{1}{4}$; section 22; section 28; section 27, less e. $\frac{1}{2}$; section 32, less e. $\frac{1}{2}$; section 33; section 34, less e. $\frac{1}{2}$. Township 7, range 2, west of 5th m.; section 18, 20 and 21 Township 6, range 3, west of 5th m.; sections 27 and 28; section 32, less w. $\frac{1}{2}$; sections 33 and 34. Presented 22nd April, 1908.—*Mr. Ames*... ..*Not printed.*
- 109.** Return to an order of the House of Commons, dated 22nd January, 1908, showing on what dates since June 30th, 1906, advances were made on account of travelling expenses to Honourable L. P. Brodeur, to Mr. Wiallard, his private secretary, and to Napoléon Potvin, his messenger, respectively, for what amounts, and to what accounts they were severally charged; also what refunds, if any, have been made on any of these several advances, and on what dates. Presented 14th February, 1908.—*Mr. Foster*... ..*Not printed.*
- 109a.** Return showing all advances to Ministers of the Crown and their private secretaries, on account of travelling or other expenses in connection with the Imperial Conference of 1907, the date of such advances, and the appropriation against which it was charged. Presented 2nd March, 1908.—*Mr. Foster*... ..*Not printed.*

CONTENTS OF VOLUME 18—*Continued.*

- 109b.** Return (as far as the Department of Inland Revenue is concerned), to an order of the House of Commons, dated 22nd January, 1908, showing the advances made each year since July 1, 1904, to December 31, 1907, on account of travelling expenses to Honourable L. P. Brodeur and his private secretary and messengers, the date and amount of each advance, and the appropriation to which it was charged, the dates at which each advance was finally accounted for, and the dates on which any repayments were made to the treasury, and the amount of such repayments, and all correspondence with the Auditor General's Department in connection therewith. Presented 2nd March, 1908.—*Mr. Foster*... ..*Not printed.*
- 110.** Return to an order of the House of Commons, dated 8th January, 1908, showing the total quantity of freight carried on the winter steamers between Prince Edward Island and the mainland during the past two seasons, 1905-6 and 1906-7; the amount of freight that was delayed in transit for those two seasons; the freight rate on the different classes of goods carried; the amount received for freight during those two seasons; the amount received for passengers and the number carried; the number of days the steamers failed to cross in each of those years; and the amount of damages paid to shippers for delay of goods in transit. Presented 14th February, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 110a.** Return to an order of the House of Commons, dated 20th January, 1908, for a copy of all correspondence, telegrams, &c., in the possession of the Government or any member or official thereof, respecting the withdrawal of the winter steamers from Charlottetown on or about the 8th January, instant, and their replacement some days later. Presented 14th February, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 111.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence, reports and papers, respecting the salary, expenses, duties and annual period of employment of W. Maxwell Smith, Dominion fruit inspector in British Columbia; also full details of his expenses during the years 1906 and 1907, respectively. 1908.—*Mr. Jackson (Elgin)*... ..*Printed for sessional papers.*
- 112.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of pedigree cattle, if any, did the Central Experimental Farm, Ottawa, sell during the years 1906 and 1907; and how many in each year, giving the different breeds, the name of purchaser, his place of residence, price paid, and breed. Presented 14th February, 1908.—*Mr. Jackson (Elgin)*... ..*Printed for sessional papers.*
- 113.** Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all papers, accounts and correspondence, in connection with the seizure of the M. J. Wilson Cordage Company, of the city of Chatham, Ontario, by the Dominion Government, in the year 1904. Presented 17th February, 1908.—*Mr. Clements*... ..*Not printed.*
- 114.** Return to an order of the Senate, dated 31st January, 1908, showing the appointments made to the Senate from confederation, with date of appointment and date when the appointees ceased to be senators. Presented 11th February, 1908.—*Hon. Mr. Wilson.*
Printed for distribution.
- 115.** Return to an address of the Senate, dated 29th January, 1908, showing the number of persons killed and of those otherwise injured, separately, at railway crossings during the last three years, giving the number in each year separately; giving also for each year the number of persons thus killed or otherwise injured in thickly populated places separately from those killed or otherwise injured in the rural districts, showing also the number of such accidents at protected crossings separately from unprotected crossings. Presented 11th February, 1908.—*Hon. Mr. Béique*... ..*Not printed.*
- 116.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all communications, reports, correspondence, or other papers, between the Depart-

CONTENTS OF VOLUME 18—*Continued.*

- ment of the Interior and any of its officials, and A. Samovici, H. Bolocan, and any other person or persons in regard to the n.w. $\frac{1}{4}$ section 20, township 22, range 13, west 2nd m., including applications for cancellation, protections, homesteads, inspectors' reports, &c. Presented 18th February, 1908.—*Mr. Lake*. *Not printed.*
117. Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence between the Departments of the Marine and Fisheries and Justice of Canada and the Attorney General of Nova Scotia, or any official acting under his authority, in connection with the suit in the Supreme Court of Nova Scotia of the King by Dr. Tait, of Cheticamp, in the county of Inverness, Nova Scotia, versus William Ancoin. Presented 18th February, 1908.—*Mr. McLennan*. *Not printed.*
118. Return to an order of the House of Commons, dated 18th December, 1907, for a copy of all contracts for food for men at the volunteer camps throughout Canada for the season of 1907; also for the regular troops at Halifax, Quebec and other places. Presented 18th February, 1908.—*Mr. Smith (Wentworth)*. *Not printed.*
119. Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence between the Railway Commission and the Department of Railways and Canals, or the Intercolonial Railway, and between the Railway Commission and the Canadian Pacific Railway, and the Grand Trunk Railway, and between the Railway Commission and the Fredericton Board of Trade, in reference to the alleged discrimination against the city of Fredericton in the matter of freight rates; and also for a copy of all other papers and documents on file with the Railway Commission in relation thereto. Presented 19th February, 1908.—*Mr. Crocket*. *Not printed.*
120. Return to an order of the House of Commons, dated 16th December, 1907, for a copy of all offers, reports, valuations, plans, deeds of purchase, correspondence and other papers of every description in connection with the purchase of site for the new Montreal examining warehouse, together with a statement of all expenditure and all indebtedness incurred to date in this connection. Presented 19th February, 1908.—*Mr. Ames*.
Not printed.
121. Return to an order of the Senate, dated the 30th January, 1908, showing: 1. Title of each Bill by years sent by the Senate to the House of Commons, from 1867 to 1907, inclusive, that was (a) amended by the House of Commons, or (b) rejected. 2. Title of each Bill by years sent up by the House of Commons to the Senate, from 1867 to 1907, inclusive, that was (a) amended by the Senate, or (b) rejected. 3. The total number of Bills for each year as above to be tabulated in four periods, (a) 1867 to 1873, inclusive; (b) 1874 to 1878, inclusive; (c) 1879 to 1896, first session, inclusive; (d) 1896 to 1907, inclusive. Presented 19th February, 1908.—*Hon. Mr. Ross (Middlesex)*. *Not printed.*
122. Report of the commissioners appointed to inquire into a dispute between the Bell Telephone Company of Canada (Limited) and the operators of the said company at Toronto, with respect to wages and hours of employment, etc. Also copy of evidence taken under Royal Commission in the dispute between the Bell Telephone Company of Canada and its operators, in February, 1907. Presented 24th February, and 11th March, 1908, by Hon. R. Lemieux. *Not printed.*
123. Return to an order of the House of Commons, dated 17th February, 1908, for a copy of the contract and all correspondence relating to a payment of \$3,900 to the Midland Towing and Wrecking Company, as set out at page P—32 of the Auditor General's Report for 1906-7, and of the advertisement calling for tenders. Presented 10th March, 1908.—*Mr. Bennett*. *Not printed.*
124. Return to an order of the House of Commons, dated 18th December, 1907, showing what sums have been expended or voted for the dredging of the Rivière à la Graisse, at Rigaud; to whom the contracts were given; and what sums have been voted or paid out for dredging Dorion Bay, Vaudreuil station. Presented 24th February, 1908.—*Mr. Bergeron*. *Not printed.*

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- 124a.** Return to an order of the House of Commons, dated 18th December, 1907, showing what sums have been voted or expended for the dredging of the river bottom between Charlemagne and Terrebonne; since when the dredging has been going on there; what sums have been voted or expended for wharfs at Terrebonne and at St. François de Sales; and who obtained the contracts. Presented 24th February, 1908.—*Mr. Bergeron.*
Not printed.
- 124b.** Return to an order of the House of Commons, dated 11th December, 1907, showing:
1. What harbours or rivers in the province of Ontario were tenders invited for dredging work by the Department of Public Works during the present year. 2. The names of the successful tenderers at each of the said places for which dredging tenders were invited in Ontario in 1907, and the prices asked by each party respectively. 3. Amounts of the tenders respectively of the different persons tendering at each of the foregoing points. 4. Also at what points new tenders were invited, and when the first tenders were accepted. Presented 9th June, 1908.—*Mr. Bennett.**Not printed.*
- 124c.** Return to an order of the House of Commons, dated 6th of April, 1908, for a copy of all the correspondence exchanged between the Government and Messrs. T. B. Mongenais, Hugh McMillan and others, relating to dredging work done in the River Rigaud, formerly the River Graisse, up to the year 1890. A copy of the reports and correspondence relating to the construction or purchase of the Graham wharf. A copy of the report and correspondence relating to the dredging done at Como up to 1900. A copy of the reports and correspondence relating to the dredging done at Vaudreuil Village, and also those relating to the construction and repair of the wharf situated in that village since 1867. And also a copy of the report and correspondence relating to the deepening of the River St. Louis at Beauharnois. Presented 30th June, 1908.—*Mr. Boyer.**Not printed.*
- 125.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all correspondence, telegrams, engineer's reports, &c., in the hands of the Government or any member or official thereof, respecting proposed repairs to the wharf at Little Sands, in Prince Edward Island. Presented 25th February, 1908.—*Mr. Martin (Queen's).*
Not printed.
- 126.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of the report made by John Fraser, of the Auditor General's Department, on the 7th January, 1898, of a special examination held by him of the financial affairs of the Montreal Turnpike Trust. Presented 10th March, 1908.—*Mr. Monk.**Not printed.*
- 126a.** Return to an order of the House of Commons, dated 22nd January, 1908, showing:
1. The present indebtedness to the Dominion Government of the Montreal Turnpike Trust (a) on capital account, (b) for arrears of interest. 2. The amounts collected at each toll gate belonging to the said Turnpike Trust during the three years ending 31st December, 1905, 1906, 1907, respectively. 3. The names of all parties who have commuted their tolls during each of the above-mentioned years, 1905, 1906, 1907, and the amount of the commutation money paid to the Trust in each case. 4. The amounts expended on each section or road division, under the control of the said Trust, during each of the said years, ending 31st December, 1905, 1906, and 1907, respectively, and the contracts given out during each of the said years, with the name of the contractor and the date and amount involved in each case; and a statement in each case also as to whether the contract was awarded after tender called through the newspapers. 5. The amount paid out during each of the said three years, 1905, 1906, 1907, at each toll gate for salaries of day and night guardians, and any other expenditure at each of the toll gates maintained. 6. The names of all parties holding passes for free use of the roads under control of said Trust, during each of the said three years above referred to, 1905, 1906, 1907, with a statement in each case of the reason why the pass was so granted. 7. The expense of the said Trust during each of the said years, for rent, salaries of the

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- office, inside or outside service, giving name and remuneration of each official. 8. The actual present indebtedness in detail of the said Trust outside of its bonds due to the Government of Canada. 9. The amounts collected, by said Trust, year by year, since the 1st February, 1905, from municipalities under special agreements made as to their share pro rata of the bonded indebtedness of the Turnpike Trust. 10. The names of all those members of the Trust appointed or elected to represent the bondholders since the 1st July, 1896, with the date of the election in each case. 11. The amounts paid by the Trust to any of its members or officials during each of the said three years, 1905, 1906, 1907, whether as travelling or personal expenses, or indemnity for attendance or for any other reason whatever. 12. The name of the auditor of the Trust, and the date of the audit made of the company's affairs, in each of the said three years, 1905, 1906, 1907, respectively. 13. A copy of the agreements between the Trust and any municipalities on the Island of Montreal, by which the Trust ceded to said municipalities any portion of its roads, said copy to be certified by the president and secretary of said Trust. Presented 20th March, 1908.—*Mr. Monk* *Not printed.*
127. Return to an address of the Senate, dated 24th January, 1908, for a copy of the different tariffs in force upon the Intercolonial Railway, in 1896-7 and 1906-7, between Quebec and St. Flavie, and all intermediate stations between those two points, for the carriage of passengers or of goods, under the operation of the winter-tariff and under that of the summer-tariff. Presented 24th February, 1908.—*Hon. Mr. Landry* . . . *Not printed.*
128. Statement of the affairs of the British Canadian Loan and Investment Company, Limited, for the year ended the 31st of December, 1907. Presented 24th February, 1908, by the Hon. The Speaker *Not printed.*
129. Return to an order of the House of Commons, dated 19th February, 1908, showing how much money has been paid since 1896 to the Eclipse Manufacturing Company of Ottawa; how much each year; and the general character of the supplies furnished. Presented 27th February, 1908.—*Mr. Blain* *Not printed.*
130. Return to an order of the House of Commons, dated 10th February, 1908, for a copy of all correspondence between Mr. A. E. Dymont, M.P., and the Department of Marine and Fisheries as to granting of pound net licenses in 1905 to Messrs. Low & Roque, of Killarney, as also to any other persons; also a list of persons to whom pound net licenses were granted in that year. Presented 27th February, 1908.—*Mr. Bennett*.
Not printed.
131. Return to an order of the House of Commons, dated 12th December, 1907, showing:
1. The number of disputes dealt with under the Industrial Disputes Investigation Act, 1907, to the 1st of December, 1907. 2. The dates at which the several applications for the operation of the Act have been received. 3. Names of the parties concerned in the several disputes. 4. Name of the party making application. 5. Locality of dispute. 6. Number of persons affected. 7. Nature of dispute. 8. Names of members of board of conciliation and investigation where same has been established. 9. Date on which board was established. 10. Date of sittings of board. 11. Result of the reference of the dispute under Act. Presented 27th February, 1908.—*Mr. Smith (Nanaimo)*.
Not printed.
132. Return to an order of the House of Commons, dated 12th February, 1908, for a copy of correspondence, plans, and other data in connection with the flooding of roads above the dam at Wilberforce, in Haliburton County, and the proposals, if any, for improving said roads and the bridge so as to prevent obstruction of traffic. Presented 27th February, 1908.—*Mr. Hughes (Victoria and Haliburton)* *Not printed.*
133. Return to an order of the House of Commons, dated 17th February, 1908, for a copy of reports, plans, surveys, and other data, in connection with the proposal to construct a branch canal from Balsam Lake, on the Trent Canal, to the head of Gull River waters, in Haliburton County. Presented 27th February, 1908.—*Mr. Hughes (Victoria and Haliburton)* *Not printed.*

 CONTENTS OF VOLUME 18—*Continued.*

- 134.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence received by the Department of Agriculture in connection with the inspection of meats and the regulations in connection with the Inspection of Meats and Canned Foods Bill. Presented 27th February, 1908.—*Mr. Clements*.*Not printed.*
- 134a.** Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all correspondence, telegrams, reports and recommendations in possession of the Government, with respect to the inspection of packing houses, or the Meat Inspection Act, including the appointment of inspectors. Presented 25th March, 1908.—*Mr. Armstrong.*
Not printed.
- 135.** Return to an order of the Senate, dated 26th February, 1908, for a detailed statement of the expenses incurred during the past three years, in connection with the synoptical reports of the debates of the Senate, furnished by the special reporter of that House, as well as a statement of the nature and particulars of the agreement with the present reporter. Presented 27th February, 1908.—*Hon. Mr. Wilson*.*Not printed.*
- 136.** Return to an address of the Senate dated 11th February, 1908, showing the amount of imports of oxide of aluminum during the years 1903, 1904, 1905, 1906 and 1907, with the values of such imports for each one of said years separately. Presented 28th February, 1908.—*Hon. Mr. Ellis*.*Not printed.*
- 136a.** Return to an address of the Senate, dated the 11th February, 1908, showing the amount of aluminum exported during the years 1903, 1904, 1905, 1906 and 1907, with the values of such exports for each one of the said years separately. Presented 28th February, 1908.—*Hon. Mr. Ellis*.*Not printed.*
- 137.** Regulations in pursuance of the provisions of the Act 6-7 Edward VII., chapter 16, "The Electricity and Fluid Exportation Act." Presented 17th March, 1908, by *Hon. W. Templeman*.*Not printed.*
- 138.** Return to an order of the House of Commons, dated 22nd January, 1908, for a copy of all correspondence, documents, resolutions and other papers, which have passed between the Government of Canada, or any member of the Government, and any railway company or any individual relating to the building of a railroad from any point in Manitoba, Saskatchewan, Alberta, or British Columbia, to Fort Churchill or any point on Hudson Bay. Presented 2nd March, 1908.—*Mr. Schaffner*.*Not printed.*
- 139.** Copy of an order in council appointing *Mr. Samuel Tovel Bastedo*, agent on behalf of the Dominion Government, to confer with the provincial governments with a view to settlement of the Fisheries question. Presented 11th March, 1908.—*Hon. L. P. Brodeur.*
Not printed.
- 140.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of all correspondence, papers, writings, plans and letters between the Government and the International Waterways Commission, on one part, and the St. Lawrence Power Company and the Long Sault Development Company, of the other part, with regard to the entire damming of the St. Lawrence river, in the vicinity of Cornwall; together with a copy of all memorials, letters and resolutions of protest sent to the Government by the Board of Trade of Montreal, the Chambre de Commerce, District de Montreal, the Shipping Federation of Montreal, the Dominion Marine Association, and others. Presented 2nd March, 1908.—*Mr. Gervais*.*Not printed.*
- 140a.** Supplementary return to No. 140. Presented 13th July, 1908.*Not printed.*
- 141.** Return to an order of the House of Commons, dated 17th February, 1908, for a copy of advertisement calling for tenders for dredging work on Holland river, Trent Valley canal system, tenders received, schedules showing prices paid, recommendation of person for inspector, date of payments made to the contractors, and the contract with contractor. Presented 2nd March, 1908.—*Mr. Bennett*.*Not printed.*

CONTENTS OF VOLUME 18—*Continued.*

- 141a. Return to an order of the House of Commons, dated 13th January, 1908, showing what contracts for dredging in the St. Mary's river, Kaministiquia river, Mission river, Port Arthur harbour, Fort William harbour, and in Thunder Bay, or of any of the inlets or rivers thereof, have been let during the years 1904, 1905, 1906 and 1907, showing also: (a) the names, addresses and calling of all the tenderers in each case; (b) the amount of each tender; (c) the nature and extent of the work to be let in each case; (d) the names, addresses and calling of the successful tenderer in each case; (e) the prices at which each contract was let, (f) the nature or form of security for the due performance of the work in each case, and (g) the disposition of or change in the form of any such security after it was originally given or deposited; also, for a copy of all tenders, contracts, bonds or other securities, and of all correspondence relating or incident to all or any such tenders or contracts, including all correspondence relating to such contracts, or incident thereto, before and during the performance of the work and on file up to the date of the order for such return. Presented 17th July, 1908.—*Mr. Boyce.*
Not printed.
142. Return to an address of the House of Commons, dated 18th December, 1907, for a copy of all orders in council, correspondence, contracts, papers and reports in connection with the employment of certain experts to prepare a system of accounting and book-keeping in the Department of Marine and Fisheries. Presented 2nd March, 1908.—*Mr. Foster.*
Not printed.
143. Return to an order of the House of Commons, dated, 11th December 1907, for a copy of all correspondence in connection with the application, granting, operation or renewal of license and lease conveying the privileges of fishing in Cedar, Moose, Cormorant and Clearwater Lakes; also a copy of said license and lease. Presented 3rd March, 1908.—*Mr. Ames.**Not printed.*
144. Certain papers referring to Treaty Powers, &c. Presented 3rd March, by Hon. L. P. Brodeur.*Printed for sessional papers.*
145. Return to an order of the House of Commons dated 11th March, 1907, for a copy of all papers, affidavits and correspondence between the Government, or any official thereof, with the Prince Edward Island Railway, or any official thereof, or any other persons in reference to the leasing of the properties of Widow James Wiggins and Charles Malley, at Alberton, Prince Edward Island. Presented 3rd March, 1908.—*Mr. Lefurgey.*
Not printed.
146. Return to an order of the House of Commons, dated 11th December, 1907, showing the total amount of money paid yearly from the year 1892 to 1st December, 1907, on each of the following accounts: (a) Salary of Governor General; (b) Travelling expenses of Governor General; (c) Expenditure on Rideau Hall, capital account; Expenditure on Rideau Hall, maintenance; Expenditure on Rideau Hall grounds, capital account; Expenditure on Rideau Hall grounds, maintenance; (d) Expenditure on furnishings of all kinds for Rideau Hall; (e) Expenditure on any other account in connection with the office of Governor General; (f) Expenditure on any other account in connection with Rideau Hall and grounds; (g) Total expenditure of every kind yearly since 1892 in connection with the office of Governor General; (h) Total expenditure of every kind yearly in connection with Rideau Hall grounds. Presented 5th March, 1908.—*Mr. Wilson (Lennox and Addington).**Not printed.*
147. Return to an address of the House of Commons, dated 15th January, 1908, for a copy of all correspondence, telegrams, orders in council, contracts and tenders, with the names, and amounts of each, in possession of the Government, or any member or official thereof, respecting the construction of a breakwater at Petit Rocher, on the southwestern side of Baie des Chaleurs, as detailed on page 74 of the Report of the Minister of Public Works for the year ended 31st March, 1907. Presented 5th March, 1908.—*Mr. Taylor.**Not printed.*
- 147a. Supplementary Return to 147. Presented 12th June, 1908.*Not printed.*

CONTENTS OF VOLUME 18—*Continued.*

148. Return to an order of the House of Commons, dated 17th February, 1908, showing the individual name and place of residence of the captain and crew of each of the Government steamers *Lansdowne, Aberdeen, Druid, Brant, Lady Laurier, Minto and Stanley*. Presented 5th March, 1908.—*Mr. Stanfield*. *Not printed.*
- 148a. Return to an order of the Senate, dated the 5th of February, 1908, for a statement showing, in so many columns: 1. The names of the officers actually employed on board of Government vessels or of vessels hired by the Government for the season of navigation in the River St. Lawrence. 2. The amount of wages or salaries paid monthly to each of them for the period of their annual engagement. 3. The amount of wages or salaries paid monthly to those who are only employed for a part of the year. 4. The amount of wages or salaries paid monthly to those who, over and above their real service, are paid a part of their wages or salaries during the months in which the vessels are laid up for the winter. Presented 20th February, 1908.—*Hon. Mr. Landry*.
Not printed.
149. Return showing what changes have occurred in the House of Commons branches of the Clerk of the House and the Sergeant-at-arms' service since 1st July, 1907. Presented 5th March, 1908.—*Mr. Owen*. *Not printed.*
150. Return to an order of the House of Commons, dated 10th February, 1908, showing: 1. How many Returns or Sessional Papers have been presented to Parliament in answer to motions for the same, since the 1st of January, 1906. 2. How many of these Returns were taken out of the Office of Routine and Records, and the Journal Office, by members of this House, since the above date, giving also the name of the member to whom delivered. 3. For what length of time such Returns were retained by the members who obtained them. 4. How many of these Returns had not been returned to the proper officer of the House of Commons on the 1st of January, 1908. 5. In the case of those returned, how long they were out with the members. 6. How many of these Returns are still in the possession of the members, and how long they have had them. 7. The means usually adopted by the Clerk of Routine and Records and the Clerk of Current Sessional Papers to have outstanding returns retransferred to their possession. 8. The average cost to the country of preparing these Returns by the various departments interested, during the above period. Presented 6th March, 1908.—*Mr. Johnston*.
Not printed.
151. Return to an order of the House of Commons, dated 16th December, 1907, showing: 1. The number of fishing licenses, the names of the parties to whom issued, and also the amounts of the revenues received from each license, on any or all of the lakes in the province of Saskatchewan. 2. For a copy of all correspondence in connection with each license so issued and in force, or about to be issued. 3. Also for a copy of the different forms used for fishing licenses in the province of Saskatchewan. Presented 9th March, 1908.—*Mr. Chisholm (East Huron)*. *Not printed.*
152. Return to an order of the House of Commons, dated 20th January, 1908, for a copy of all correspondence, documents and papers, in the investigation into the case of Mr. O. S. Finnie, chief clerk in the gold commissioner's office, Dawson, Y.T. Presented 6th March, 1908.—*Mr. Thompson*. *Not printed.*
153. Return to an order of the House of Commons, dated 19th February, 1908, for a copy of all correspondence between Lieut.-Colonel Mallette, of the 64th Battalion, and the Department of Militia and Defence, concerning Major Sabourin, of St. John, Quebec. Presented 6th March, 1908.—*Mr. Bergeron*. *Not printed.*
- 153a. Return to an order of the House of Commons, dated 19th February, 1908, for a copy of all correspondence between Lieut.-Colonel Mallette, of the 64th Battalion, and the Department of Militia and Defence, for the organization of a regiment in Valleyfield, Quebec. Presented 6th March, 1908.—*Mr. Bergeron*. *Not printed.*

CONTENTS OF VOLUME 18—*Concluded.*

154. Report of the Royal Commission on the Quebec Bridge inquiry; also the Report on the Design of the Quebec Bridge by C. C. Schneider; with Appendices. Presented 9th March, 1908, by Hon. G. P. Graham.

Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 19.

154. (Vol. 2.) Royal Commission Quebec Bridge inquiry. Minutes of proceedings. Evidence and exhibits. *Printed for both distribution and sessional papers.*

- 154a. Return to an address of the House of Commons, dated 12th December, 1907, for a copy of all orders in council, correspondence, reports, memoranda, papers and documents, since the 1st day of January, 1900, relating to the Quebec Bridge, including all reports and orders in council, relating to the plans and specifications for the works of the undertaking, or to any approval thereof by the Governor in Council, or by the Department of Railways and Canals. Presented 26th May, 1908.—*Mr. Borden (Carleton).*

See No. 154.

- 154b. Return to an address of the Senate, dated 29th January, 1908, for a statement showing: 1. If the Quebec Bridge and Railway Company has fulfilled the obligation which was imposed upon it by clause 4 of the agreement made, between it and the Government, on the 19th day of October, 1908, which clause reads as follows: "4. The company will procure subscriptions for additional stock to the amount of \$200,000, such new stock to be issued at a price not below par and to be immediately paid up in full, the proceeds to be applied in the first place to the payment of the discount at which the bonds of the company were issued as aforesaid, to wit the sum of \$188,721." (Being exactly the difference between the sum of \$472,000, the amount of bonds issued, and the sum of \$283,279, for which these same bonds were accepted.) 2. When did the company so furnish subscriptions for additional work to the amount of \$200,000. 3. Who are the persons or the companies who divided among them this additional stock to the round sum of \$200,000. 4. On what date and for what amount did each of these persons or each of these companies become owner of the aforesaid stock. 5. On what date did each of the aforesaid persons or companies pay into the hands of the company the price (in part or in whole) of the stock so subscribed. 6. And if this amount of \$200,000 was paid in full and in what manner, distinguishing the amount paid in cash from the amount paid in promissory notes or in any other ways. Presented 2nd June, 1908.—*Hon. Mr. Landry.* *See No. 154.*

- 154c. Return to an address of the Senate, dated the 29th January, 1908, showing: 1. The amount of money really paid by each of the present directors of the Quebec Bridge and Railway Company into the capital stock of the said company. 2. The date each of these directors made each of his payments. 3. Among these payments or instalments the proportion or amount that has been paid by means of promissory notes or of unaccepted cheques. 4. By whom individually, and for what amount each one. 5. The amount of money each of its directors has received from the Quebec Bridge Company and from the Quebec Bridge and Railway Company up to this date, directly or indirectly, personally or otherwise. 6. The nature of the services rendered for which each of these amounts was paid. 7. The amount the present secretary has received out of the funds of the company since he has been in the service thereof. 8. The resolution that subsequently to the collapse of the Quebec Bridge, within a few days immediately following the disaster, the bridge company has voted giving a bonus of \$3,000 to its president. 9. The name of the funds, out of which the amount of this bonus was raised. 10. The resolution, if any, the company, on the same occasions, voted to aid the families of the victims of that disaster. Presented 18th February, 1908.—*Hon. Mr. Landry.*

Not printed.

155. Return to an order of the House of Commons, dated 10th February, 1908, showing what land has been withdrawn for settlement, or set apart, or sold, for colonization pur-

CONTENTS OF VOLUME 19—*Continued.*

poses, since 1896; the location and amount in each case, specifying townships, sections, half or quarter-section; to whom it has been sold, or alienated, and on what terms of settlement; the price per acre, on terms of payment, and the nationality of the settlers in each colony; when the land was sold, alienated, reserved, or set apart, for such purpose, in each case; and how many of these companies have complied with their contracts, and to what extent. Presented 9th March, 1908.—*Mr. Sproule*... ..*Not printed.*

155a. Return to an order of the House of Commons, dated 26th February, 1908, showing what lands, if any, have been reserved for grazing purposes or for acquisition by means of irrigation within the tract described as follows: Townships 12 to 19, inclusive, in ranges 15 to 21, west of the 4th meridian; and when such lands were so reserved, and for how long it is the purpose of the Government to continue such reservation. Presented 16th March, 1908.—*Mr. Lennex*... ..*Not printed.*

155b. Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all correspondence, telegrams, reports, applications, surveyors' plans and maps, in reference to the homestead entries for the southwest quarter of section 27, township 18, range 10, east, in the province of Manitoba. Presented 27th March, 1908.—*Mr. Staples*... ..*Not printed.*

155c. Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all correspondence, applications, recommendations for patent, and all papers in any way relating to the disposal of or granting of privileges in connection with the s.e. $\frac{1}{4}$ of section 2, township 8, range 2, west of the 5th meridian. Presented 3rd April, 1908.—*Mr. Herron*... ..*Not printed.*

155d. Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of all correspondence, applications and all other papers and documents relating in any way to any and all applications for or in connection with or relating to the southeast quarter of section 14, township 12, range 6, west 4th meridian. Presented 6th April, 1908.—*Mr. Herron*... ..*Not printed.*

156. Return to an order of the House of Commons, dated 2nd March, 1908, showing who made the seizures under the Inland Revenue Department in the fiscal years 1906 and 1907, in Cornwall, London, Ottawa, St. Catharines, Toronto, Joliette and Montreal, and what the seizures consisted of; the name of the party or parties from whom the material was seized; the amount realized by the sale of such seized material; and how this seized material was disposed of. Presented 9th March, 1908.—*Mr. Barr*... ..*Not printed.*

156a. Return to an order of the House of Commons, dated 26th February, 1908, showing the number of seizures under the Inland Revenue Department in the years 1906 and 1907, the name of the party or parties making the seizure; the description and quantity of material seized; the name of the parties from whom the material was seized; how the seized material was disposed of, whether by public auction or by private sale, and what the amount realized thereon was. Presented 9th March, 1908.—*Mr. Barr*...*Not printed.*

156b. Return to an order of the House of Commons, dated 9th March, 1908, showing the number of seizures made by the Customs Department for the fiscal years 1905, 1906 and 1907; the reason for each seizure; the disposition of each case; the amount received by the Government, and by the party seizing or giving information in each case; and the names of the ports at which such seizures took place. Presented 23rd April, 1908.—*Mr. Cockshutt*... ..*Not printed.*

156c. Return to an order of the House of Commons, dated 4th May, 1908, showing the names of all officers employed in the Customs Department at the ports of Niagara Falls, Port Erie, Sarnia and Windsor; the rank and duties of their respective appointments, their salaries at the time of appointment, present rank, and increase of salary to any of these officers since date of their appointment. Presented 4th May, 1908.—*Hon. W. Paterson*... ..*Not printed.*

CONTENTS OF VOLUME 19—*Continued.*

- 157.** Return to an order of the House of Commons, dated 8th January, 1908, for copies of all documents, petitions, memoranda and correspondence received by the Government since 1904, to this day, regarding the amendments to be made to the Inland Revenue Act for the purpose of encouraging and protecting still more the Canadian tobacco industry. Presented 9th March, 1908.—*Mr. Dubeau*. *Not printed*
- 157a.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of all correspondence between the collector of customs at Charlottetown, Prince Edward Island, and the Minister of Customs, or the Commissioner of Customs, including declarations or statements in writing made by Messrs. Donald Nicholson and Evelyn B. Harnett, of the Hickey & Nicholson Tobacco Company, Limited, respecting alleged infraction of the provisions of the Inland Revenue Act, and of the regulations in respect of tobacco and cigars and tobacco and cigar manufactories, by Messrs. T. B. and D. J. Riley, of Charlottetown, or one of them. Also a copy of the reports of William Caven and other officials and collectors of Inland Revenue; and of all correspondence, letters and telegrams between the said T. B. and D. J. Riley, or either of them, and the Government, or any department, or officer thereof; and of all correspondence between the officers of Inland Revenue in Charlottetown and the Government or any department or official thereof, respecting said alleged infraction of said Act or regulations; and all other correspondence, statements and information in possession of the Government relating to the matter aforesaid; together with a statement of the moneys paid voluntarily or otherwise in settlement or otherwise of penalties for such infraction of the law, to whom paid, and the date of payment. Presented 16th March, 1908.—*Mr. McLean (Queen's)*. *Not printed.*
- 158.** Papers relating to Trade Conference at Barbados. Presented 10th March, 1908, by Hon. W. S. Fielding. *Not printed.*
- 159.** Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all applications, tenders, correspondence, telegrams, or written communications of any kind, in connection with the sale of certain lands in the Ocean Man, Pheasant Rump, and Chasastapsin Indian Reserves, on the 15th November, 1901; together with a copy of advertisements of sales, the names of the newspapers in which they were inserted, and the dates of insertion. Presented 12th March, 1908.—*Mr. Lake*. *Not printed.*
- 160.** Return to an order of the House of Commons, dated 22nd January, 1908, showing how many fire extinguishers were purchased by the Government for the different departments of the public service since the 30th June, 1906, to January 1st, 1908; from whom they were purchased, and at what price; and the total amount paid for the same. Presented 12th March, 1908.—*Mr. Taylor*. *Not printed.*
- 160a.** Supplementary Return to an order of the House of Commons, dated 22nd January, 1908, (as far as the Department of Marine and Fisheries is concerned), showing how many fire extinguishers were purchased by the Government for the different departments of the public service since the 30th of June, 1906, to 1st January, 1908; from whom they were purchased, and at what price; and the total amount paid for the same. Presented 26th March, 1908.—*Mr. Taylor*. *Not printed.*
- 161.** Return to an order of the House of Commons, dated 22nd January, 1908, for a copy of all letters, correspondence, plans, surveys, estimates, &c., in connection with the proposal to open a waterway in St. Anicet and Ste. Barbe, in the county of Huntingdon, from Lake St. Francis to St. Louis River. Presented 12th March, 1908.—*Mr. Walsh (Huntingdon)*. *Not printed.*
- 162.** Return to an order of the House of Commons, dated 12th March, 1908, for copies of all correspondence between the Auditor General and the Department of Marine and Fisheries, concerning the travelling expenses of Commander Spain in 1905-6. Presented 12th March, 1908.—*Hon. L. P. Brodeur*. *Not printed.*

CONTENTS OF VOLUME 19—*Continued.*

- 163.** Return to an order of the House of Commons, dated 12th February, 1908, showing:
 1. The total revenue of Belleville, Ontario, Harbour, for the years 1903, 1904, 1905, 1906 and 1907. 2. The expenditure for the years above-mentioned in the harbour; (a) for salaries, and to whom, (b) dredging in each year; (c) for building retaining walls along the river at entrance of harbour; and (d) to whom or what persons such last-named sums were paid. 3. What money, if any, the Government has advanced to the Harbour Commissioners of Belleville for improvements, how much and when. 4. If any money has been advanced, what security the Government holds for repayment of the same. 5. The tenders received for building the retaining walls for improvement of Belleville Harbour, the tenderers, the amount of each tender, and to whom the contract was awarded. Presented 13th March, 1908.—*Mr. Porter*. *Not printed.*
- 164.** Copy of the order in council appointing Mr. Richard L. Drury, of Victoria, B.C., as a special officer of the Immigration Branch of the Department of the Interior in Japan. Presented 17th March, 1908, by Sir Wilfrid Laurier. *Not printed.*
- 165.** Return to an order of the House of Commons, dated 19th February, 1908, for a copy of all letters, telegrams, reports, documents and papers (so far as the same are not of a confidential character) in relation to the trial and conviction of one Frederick Blunden, for cattle stealing at Macleod, in the province of Alberta, in 1904. Presented 19th March, 1908.—*Mr. Ward*. *Not printed.*
- 166.** Return to an order of the Senate, dated the 17th March, 1908, for a copy of the Minutes of the meeting of the Standing Committee of the Senate on Railways, Telegraphs and Harbours, held on the 21st and 22nd of May, 1901, be laid on the table. Presented 18th March, 1908.—*Hon. Mr. Landry*. *Not printed.*
- 167.** Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of the interim report of the commissioner appointed to investigate alleged irregularities at Sorel in connection with construction of piers on Lake St. Peter. Presented 23rd March, 1908.—*Hon. L. P. Brodeur*. *Not printed.*
- 168.** Return to an order of the House of Commons, dated 20th January, 1908, showing all fines imposed for violation of the Fisheries Act in Division No. 2, Nova Scotia, comprising the counties of Antigonish, Colchester, Cumberland, Guysborough, Halifax, Hants and Pictou, showing the amount of each fine, dates on which same were imposed and paid, the place of trial in each case, the offence charged, and the names of the convicting justices or fishery officers. Presented 23rd March, 1908.—*Mr. Sinclair*.
Not printed.
- 169.** Return to an address of the House of Commons, dated 11th March, 1908, for a copy of all orders in council, reports, correspondence, documents, letters and papers not already brought down, relating to a grant by His Majesty of any Indian reserves in the province of British Columbia to the Grand Trunk Pacific Railway Company, or to any officer of the company, or to any person on behalf of that company. Presented 24th March, 1908.—*Mr. Borden (Carleton)*. *Printed for sessional papers.*
- 170.** Return to an order of the House of Commons, dated 20th January, 1908, showing the amount paid each year for provisions on each of the Government steamers for the last three fiscal years, the average complement of officers and men provisioned on each for each year, and the cost per man per day. Presented 24th March, 1908.—*Mr. Foster*.
Not printed.
- 171.** Return to an order of the House of Commons, dated 12th February, 1908, for a copy of all petitions and correspondence relating to the establishment of a post office at Mill Settlement, West, and also at north side of Newcastle Creek, in the electoral division of Sunbury and Queen's. Presented 26th March, 1908.—*Mr. Wilmot*. *Not printed.*

CONTENTS OF VOLUME 19—Continued.

- 171a. Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all letters, petitions, correspondence and other papers in connection with the application to establish a post office at North Grove, in the county of Grenville. Presented 3rd April, 1908.—*Mr. Reid (Grenville)*... ..*Not printed.*
- 171b. Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all letters, telegrams and petitions, in possession of the Government, or any member or official thereof, respecting the dismissal of Mrs. Mary Finlay as postmistress at the head of St. Peter's Bay, and the appointment of her successor. Presented 3rd April, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 171c. Return to an order of the House of Commons, dated 18th December, 1907, showing the number of post offices receiving daily, tri-weekly, semi-weekly, and weekly mails, in each county of the provinces of New Brunswick and Nova Scotia, and the total postal revenue and expenditure in each of said counties. Presented 3rd April, 1908.—*Mr. Crocket*... ..*Not printed.*
- 171d. Return to an order of the House of Commons, dated 16th March, 1908, for a copy of all correspondence, telegrams, petitions, &c., in possession of the Government or any member or official thereof, respecting the dismissal of Archibald McDonald as postmaster at Whim Road Cross, Prince Edward Island, and the appointment of William McGinnon as his successor. Presented 3rd April, 1908.—*Mr. Martin (Queen's)*.
Not printed.
- 171e. Return to an order of the House of Commons, dated 11th December, 1907, showing what complaints respecting the inadequacy of postal service or delays therein, or respecting lack of or defects in postal facilities or means of communications, have been received by the Post Office Department since the 1st day of January, 1907, and the general nature of such complaints. Presented 29th April, 1908.—*Mr. Armstrong*.
Not printed
- 171f. Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all petitions, letters of recommendation, written requests and correspondence with the government in connection with the opening of a Post Office Savings Bank in the post office at St. Gabriel de Brandon, in the province of Quebec. Presented 29th April, 1908.—*Mr. Monk*... ..*Not printed.*
- 171g. Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all correspondence, telegrams, petitions with signatures thereto, in possession of the Government, or any member or official thereof, respecting the removal of a post office from Angus McDonald's place in Pisquid, Prince Edward Island, to Russell Birt's, of the same place. Presented 29th April, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 171h. Return to an order of the House of Commons, dated 16th March, 1908, for a copy of all correspondence, telegrams and petitions in the possession of the Government or any member or official thereof, respecting the dismissal of Alex. McLeod in 1905, as postmaster at Valleyfield East, Prince Edward Island, and the appointment of his successor. Presented 29th April, 1908.—*Mr. McLean (Queen's)*... ..*Not printed*
- 171i. Return to an address of the House of Commons, dated 26th February, 1908, for a copy of all correspondence, telegrams, reports, memoranda, resolutions and any information in the possession of the Government, relating to changes in postal charges or regulations within the past two years, between the United States and Canada. Presented 5th May, 1908.—*Mr. Armstrong*... ..*Not printed*
- 171j. Return to an order of the House of Commons, dated 13th January, 1908, for a copy of all correspondence, telegrams, reports and memoranda, in possession of the Government, or any member or official thereof, respecting the establishment of daily mails and improvement of the mail service in the county of Queen's, Prince Edward Island. Presented 26th May, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*

CONTENTS OF VOLUME 19—*Continued.*

- 172.** Return to an order of the House of Commons, dated 26th February, 1908, showing what sums of money were paid during the fiscal years 1905-6 and 1906-7 by any department of the Government to the Steel Concrete Company, Limited; for what purpose such payments were made; what orders for work or material to be done or supplied by that company are now being filled, and the aggregate amount payable for same. Presented 26th March, 1908.—*Mr. Boyce*... ..*Not printed.*
- 173.** Return to an order of the House of Commons, dated 9th March, 1908, showing how many renewals of placer claims were granted by the Gold Commissioner at Dawson, on or subsequent to the 1st of August, 1906, at \$10 each; why the fee of \$15, as required by 6 Edward VII., chapter 39, was not collected in these cases; and what shortages were afterwards collected. Presented 27th March, 1908.—*Mr. Lennox*... ..*Not printed.*
- 173a.** Return to an order of the House of Commons, dated 9th March, 1908, showing how many renewals of placer claims were granted by the Assistant Gold Commissioner at Whitehorse on or subsequent to 1st of August, at \$10 each; why the fee of \$15, as required by 6 Edward VII., chapter 39, was not collected in these cases; and what shortages have been collected. Presented 30th March, 1908.—*Mr. Lennox*...*Not printed.*
- 174.** Return to an order of the House of Commons, dated 8th January, 1908, showing: 1. What sums of money have been paid for advertising and printing, respectively, to the *Sun* and *Star* newspapers of St. John, N.B., the *Chronicle* of Halifax, the *Echo* and the *Glace Bay Gazette*, and the *St. John Globe*, during the following periods respectively: the fiscal years 1904-5, 1905-6, and from June 30, 1906, to date. 2. In what offices or job offices the printing is done for the *Sun*, *Star*, *Chronicle* and *Echo*. Presented 30th March, 1908.—*Mr. Foster*... ..*Not printed.*
- 174a.** Return to an order of the House of Commons, dated 13th June, 1908, showing all sums of money paid by the Government, or any department or official thereof, during the years 1902, 1903, 1904, 1905, 1906 and 1907, for advertising, printing, or for any other purpose, or on any other account whatever, to the *Sault Express*, a newspaper published at Sault Ste. Marie, Ontario, or to any person or persons, firm or company for or in respect of any work done by said newspaper for the Government, or any department or official thereof; also showing what amounts, if any, are disputed and unpaid, and showing for what purpose such moneys were paid, and accounts were incurred, respectively, and by what departments, or officials of the Government. Presented 30th March, 1908.—*Mr. Boyce*... ..*Not printed.*
- 174b.** Return to an order of the House of Commons, dated 22nd January, 1908, showing what amount has been paid by the Dominion Government for all purposes, from 1st January, 1904, to 1st January, 1908, to the following papers: *Alberta Star*, Cardston; *Lethbridge Herald*, *Macleod Advance*, *Nanton News*, *The Frank Paper*. Presented 30th March, 1908.—*Mr. Herron*... ..*Not printed.*
- 175.** Return to an order of the House of Commons, dated 15th January, 1908, showing the various services on which Mr. Shepley, K.C., has been engaged by the Government since 1896, and the amount that has been paid him for salary and expenses for each. Presented 30th March, 1908.—*Mr. Foster*... ..*Not printed.*
- 176.** Return to an address of the House of Commons, dated 16th March, 1908, for a copy of all orders in council, letters, telegrams, correspondence and papers of every description and nature relating to the appointment of the Hon. Arthur Drysdale as justice of the Supreme Court of Nova Scotia, and especially all such documents as relate to the date of his acceptance of said appointment or the date of his declaration of intention to accept the same. Presented 30th March, 1908.—*Mr. Taylor*... ..*Not printed.*
- 177.** Return to an order of the House of Commons, dated 23rd March, 1908, showing how much has been paid to C. Boone or the Boone Company, since 1896, and the amount paid for work in each year at each point where same was performed by said party, firm or company. Presented 30th March, 1908.—*Mr. Bennett*... ..*Not printed.*

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1778. Maps and plans in connection with the Montreal, Ottawa and Georgian Bay Canal. Presented 30th March, 1908, by Hon. W. Pugsley... ..*See 178b.*
- 1778a. Further maps and plans in connection with the Montreal, Ottawa and Georgian Bay Canal. Presented 13th May, 1908, by Hon. W. Pugsley... ..*See 178b.*
- 1778b. Return to an order of the House of Commons, dated 6th July, 1908. Report of the engineer on the Georgian Bay Ship Canal, together with estimates, plans, &c., illustrating the project in its main features. Presented 6th July, 1908.—*Hon. W. Pugsley.*
Printed for both distribution and sessional papers.
1779. Return to an order of the Senate, dated the 12th February, 1908, for a copy of: 1. The number of convicts under the age of twenty, and their respective nationalities. 2. The number of convicts from the age of twenty and upwards, and their nationalities, in each of the penitentiaries under Dominion control, for the years 1903, 1904, 1905, 1906 and 1907. Presented 31st March, 1908.—*Hon. Mr. Comeau*... ..*Not printed.*
180. Return to an order of the Senate, dated the 18th February, 1908, showing with respect to the two routes of the Transcontinental Railway that were surveyed between Grand Falls and Chipman, in the province of New Brunswick, the estimated cost of each of the lines, that is to say: 1. The "Back Route," so-called. 2. The St John Valley route. With the following details: (a) Cubic yards of ordinary excavation and fills; (b) cubic yards of loose rock; (c) cubic yards of solid rock; (d) cubic yards of concrete; (e) miles of steel trestle and cost; (f) number and cost of bridges. And with respect to the "Back Routes," giving the last-mentioned details as regards the following subdivisions of that route: 1. Grand Falls and Tobique River. 2. Tobique River and Intercolonial Railway. 3. Intercolonial Railway and Chipman. And is it the intention to adopt a pusher grade in the route selected? Presented 31st March, 1908.—*Hon. Mr. Thompson*... ..*Not printed.*
181. Return to an order of the House of Commons, dated 6th February, 1907, for a copy of all letters, accounts, vouchers, cheques, correspondence and documents relating to any amount paid to Mr. R. T. McIlreith, barrister, of Halifax, for legal services, by the Government of Canada, during each of the fiscal years ending, respectively, 30th day of June, 1902, 1903, 1904, 1905 and 1906. Also relating to all amounts similarly paid to any legal agent or representative of the Government at Halifax during each of the fiscal years ending respectively, 30th June, 1891, 1892, 1893, 1894, 1895, 1896 and 1897. Presented 1st April, 1908.—*Mr. Crocket*... ..*Not printed.*
- 181a. Supplementary return to No. 181. Presented 3rd April, 1908... ..*Not printed.*
182. Copy of order in council relative to the appointment of the Honourable Walter Cassels, a commissioner to investigate and report upon certain statements contained in the Report of the Civil Service Commission, reflecting upon the integrity of the officials of the Department of Marine and Fisheries. Presented 2nd April, 1908, by Sir Wilfrid Laurier... ..*Not printed.*
- 182a. Correspondence between Sir Wilfrid Laurier and the Honourable Mr. Justice Cassels on the subject of the appointment of the latter to investigate and report upon certain statements contained in the Report of the Civil Service Commission, reflecting on the integrity of the officials of the Department of Marine and Fisheries. Presented 7th April, 1908, by Sir Wilfrid Laurier... ..*Not printed.*
- 182b. Correspondence between the Honourable Mr. Aylesworth and the Honourable Mr. Justice Cassels on the subject of the appointment of the latter to investigate and report upon certain statements contained in the Report of the Civil Service Commission, reflecting on the integrity of the officials of the Department of Marine and Fisheries. Presented 19th April, 1908, by Sir Wilfrid Laurier... ..*Not printed.*
- 182c. Letter of instructions from the Minister of Justice to George H. Watson, Esq., K.C., respecting the appointment of the latter as counsel to act with Honourable Mr. Justice Cassels in the investigation upon certain statements contained in the Report of the

CONTENTS OF VOLUME 19—*Continued.*

Civil Service Commission, reflecting on the integrity of the officials of the Department of Marine and Fisheries. Presented 1st May, 1908, by Hon. A. B. Aylesworth.

Not printed.

182*d*. Return to an order of the House of Commons, dated 15th January, 1908, showing all commissions of inquiry appointed between 1896 and 1908, the dates of appointment thereof, the names of the commissioners appointed and the secretary and counsel, or others appointed to assist them, the purpose or object of each such commission, the date of report of each such commission, what legislation, if any, has been enacted in consequence of such commissions and reports, the cost of each such commission, including salaries, travelling expenses, witness fees, fees of counsel, and other assistants, and for printing, distinguishing each separately. Presented 5th May, 1908.—*Mr. Porter.*

Not printed.

183. Return to an order of the House of Commons, dated 18th December, 1907, showing the various Marconi stations established by the Government, their location, the cost of construction and maintenance of each, the messages sent by each, the rate of tolls and the receipts, and all contracts, reports, papers and correspondence, in connection therewith. Presented 3rd April, 1908.—*Mr. Foster.**Not printed*

183*a*. Supplementary Return to No. 183. Presented 11th May, 1908.*Not printed.*

184. Return to an order of the House of Commons, dated 17th February, 1908, showing what quality or quantity of goods or supplies have been furnished by the Office Specialty Company to the Dominion of Canada in every department of the service since 1896, and the total amount for each year. Presented 3rd April, 1908.—*Mr. Bennett.*..*Not printed.*

185. Return to an address of the House of Commons, dated 19th February, 1908, for a copy of a memorial addressed to His Excellency the Governor General, respecting a reference to the Privy Council in regard to the constitutionality of the Saskatchewan Act passed by the Legislative Assembly of the province of Saskatchewan on the 23rd May, 1906; together with a copy of all correspondence, telegrams or other communications, relating thereto, between the Dominion Government or any member thereof, and the Government of Saskatchewan or any member thereof. Presented 31st March, 1908.—*Mr. Lake.**Printed for sessional papers.*

186. Return to an order of the House of Commons, dated 29th January, 1908, for a copy of all reports, plans, specifications, tenders, correspondence, telegrams, and all other papers, documents, and other information in connection with the construction of the Hillsboro' Bridge and approaches, including land purchases necessary therefor. Presented 6th April, 1908.—*Mr. Lefurgey.**Not printed.*

187. Return to an order of the House of Commons, dated 10th February, 1908, showing what action, if any, has been taken by this Government since 19th March, 1903, which would have for its object the removal of the cattle embargo upon Canadian cattle entering Great Britain. 2. For a copy of a resolution said to have been passed some years ago by the committee on agriculture, which requested that the Minister of Agriculture of the Dominion should invite the ministers of the different provinces in the Dominion to form themselves into a committee, whose object was to lay before the Government of Great Britain the importance of removing the cattle embargo. 3. Also showing what efforts, if any, have been made by the Minister of Agriculture to comply with the wishes of the above-named committee so expressed; together with a copy of the report, if any, of the same to the House, and what efforts have been so made; with what reason, if any, the Government assigns for not taking action in the matter. Presented 6th April, 1908.—*Mr. Armstrong.**Not printed.*

188. Census and Statistics, Bulletin V., Agricultural Census of Ontario, Quebec and the Maritime Provinces, 1907. Presented 6th April, 1908, by Hon. S. A. Fisher..*Not printed.*

CONTENTS OF VOLUME 19—*Continued.*

189. Return to an address of the House of Commons, dated 30th March, 1908, for a copy of all memorials, documents, telegrams, and correspondence between the government of Prince Edward Island and the Government of Canada since 30th June, 1904, with respect to the non-fulfilment of the terms of union and for claims for damages in respect thereof. Presented 7th April, 1908.—*Mr. McLean (Queen's)*... ..*Not printed.*
190. Return to an order of the House of Commons, dated 17th February, 1908, for a copy of all correspondence, telegrams, reports, memoranda, resolutions, and any other information in possession of the Government or any member or official thereof, respecting the construction of branch railway lines in Prince Edward Island. Presented 13th April, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
191. Return to an address of the House of Commons, dated 30th March, 1908, for a copy of all orders in council, reports, documents, correspondence and papers, from the 1st day of January, 1907, to the present time, relating to the passage of United States war ships or training ships through the St. Lawrence canals and Great Lakes, including a statement showing the number of United States war ships or training ships which have passed through the St. Lawrence canals during that period, and a statement of all such war ships or training ships now on the Great Lakes, and particulars of the tonnage, horse-power, armament and crew of such war ship or training ship, and of the naval reserves or other naval forces of the United States Government, or of any State Government upon the Great Lakes; also all correspondence respecting the proposed passage of the gunboat *Nashville* through the St. Lawrence canals and river on her way to the Great Lakes next summer. Presented 7th April, 1908.—*Mr. Taylor.*
Not printed.
192. Return to an address of the House of Commons, dated 29th January, 1908, for copies of all papers, representations, memorials and correspondence had with the Minister of Finance or any member of the Government in reference to the proposed action of the Government through or in conjunction with the banks, to facilitate in a financial way the movements of the grain from the western provinces of Canada. Presented 7th April, 1908.—*Mr. Foster*... ..*Not printed.*
193. Return to an order of the House of Commons, dated 11th December, 1907, showing: 1. How many drill halls have been constructed or are under construction by the Government since 1896. 2. In what localities these buildings have been constructed, and the cost of construction in each case. 3. What military organizations exist in the respective localities in which these drill halls have been erected, and the numerical strength of each such military organization. Presented 7th April, 1908.—*Mr. Worthington.*
Not printed.
194. Return to an address of the House of Commons, dated March, 1908, for a copy of all orders in council and regulations made by the Governor in Council, or prescribed by the Minister of Customs under the provisions of chapter eleven (11) of the Acts of 1907, (6 and 7 Edward VII.), relating to materials to be used in Canada for the construction of bridges or tunnels crossing the boundary between the United States and Canada, and all similar regulations or legislative or administrative provisions of the United States Customs Laws relating to such materials. Presented 8th April, 1908.—*Mr. Clements*... ..*Not printed.*
195. Return to an order of the House of Commons, dated 15th January, 1908, for a complete list of the publications in Canada enjoying the newspaper rate. Presented 8th April, 1908.—*Mr. Cockshutt*... ..*Not printed.*
196. Partial Return to an order of the Senate, dated the 17th March, 1908, for a copy of the service-roll of the Garrison Artillery Companies of Ottawa and Morrisburg, giving names of the militiamen who were on active service, and who were in barracks at Fort Wellington, Prescott, during the months of November and December, 1865, and during the months of January, February, March, April, May and June, 1866; and also a

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- statement showing what was the daily pay paid to the soldiers of these two corps and that which the militiamen belonging to Company No. 2 of the Ottawa Field Battery received at the same time, or that which was received by other corps of the Military District of Ottawa, which were also called out for active service. Presented 8th April, 1908.—*Hon. Mr. Landry*.*Not printed.*
197. Return to an address of the House of Commons, dated 16th March, 1908, for a copy of all orders in council, reports, memoranda, agreements, contracts and other documents and papers of every kind, nature and description, from the 1st of January, 1900, up to the present time, relating to or touching the Dolkes or Dokis Indian reserve, or touching the surrender thereof of the timber thereon, and especially all such documents as aforesaid as relate to any proposals or arrangements for the surrender of any rights by the Indians in the said reserve or in the timber thereon, or to the sale or disposal of the said timber or any part thereof. Presented 9th April, 1908.—*Mr. Borden (Carleton)*.*Not printed.*
- 197a. Supplementary return to No. 197. Presented 2nd July, 1908.*Not printed.*
- 197b. Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of all opinions of the Minister of Justice, or Deputy Minister of Justice, or any official of the Department of Justice, to the Minister of the Interior or any official of the Department of the Interior, with respect to the Metlakatla and Songhees Indian reserves, or either of the said reserves, since the 1st day of January, 1906. Presented 22nd April, 1908.—*Mr. Borden (Carleton)*.*Not printed.*
- 197c. Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all petitions, memorials, documents, correspondence and papers touching any matters, transactions or negotiations between the Department of Indian Affairs and the council of the Six Nations reserve, or the chief or chiefs of the said council or the Indian Rights Association or Warriors' Association, from the 1st day of January, 1906, to the present time. Presented 18th May, 1908.—*Mr. Lake*.*Not printed.*
198. Return to an order of the House of Commons, dated 11th March, 1908, for a copy of contract and all correspondence in connection with purchase of cement from E. A. Wallberg, by the Department of Marine and Fisheries, to heighten Heath Point. Presented 13th April, 1908.—*Mr. Staples*.*Not printed.*
199. Return to an order of the House of Commons, dated 19th February, 1908, showing: 1. What amount the firm of H. N. Bate & Co has received from each department of the Government since the year 1896 for supplies, giving the amount paid each year separately. 2. What amount the firm of W. C. Edwards & Co. has received from each department of the Government since the year 1896 for supplies, giving the amount paid each year separately. Presented 13th April, 1908.—*Mr. Taylor*.*Not printed.*
200. Return to an order of the House of Commons, dated 11th March, 1908, for a copy of all petitions, letters and applications, by or on behalf of "La Société Canadienne d'immigration et de placement," for assistance from the Government, and the answer by the Government or its officials to the same. Presented 13th April, 1908.—*Mr. Monk*.*Not printed.*
201. Return to an order of the House of Commons, dated 30th March, 1908, for a copy, as it appeared printed in the *Yukon World and Official Gazette* for nine months of the financial year 1906-7, of a synopsis of mining regulations referred to in the Auditor General's Report, 1906-7, at page L-37, and also setting forth the number of times the said advertisement appeared in the newspapers referred to in the time stated. Presented 13th April, 1908.—*Mr. Lennox*.*Not printed.*
202. Return to an order of the House of Commons, dated 26th February, 1908, for a copy of all correspondence, leases or other papers in connection with the leasing or proposed leasing of Kananaski Falls, on the Bow river. A copy of all correspondence and other

CONTENTS OF VOLUME 19—*Continued.*

papers in connection with the selling or otherwise disposing of 1,000 acres or any lands to the Calgary Power and Transmission Company (Limited). A statement showing an estimate of about the number of acres and territory owned by the Stony Indian Reserve, held in trust for the Indians, the said statement showing the quantity on each side of Bow river. Presented 13th April, 1908.—*Mr. Reid (Grenville)*.. . . .*Not printed.*

- 203.** Return to an address of the House of Commons, dated 29th January, 1908, for a copy of all correspondence, telegrams, memoranda and reports, between the Government and its officers and solicitors and the provincial or territorial governments, in regard to the cases taken to test the liability for taxation of the Canadian Pacific Railway Company in the cases Rural Municipality of North Cypress vs. Canadian Pacific Railway; Rural Municipality of Argyle vs. Canadian Pacific Railway; Springdale School District vs. Canadian Pacific Railway; together with copies of all judgments of the courts before whom the cases were tried, and of the refusal of the Judicial Committee of the Privy Council of the application for leave to appeal to that court. Presented 21st April, 1908.—*Mr. Lake*.. . . .*Not printed.*
- 204.** Copy of a Report of the Privy Council approved by His Excellency the Administrator on the 21st April, 1908, on a memorandum dated 20th April, 1908, from the Minister of Public Works, recommending that the order in council of the 30th March, 1908, providing for the continuation of certain contracts therein mentioned for dredging at various places in the provinces of Ontario and Nova Scotia be cancelled. Presented 23rd April, 1908, by Hon. W. Pugsley.. . . .*Not printed.*
- 205.** Return to an order of the House of Commons, dated 27th April, 1908, showing claims for damages to property, or personal injury or loss or damage on the Intercolonial Railway, which have been settled since 1st January, 1908; nature of the claims so settled; amount of damage claimed in each case; the settlements arrived at, and the names of the persons so settled with. Presented 27th April, 1908.—*Hon. G. P. Graham.*
Not printed.
- 205a.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of the Report of the Deputy Minister of Railways and Canals, and the Deputy Minister of Marine and Fisheries in reference to their meeting with delegates of the Boards of Trade of Prince Edward Island at Charlottetown in June last, to take into consideration the removal of the heavy freight and passenger rates on the Prince Edward Island Railway and the Intercolonial Railway, and on freight and passenger rates to and from Prince Edward Island; also all correspondence, telegrams, &c., in possession of the Government or any member or official relating thereto, and other questions discussed at said meeting. Presented 27th April, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 205b.** Return to an order of the House of Commons, dated 30th March, 1908, for a copy of all letters, telegrams and other documents relating to an accident which happened at Mulgrave, Nova Scotia, on the 3rd of December last, whereby Captain James Forrestall lost his life; and also the evidence taken at the investigation subsequently held by officers of the department and the report made thereon. Presented 7th May, 1908.—*Mr. Sinclair*.. . . .*Not printed.*
- 205c.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of trains, both freight and passenger, on the Intercolonial Railway breaking down or detained from defects in engines during the months of October, November and December, 1907, and the causes of such defects. Presented 18th May, 1908.—*Mr. Reid (Grenville)*.. . . .*Not printed.*
- 205d.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of locomotives on the Intercolonial Railway out of service on the 31st December, 1907, and the date of purchase of each engine out of service, from whom purchased, type of engine, passenger or freight, haulage capacity, when in efficient state of repair, when put out of service, and when last used. Presented 18th May, 1908.—*Mr. Reid (Grenville)*.. . . .*Not printed.*

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- 205e.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of tons of new steel rails lying along the line of the Intercolonial Railway unused, date when purchased, if required, and when to be used. Presented 18th May, 1908.—*Mr. Reid (Grenville)*... ..*Not printed.*
- 205f.** Return to an order of the House of Commons, dated 6th April, 1908, showing the number of locomotives in service on the Intercolonial Railway on the several Sundays in the months of October, November and December, 1907, hauling freight trains. Presented 18th May, 1908.—*Mr. Reid (Grenville)*... ..*Not printed.*
- 205g.** Return to an order of the Senate, dated the 12th May, 1908, for a copy of all the correspondence exchanged in 1906 and 1907, between Mr. L. C. A. Casgrain, of Nicolet, and Messrs. J. Butler, Deputy Minister of Railway and Canals, and T. C. Burpee, engineer, or any other persons in the Department of Railways and Canals, on the subject of the fences along the line of the Intercolonial Railway across the county of Nicolet and the neighbouring counties. Presented 21st May, 1908.—*Hon. Mr. Landry*... ..*Not printed.*
- 205h.** Return to an order of the House of Commons, dated 10th June, 1908, for copies of all accounts, vouchers, correspondence and other papers relating to a payment of \$8,399.68 to K. Falconer in connection with New Accounting System on Government Railways, as set out at Page W—192, Report Auditor General, 1906. Presented 10th June, 1908.—*Hon. G. P. Graham*... ..*Not printed.*
- 205i.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all correspondence, telegrams, reports and recommendations in possession of the Government, or any member or official thereof, with respect to improved railway service on the Belfast and Murray Harbour Branch Railway. Presented 10th June, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 206.** Return to an order of the House of Commons, dated 18th March, 1908, for a copy of all papers necessary to bring the information contained in Sessional Paper No. 90, 1907, up to date. (Robins Irrigation Company.) Presented 28th April, 1908.—*Mr. Ames*.
Not printed.
- 207.** Certified copies of Reports of the Committee of the Privy Council, dated 30th March, 1908, and 16th April, 1908, approved by His Excellency the Administrator, and of the 28th April, 1908, approved by His Excellency the Governor General, on certain estimates of expenses in connection with the celebration of the founding of Quebec by Samuel de Champlain, submitted by the National Battlefields Commission for the sanction and approval of the Governor General in Council. Presented 30th April, 1908, by Sir Wilfrid Laurier... ..*Printed for sessional papers.*
- 208.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all correspondence, reports, telegrams, resolutions, petitions, &c., in possession of the Government or any member or official thereof, respecting the demand of the Charlottetown Board of Trade or any person in Prince Edward Island, for federal legislation to give sailing vessels and steamers equal rights in their proper loading turns at the coal ports in Nova Scotia and Cape Breton. Presented 5th May, 1908.—*Mr. Martin (Queen's)*.
Not printed.
- 209.** Return to an address of the Senate, dated 10th April, 1908, showing: 1. The number of automatic low pressure acetylene gas buoys which have been purchased by the Government during the years 1904-5-6-7 from the International Marine Signal Company, of Ottawa, giving each year separate, and the prices paid for the same. 2. Whether tenders were called for their supply; if so how many tenders were received, from whom, and the prices at which they were offered. 3. How many other gas buoys, beacons, whistling buoys and light appliances were purchased from the same company during the same period of time, the prices paid for the same; whether any tenders were called for; if so, the names of the tenderers and the prices asked. 4. The quantity of the carbide purchased by the Government during the years 1903-4-5-6-7, the price paid, from

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- whom purchased and whether by tender or otherwise. Presented 6th May, 1908.—*Hon. Sir Mackenzie Bowell*... ..*Not printed.*
- 210.** Return to an address of the Senate, dated 30th January, 1908, showing: 1. Has Mr. Michel Siméon Delisle, of the parish of Portneuf, in the county of Portneuf, merchant, and, since 1900, member of the House of Commons, at any time after the general elections of 1896, received any sum of money whatsoever coming from the federal treasury. 2. If so, when, how much, and for what object at each time. Presented 6th May, 1908.—*Hon. Mr. Landry*... ..*Not printed.*
- 211.** Return to an order of the House of Commons, dated 11th May, 1908, for a copy of the report made by Mr. Victor Gaudet as a result of the investigation held by him into charges preferred against E. Roy, foreman of works, under the Department of Marine and Fisheries; and of the evidence in connection therewith. Presented 11th May, 1908.—*Hon. L. P. Brodeur*... ..*Not printed.*
- 212.** Return to an order of the House of Commons, dated 9th March, 1908, for a copy of all correspondence, telegrams, reports, and all other information, not already brought down, in possession of the Government or any member or official thereof, in reference to winter communication, and the construction of a tunnel between Prince Edward Island and the mainland of Canada. Presented 2nd July, 1908.—*Mr. Martin (Queen's)*... ..*Not printed.*
- 213.** Return to an order of the House of Commons, dated 3rd February, 1908, for a copy of all tenders, contracts, correspondence, plans, specifications, certificates, schedules, and all other papers and documents, including settlement, agreements, claims or adjustments thereof, relating to the contract of Messieurs Murray & Cleveland to do the work at the eastern gap at Toronto Harbour, which work was completed in or about the year 1896. Presented 14th May, 1908.—*Mr. Macdonell*... ..*Not printed.*
- 214.** Return to an order of the House of Commons, dated 6th April, 1908, for a copy of all letters, telegrams, memoranda and correspondence of every kind between the Minister of Marine and Fisheries, or any officer of his department, and any person or persons, respecting the purchase of supplies for the Department of Marine and Fisheries at Quebec, St. John, New Brunswick and Halifax, during the years 1892, 1893, 1894, 1895 and 1896. Presented 14th May, 1908.—*Mr. Johnston*... ..*Not printed.*
- 215.** Copy of a treaty between Great Britain and the United States concerning the fisheries in waters contiguous to the Dominion of Canada and the United States, signed at Washington on April 11, 1908. Presented 19th May, 1908, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers
- 215a.** Correspondence, orders in council and despatches in connection with the negotiation of a treaty between Great Britain and the United States concerning the fisheries in waters contiguous to the Dominion of Canada and the United States. Presented 4th June, 1908, by Sir Wilfrid Laurier...*Printed for both distribution and sessional papers.*
- 216.** Return to an order of the House of Commons, dated 29th January, 1908, showing the total expenditure by the Department of Public Works in Prince Edward Island over the following periods: 1873 to 1878; 1878 to 1896; 1896 to 1907; and the total expenditure by the Public Works Department in Prince county over periods 1873 to 1878; 1878 to 1882; 1882 to 1887; 1887 to 1891; 1891 to 1896; 1896 to 1900; 1900 to 1907, respectively. And the expenditures by the Public Works Department in the counties of Queen's and King's for the years and the periods of years above-mentioned. Also the total expenditures in said province by the Post Office Department, the Department of Railways and Canals, and the Department of Militia and Defence. And further, the total expenditures by the Department of Marine and Fisheries, including the development, propagation and preservation of the fisheries, and in the maintenance of winter communication across the Northumberland Straits, for the years and periods of years above referred to. Presented 26th May, 1908.—*Mr. Lefurgey*... ..*Not printed.*

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- 217.** Return to an order of the House of Commons, dated 11th December, 1907, for a copy of all correspondence, contracts and appointments of overseers in respect to Port Burwell Harbour, in the county of Elgin, Ontario, since 1st January, 1907; also a return showing pay-sheets, amount of new material used, from whom purchased, of all day or contract work on the said harbour, giving names of overseers and by whom appointed for the same. Presented 26th May, 1908.—*Mr. Marshall.. . . .Not printed.*
- 218.** Return to an order of the House of Commons, dated 6th May, 1908, showing the names of all persons who furnished supplies to the steamer *Petrel* between the 31st March, 1907, and 30th April, 1908, the amount paid to each such person, and the date of each payment. Presented 4th June, 1908.—*Mr. Chisholm (Huron).. . . .Not printed.*
- 219.** Return to an order of the House of Commons, dated 19th February, 1908, (a) showing the revenue contributed by the province of British Columbia for each and every year from 1872-3 to 1905, inclusive, under the following heads: 1. Customs. 2. Chinese Immigration. 3. Inland Revenue, Excise, Weights and Measures, Gas Inspection, Electric Light Inspection, Methylated Spirits, Sundries. 4. Post Offices. 5. Public Works, Telegraphs, Esquimalt Graving Dock, Casual. 6. Experimental Farm. 7. Penitentiary. 8. Marine and Fisheries, Sick Mariners' Fund, Steamboat Inspection, examination of Masters and Mates, Casual and Harbours, Fisheries. 9. Superannuation. 10. Dominion Lands and Timber. 11. Vancouver Assay Office. 12. Miscellaneous. 13. Public Debt. 14. Any other source. And (b) showing expenditure by the Dominion of Canada on account of the province of British Columbia, for each and every year from 1872-3 to 1905, inclusive, under the following heads: 1. Public Debt. 2. Charges of Management. 3. Lieutenant Governor. 4. Administration of Justice, Judges, &c. 5. Penitentiary. 6. Experimental Farm. 7. Quarantine. 8. Immigration. 9. Pensions, &c. 10. Militia. 11. Public Works, Buildings, Harbours and Rivers, Dredging. 12. Telegraphs, Agency. 13. Mail subsidy. 14. Marine and Fisheries, Dominion Steamers, Lighthouses, Meteorological Marine Hospital, Steamboat Inspection, Miscellaneous, Fisheries, Fisheries Inspection, Hatcheries. 15. Indians. 16. Subsidies. 17. Dominion Lands. 18. Customs. 19. Inland Revenue, Excise, Weights and Measures, Gas and Electric Light. 20. Esquimalt Dry Dock. 21. Post Office. 22. Chinese Immigration. 23. Defences, Esquimalt. 24. Chinese Immigration Inquiry. 25. Bounty on Minerals. 26. Miscellaneous. 27. Vancouver Assay Office. 28. Railway Subsidies. 29. Any other source. Presented 10th July, 1908.—*Mr. Ross (Vale-Cariboo)..Printed for distribution.*
- 220.** Return to an order of the House of Commons, dated 3rd February, 1908, showing during the last ten years how much money has been expended by years by this Government for printing and lithographing done outside of Canada; and for what reason such work was done out of Canada. Presented 4th June, 1908.—*Mr. Macdonell..Not printed.*
- 221.** Return to an order of the House of Commons, dated 5th June, 1908, for a copy of the evidence taken in the *Montcalm-Milwaukee* collision case, and a copy of the decision of the wreck commissioner and of the assessors on the collision. Presented 5th June, 1908.—*Hon. L. P. Brodeur.. . . .Not printed.*
- 222.** Return to an order of the House of Commons, dated 13th January, 1908, for the production of the following: 1. A copy of the appointment of Doctor Edmond Savard, of Chicoutimi, as paymaster for the county of Chicoutimi. 2. A copy of the instructions given to him as such regarding the validity of the receipts. 3. A copy of all correspondence that took place between Doctor Edmond Savard and the Department of Public Works of Canada in regard to the St. Fulgence pier, in the county of Chicoutimi. 4. A copy of all correspondence that took place between the Auditor General and the Department of Public Works regarding the said Doctor Edmond Savard, paymaster, concerning the St. Fulgence pier. 5. A copy of all the pay lists in connection with the said St. Fulgence pier during the period of time that the said Doctor Savard

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- was paymaster. 6. A copy of all the pay lists for works done to the wharfs of Chicoutimi and St. Alexis during the time that the said Doctor Savard was paymaster. Presented 9th June, 1908.—*Mr. Bergeron*... ..*Not printed.*
- 223.** Return to an order of the House of Commons, dated 11th March, 1908, showing: 1. All lands or interests in lands granted by the Government to the Temperance Colonization Society, together with the dates of such grants, description of lands granted, consideration paid, or terms upon which such lands were granted, and all other particulars of sale. 2. Showing the terms of settlement or otherwise upon which such lands were granted, or held by the Society, and the conditions or regulations in force from time to time regarding such grants, and the holding thereof respectively. 3. Showing wherein or in what respect and with respect to what lands, the said Society lived up to, and complied with such conditions and regulations, and wherein the Society failed to comply therewith. 4. Showing what lands, if any, have been reclaimed by the Government from the Society for such non-compliance with such terms and conditions, or for any other cause or reason. 5. Showing what lands the said Society still hold, as far as known. 6. Showing whether the said Society is still in existence, and if so, who compose the same as far as known. 7. Also for a copy of all correspondence, reports, memoranda, orders in council, or other documents in possession of the Government, relating to the said Society or the lands granted thereto. Presented 10th June, 1908.—*Mr. Macdonell*... ..*Not printed.*
- 224.** Return to an order of the House of Commons, dated 13th January, 1908, showing the number of men and the quantity of supplies, material and mails transported on Government account over the Qu'Appelle, Long Lake and Saskatchewan Railway, the Calgary and Edmonton Railway, the Lake Manitoba Railway and Canal Company, and the Winnipeg Great Northern Railway, with the cost of same at current transport rates, since the beginning of the contract arrangements made with each, up to date. Presented 17th June, 1908.—*Mr. Foster*... ..*Not printed.*
- 225.** Supplementary Return to an order of the House of Commons, dated 17th December, 1906, for: 1. A copy of all leases and agreements between the Government, represented by the Department of Marine and Fisheries, and (a) the Athabasca Fish Company (J. K. McKenzie, Selkirk, Manitoba), or their assigns, Messrs. Butterfield & Dee; (b) A. McNee, Windsor, Ontario; (c) the British American Fish Corporation, of Montreal and Selkirk (F. H. Markey). 2. A copy of all reports, correspondence or documents, relating to or touching upon the application for securing of, transfer of, or enjoyment of any privileges under said leases. 3. A statement of all rentals, bonuses, or payments to the Government in respect of such leases to date. 4. All information in the possession of or procurable by the Government with reference to (a) the number of tugs, boats and men employed; (b) the quantity and value of nets used; (c) the number and value of fish taken; (d) the quantity of fish exported under each of said leases during the last period of twelve months, for which such figures are available. Presented 26th June, 1908.—*Mr. Ames*... ..*Not printed.*
- 226.** Return to an order of the House of Commons, dated 23rd March, 1908, for a copy of all contracts, papers and other documents between the Government or the Department of Militia and Defence, or any member thereof, or any one acting for or on its behalf, and the Sutherland Rifle Sight Company, or any one acting for or on its behalf, relating to the purchase of rifle sights or any other materials. Presented 26th June, 1908.—*Mr. Worthington*... ..*Not printed.*
- 227.** Return to an order of the Senate, dated 18th June, 1908, showing the tonnage entered at St. John, N.B., and Halifax, N.S., for the years 1905, 1906 and 1907. Also the value of imports for the same years at St. John, N.B., and Halifax, N.S., and also the value of exports for same year from St. John, N.B., and Halifax, N.S. Presented 7th July, 1908.—*Hon. Mr. Domville*... ..*Not printed.*

CONTENTS OF VOLUME 19—Continued.

- 228.** Return to an order of the House of Commons, dated 13th July, 1908, for a copy of a memorandum by Major General P. H. N. Lake, C.B., C.M.G., Inspector General, upon that portion of the Report of the Civil Service Commissioners, 1908, which deals with the Military Administration of the Militia. Presented 13th July, 1908.—*Sir Frederick Borden*.*Printed for distribution.*
- 229.** Return to an order of the House of Commons, dated 13th January, 1908, showing the population of each town, village or other place in Canada, in which any public building has been erected at the expense of Canada since 1st January, 1897, or for a public building in which any public money has been voted, expended or appropriated since that date, together with a statement of the amount voted, expended or appropriated in each case, the total cost of each such building, the estimated total cost of any such building not yet completed, the purpose of each such building in each instance, the cost of the annual maintenance and upkeep thereof; and so that the said statement shall show the information aforesaid by division of the said towns, villages or other places in the following classes: Those having a population not exceeding 2,000, 3,000, 4,000, 5,000, 6,000, 7,000, 8,000, 9,000, 10,000; also giving the names of all other towns and villages in Canada of each of the said classes in which no such public buildings have been erected up to the present time. Presented 13th July, 1908.—*Mr. Borden (Carleton)*.
Not printed.
- 230.** Return to an address of the Senate, dated 2nd July, 1908, showing: 1. The names of all senators and members of the House of Commons who have been appointed to office of emolument during the years 1896-7-8-9, 1900-1-2-3-4-5-6-7 and 8. 2. The name of the office to which each senator and member was appointed. 3. The salary attached to each office. Presented 14th July, 1908.—*Hon. Mr. Landry*.*Not printed.*
- 231.** Return to an order of the House of Commons, dated 10th February, 1908, for a copy of all petitions, letters, correspondence, reports, documents, papers, and other information in relation to the granting of a license in the year 1905 to E. H. McLennan and G. A. Redmond, both of River John, Nova Scotia, for the erection of a factory and to fish lobsters, with the date of such license. Presented 16th July, 1908.—*Mr. McLean (Queen's)*.*Not printed.*
- 231a.** Return to an address of the House of Commons, dated 23rd March, 1908, for a copy of all correspondence, telegrams, petitions, orders in council, applications for licenses, in possession of the Government or any member or official thereof, respecting the granting of lobster fishing and packing licenses in Prince Edward Island for the years 1904, 1905, 1906 and 1907-8, and the report of the inspectors thereon. Presented 18th July, 1908.—*Mr. Martin (Queen's)*.*Not printed.*
- 232.** Return to an order of the House of Commons, dated 16th December, 1907, showing: The amounts paid by the various departments of the Government since July, 1896, for sites for the following purposes, respectively: (a) court houses; (b) Royal Northwest Mounted Police purposes; (c) jails or penitentiaries; (d) armouries; (e) post offices; (f) Dominion lands office; (g) land titles offices; (h) customs offices; (i) inland revenue; (j) weights and measures; (k) other Dominion Government purposes, in the following villages, towns or cities, respectively: Winnipeg, Brandon, Regina, Moosejaw, Medicine Hat, Lethbridge, Calgary, Macleod, Cardston, Pincher Creek, Red Deer, Lacombe, Wetaskiwin, Edmonton, Battleford, Prince Albert, Saskatoon, Yorkton and Dauphin. Presented 17th July, 1908.—*Mr. McCarthy (Calgary)*.*Not printed.*
- 233.** Return to an address of the House of Commons, dated 30th March, 1908, for a copy of specifications, tenders, contracts, orders in council, extension or renewal of contracts in connection with Quebec Harbour improvements in 1903, and subsequently; and of all letters, correspondence and memoranda in connection therewith; and also a statement of the sums of money paid on account of the work in and subsequent to 1903. Presented 17th July, 1908.—*Mr. Lennox*.*Not printed.*

CONTENTS OF VOLUME 19—*Concluded.*

- 234.** Copy of a telegram from the Canadian Manufacturers' Association relative to the woollen industries, and Sir Wilfrid Laurier's reply thereto. Presented 18th July, 1908, by Sir Wilfrid Laurier. *Not printed.*
- 234a.** Correspondence, &c., from the Canadian Manufacturers' Association relating to the woollen industries in Canada. Presented 20th July, 1908, by Sir Wilfrid Laurier. *Not printed.*
- 235.** Return to an order of the Senate, dated 6th May, 1908, calling for copies of all correspondence with the Department of Inland Revenue and officers, referring to analysis of fertilizers and for the decision of the department on questions raised during the years 1906, 1907 and 1908, to date. Presented 18th July, 1908.—*Hon. Mr. Dompville.* *Not printed.*

REPORT
OF THE
POSTMASTER GENERAL
FOR THE
NINE MONTHS ENDED MARCH 31
1907

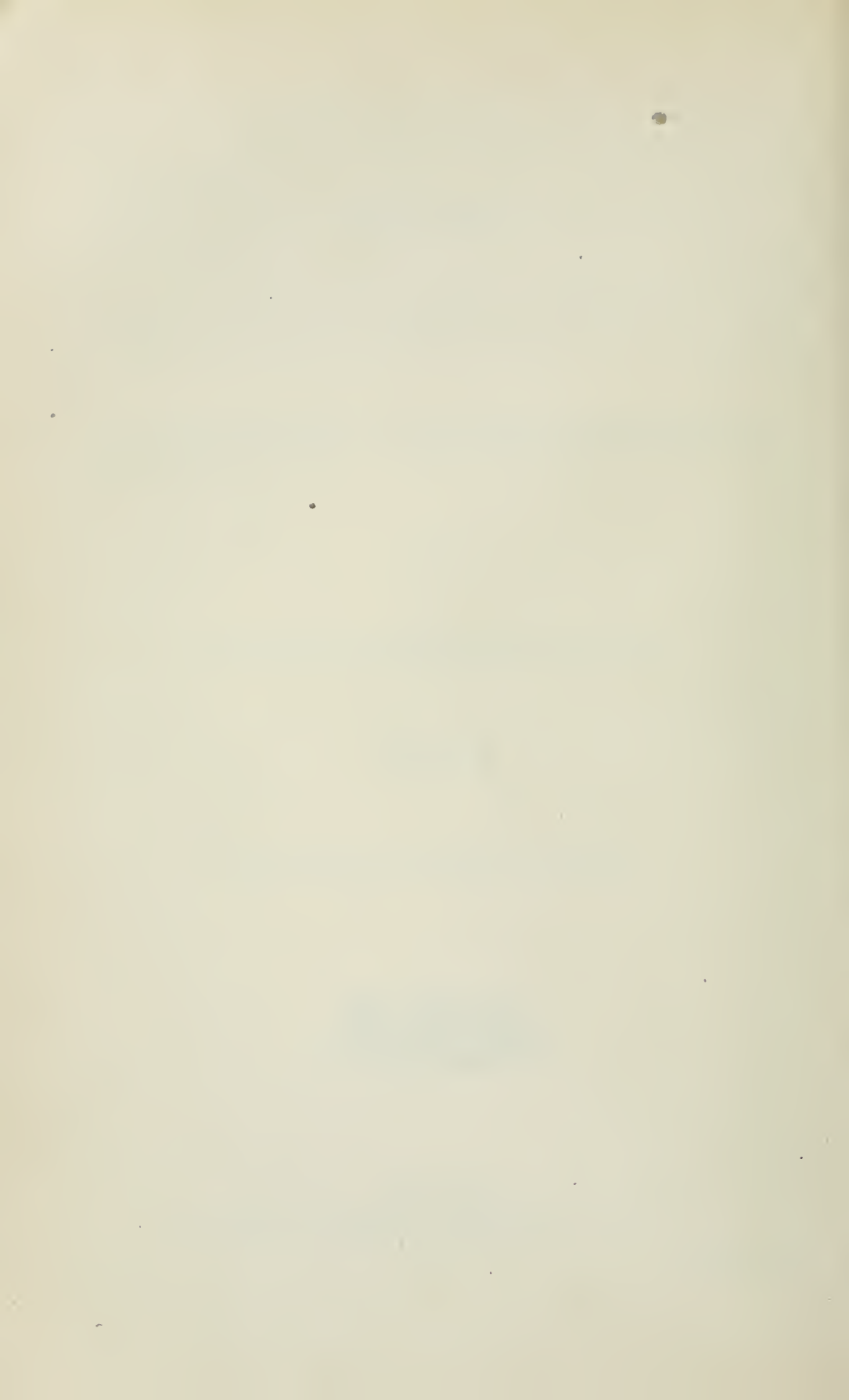
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OTTAWA

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

1907



To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

MY LORD :

I have the honour to forward to Your Excellency the accompanying Report of the Post Office Department of the Dominion of Canada, for the nine months ended March 31, 1907, which is respectfully submitted.

I have the honour to be,

My Lord,

Your Excellency's most obedient servant,

RODOLPHE LEMIEUX,

Postmaster General.

POST OFFICE DEPARTMENT,

OTTAWA, October 1, 1907.

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REPORT

OF THE

DEPUTY POSTMASTER GENERAL

1906-1907

POST OFFICE DEPARTMENT,

OTTAWA, September 11, 1907.

To the Honourable

RODOLPHE LEMIEUX, K.C., M.P.,

Postmaster General of Canada.

I have the honour to submit for your consideration the several statements annexed hereto, comprising the report for the fiscal period ended the 31st March, 1907. As, owing to the change which took place this year in the date of the fiscal year from the 30th June to the 31st March, the report covers the operations of nine months only, the progress which is characterizing the work of the Department cannot be represented as readily as in former years, when the Department was able to place the operations of the twelve months under review with the operations of a previous period of the same length.

Premising, therefore, that the statements hereunder deal with a period of nine months only, it is observed that the following increases took place during the fiscal period under consideration :

In the number of Post Offices an increase of	236
" " Postal Note Offices, an increase of	355
" " Money Order Offices "	115
" " Savings Bank Offices "	32

The gross revenue of the Post Office for the nine months amounted to \$6,535,093.18, and the expenditure, which includes that of the Yukon and Atlin districts, amounted to \$5,452,791.59. The surplus, therefore, for the nine months is \$1,082,301.59.

In the number of miles of railway used for the conveyance of mails, there has been an increase of 544 miles during the last nine months. If the mileage of mails carried be computed on the twelve month basis, as has been done in other years, the increase in the mileage of mail service as compared with the twelve months preceding would be 617,478 miles.

On the same basis as the foregoing figures, the increase in the number of letters and post cards for twelve months would be 44,470,000, that is, $12\frac{1}{2}$ per cent more than for the preceding twelve months.

The expansion of the service mentioned has involved an increase in the expenditure, which would amount to \$384,499.23, if the expenditure for the nine months had been continued for twelve months at the same rate.

There has been an increase in the value of Money Orders issued, which would amount to \$5,524,457.39 for twelve months, taking the nine months of the calendar year as the basis. On the same basis, the amount of the postal notes paid for twelve months would have exceeded the amount paid during the preceding year by \$341,605.09.

The Universal Postal Union held its periodical congress in Rome last year. A full report of what was accomplished at the congress will be found appended hereto.

POSTAGE STAMPS.

The stamp issue during the period covered by this report shows a marked and steadily growing increase over that of the like period of the preceding year. For the nine months ended 31st March, 1907, the issue represented in value a total of \$5,964,347.75 and in quantity a total of 329,189,095 pieces,—which, as compared with the corresponding months of the previous fiscal year, shows a growth of \$696,363.25 or $13\frac{1}{2}$ per cent in the value, and of 40,755,253 pieces or 14 per cent in the volume of the output.

To meet the conditions of expansion in the Northwest and the special difficulties of prompt transmission of supplies in detail over great distances, the Department decided upon introducing a scheme of local distribution of stamps in that part of the Dominion. Accordingly, stamp depots were, on the 1st January, 1907, established at Winnipeg, Calgary and Vancouver under the charge, respectively, of the Postmasters of these cities, for the distribution of postage stamp supplies to Accounting offices within the Postal Divisions of which the cities named are the most convenient centres for such a purpose. These stamp depots are, of course, supplied direct from the Department (Postage Stamp Branch). The arrangement, which circumstances had thus made necessary, has been found to work satisfactorily by the Department as well as by the Postmasters immediately concerned.

Postage Due Stamps in three denominations (1c., 2c. and 5c.), as a means of accounting for short-paid postage collected by Postmasters were brought into use on the 1st July, 1906.

With a view to extending the facilities for the sale of postage stamps to the public a system of Stamp Permits was adopted. These, in addition to Stamp Licenses which remain unaffected in status, are obtained and held under the simplest conditions compatible with the safeguarding of the revenue, and the demand for them shows that they supply a considerable public need.

The number of duly authorized stamp vendors other than Postmasters in the Dominion on the 31st March, 1907, was 1,606,—an increase during the period under review of 406.

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TABLE showing the number of Post Offices in operation ; also estimated number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the nine months ended March 31, 1907.

Province.	Number of Offices in operation at end of fiscal year, 1907	Estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the nine months ended March 31, 1907.							
		Letters.	Post Cards.	Registered Letters.	Free Letters.	Third Class Matter.		Fourth Class (Packets of Ordinary Merchandise open to examination).	Closed Parcels for United Kingdom and other countries.
						1c. per 2 oz.	1c. per 4 oz.		
Ontario.....	3,632	128,158,000	17,818,000	2,799,000	6,213,000	28,916,000	3,036,000	2,696,000	23,700
Quebec.....	2,121	64,743,000	4,352,000	1,370,000	1,139,000	8,227,000	1,295,000	641,000	10,300
Nova Scotia	1,897	17,197,000	1,438,000	363,000	407,000	1,360,000	239,000	301,000	3,630
New Brunswick.....	1,310	11,290,000	1,034,000	255,000	242,000	1,174,000	240,000	160,000	1,760
Prince Edward Island.....	445	2,096,000	139,000	51,000	47,000	290,000	31,000	20,500	85
British Columbia.....	458	18,150,000	890,000	448,000	333,000	1,850,000	358,000	154,000	7,200
Manitoba	633	23,557,000	1,479,000	550,000	432,000	3,029,000	356,000	185,000	5,430
Alberta.....	387	8,124,000	510,000	190,000	157,000	1,044,000	123,000	64,000	1,870
Saskatchewan.....	575	9,203,000	580,000	217,000	177,000	1,187,000	140,000	73,000	2,130
Yukon	19	553,000	30,000	11,000	9,000	61,000	7,000	3,000	120
Total	11,377	273,071,000	28,270,000	6,254,000	9,176,000	47,138,000	5,875,000	4,300,500	56,225

INCREASE IN LETTERS CARRIED.

The estimated increase in the number of letters carried for 12 months (based on the sale of stamps during the 9 months of the fiscal year ended March 31, 1907), is 40,451,000. The increases for the years since 1896 have been as follows:—

1897.....	7,802,000
1898	11,145,000
1899.....	15,400,000
1900 (2c rate adopted).....	27,917,500
1901	23,357,000
1902	21,978,000
1903	22,163,000
1904.....	23,399,000
1905.....	26,351,000
1906.....	38,103,000
1907 (for 12 months, on basis of fiscal 9 months).....	40,451,000

INCREASE IN REVENUE, &c.

The net revenue for 12 months based on the revenue of the 9 months of the fiscal year ended March 31, 1907, compared with the previous year, shows an increase of \$815,802.71.

PREVIOUS INCREASES.

1898	\$324,871 27
1899.....	*344,878 77
1900	1,053 25
1901	237,208 02
1902.....	466,933 91
1903.....	478,001 65
1904	286,196 99
1905.....	473,047 93
1906	807,969 86

* Decrease.

The surplus of revenue over expenditure for the 9 months of the fiscal year ended March 31, 1907, was \$1,082,301.59.

PREVIOUS RECORD

	Deficit.	Surplus.
1896	\$781,152 19	...
1897	586,539 92	...
1898	47,602 30	...
1899	398,917 79	...
1900	461,661 87	...
1901	416,183 99	...
1902 . . . . .	...	\$ 5,109 14
1903 . . . . .	...	395,268 11
1904 . . . . .	...	304,783 90
1905 . . . . .	...	490,844 89
1906 . . . . .	...	1,011,765 31

SESSIONAL PAPER No. 24

Statement of Post Offices in operation in Canada on March 31, 1907, showing number of Post Offices closed during past nine months and net increase, also increase in number of Offices during the last ten years.

Number of Post Offices in operation on March 31, 1907...	11,377
Number of Post Offices established from June 30, 1906, to March 31, 1907.....	303
Number of Post Offices closed during same period	67
Net increase.....	236

INCREASE IN TEN YEARS

Total number of Post Offices in 1897.....	9,191
" " 1907.....	11,377
Increase.....	2,186

INCREASE IN POSTAL NOTE OFFICES, MONEY ORDER OFFICES AND SAVINGS BANK OFFICES FOR THE NINE MONTHS.

Increase in number of postal note offices.....	355
" " money order offices.....	115
" " savings bank offices.....	32

Yearly increase in number of offices established since 1896 :

	Money Order.	Savings Bank.	Postal Note (Established 1898-99).
1896.....	49	24	
1897.....	39	24	
1898.....	390	35	
1899.....	40	24	
1900.....	68	9	520
1901.....	57	48	596
1902.....	162	20	1,245
1903.....	59	19	1,183
1904.....	89	27	918
1905.....	280	28	841
1906.....	182	22	780
1907 (9 months period).....	115	32	355

7-8 EDWARD VII., A. 1908

TOTAL AMOUNT OF MONEY REMITTED BY MONEY ORDERS AND
POSTAL NOTES.*(The figures for 1907 are for 12 months, based on the business of the 9 months of the
fiscal year ended March 31, 1907.)*

Year ended June 30, 1896	\$13,081,860 62
" " 1897	12,987,230 88
" " 1898	14,518,480 22
" " 1899	15,239,486 69
" " 1900	17,499,045 81
" " 1901	19,415,273 62
" " 1902	25,251,871 92
" " 1903	28,914,296 82
" " 1904	32,551,562 70
" " 1905	36,229,050 84
" " 1906	42,063,237 25
" " 1907	47,929,299 73

POST OFFICE SAVINGS BANK.

	Nine months ended March 31, 1906.	Nine months ended March 31, 1907.
New offices opened	14	32
Number of deposits	178,767	186,916
Amount of deposits	\$8,206,918 00	\$8,803,233 00
Number of withdrawals	79,974	79,338
Amount of withdrawals	\$9,084,625 32	\$9,330,766 39
Number of accounts opened	28,652	30,282
Number of accounts closed	29,347	30,849
Number of accounts transferred from Dom. Gov't Savings Bank	879	3,310
Amount of transfers	\$559,593 31	\$1,216,168 80
Number of accounts remaining open at close of period	165,702	167,285
Balance due depositors	\$45,099,134 34	\$47,452,957 75

MAIL SERVICES BY LAND ROUTES.

NUMBER OF CONTRACTS LET BY TENDER.

For services previously in operation	747
For new services	92
	839
Aggregate amount paid under all contracts let during the year	\$193,401 62
Amount to be paid additional on contracts relet esti- mated for usual term of four years	161,836 60
Mileage of stage routes	16,812,415
Mileage of previous year	16,691,367
Increase	121,048

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The following changes were made in the frequency of mail service of Post Offices in operation during the period of nine months ending March 31, 1907.

- From monthly to fortnightly, 3 offices.
- From fortnightly to weekly, 2 offices.
- From weekly to semi-weekly, 68 offices.
- From weekly to tri-weekly, 8 offices.
- From weekly to daily, 7 offices.
- From weekly to seven times weekly, 1 office.
- From weekly to semi-daily, 1 office.
- From semi-weekly to tri-weekly, 88 offices.
- From semi-weekly to four times weekly, 3 offices.
- From semi-weekly to daily, 20 offices.
- From semi-weekly to semi-daily, 1 office.
- From tri-weekly to four times weekly, 1 office.
- From tri-weekly to daily, 48 offices.
- From tri-weekly to fourteen times weekly, 1 office.
- From tri-weekly to four times daily, 1 office.
- From four times weekly to daily, 12 offices.
- From four times weekly to semi-daily, 2 offices.
- From daily to seven times weekly, 5 offices.
- From daily to semi-daily, 64 offices.
- From daily to fourteen times weekly, 27 offices.
- From daily to three times daily, 1 office.
- From seven times weekly to semi-daily, 1 office.
- From seven times weekly to fourteen times weekly, 2 offices.
- From nine times weekly to ten times weekly, 2 offices.
- From semi-daily or more frequently to a greater frequency, 119 offices.

RAILWAY MAIL SERVICE.

During the fiscal years 1906-07, 544·5 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mails were carried on March 31, 1907, of 20,818·5.

The following statement shows the details of such additional service:—

Railway.	Terminal Points.	Distance in Miles.	Service.
Canadian Northern Ry.....	Melfort and Prince Albert, Sask. . . .	62·4	B.C. tri-weekly.
" "	Greenway and Wakopa, Man.	47·1	" " " ex. Sun-
Canadian Northern Ontario Ry.	Toronto and Parry Sound, Ont.....	149	day.
Canadian Pacific Ry.....	Camrose and Hardisty, Alta.....	69·5	B.C. daily ex. Sun-
" "	Alix and Stettler, Alta... ..	22·9	day.
" "	Winnipeg Beach and Ginli, Man.....	9·4	B.C. daily ex. Sun-
Halifax & South Western Ry..	Liverpool and Barrington Passage, N.S.	86	day.
Intercolonial Railway.....	Chatham and Loggieville, N.B.....	5	B.C. tri-weekly.
Prince Edward Island Ry.....	Murray Harbour and Charlottetown, P.E.I.	47·8	B.C. semi-daily ex.
" "	Montague Jctn. and Montague Bridge, P.E.I.	6·4	Sunday.
Quebec Central Railway. . . .	Beauceville and St. George, Que.....	18	R. P. O. daily ex.
" "	Beauceville and St. George, Que.....	18	Sunday.
Timiskaming & Northern On-	Heaslip and Englehart, Ont.....	3·00	B.C. daily ex. Sun-
tario Railway.....			day.
		544·5	

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RAILWAY MAIL SERVICE—*Continued.*

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service :—

Railway.	Terminal Points.	Distance in Miles.	Particulars.
Canadian Northern Ry.	North Battleford—Edmonton.	254.3	B.C. superseded by R.P.O.
"	" .. Winnipeg—Oak Point.	65.8	B.C. increased from semi to tri-weekly
"	" .. Port Arthur—Stanley Jctn.	19.1	Additional semi-weekly service by B.C.
"	" .. Winnipeg—Edmonton.	827	R.P.O. increased from six to seven days per week.
Canadian Pacific Ry.	Winnipeg—Emerson	63.9	B.C. superseded by R.P.O.
"	" .. Winnipeg—Gretna.	69.3	R.P.O. superseded by B.C.
"	" .. Calgary—Strathcona.	191.8	B.C. Sundays superseded by R.P.O.
"	" .. Lacombe—Stettler	49.6	B.C. increased from tri-weekly to daily except Sunday.
"	" .. Wetaskiwin—Hardisty	95	B.C. increased from tri-weekly to daily except Sunday.
"	" .. Elkhorn—Strassburg.	207	B.C. superseded by R.P.O.
"	" .. Winnipeg—Gimli.	58.1	B.C. increased from tri-weekly to daily except Sunday.
"	" .. Brandon—Regina.	239.3	B.C. superseded by R.P.O.
"	" .. Macleod—Calgary	106.4	Additional weekly service by B.C.
"	" .. Macleod—Lethbridge.	36	B.C. service daily except Sunday, one way.
"	" .. Deloraine—Lyleton.	36.5	B.C. superseded by R.P.O.
"	" .. Montreal—Sault Ste. Marie.	613.40	R.P.O. increased from six to seven days per week.
"	" .. Vanceboro—St. John, N.B.	90.1	B.C. superseded by R.P.O.
"	" .. St. Jerome—St. Agathe.	30.33	Additional tri-weekly service by B.C.
"	" .. Lindsay—Bobcaygeon.	16.1	Additional service by B.C. daily except Sunday.
Grand Trunk Ry.	Bridgeburg—Brantford.	76.43	B.C. superseded by R.P.O.
"	Port Hope—Blackwater Jctn.	72.64	"
"	Sutton West—Stouffville.	25.22	Additional service by B.C. daily except Sunday.
Halifax & Southwestern Railway	Halifax—Barrington Passage.	198.2	Additional tri-weekly service by B.C.
Hampton & St. Martin's Railway	Hampton—St. Martins, N.B.	30	Additional service by B.C. daily except Sunday.
Intercolonial Ry.	North Sydney—Sydney Mines.	2.7	Additional service by B.C. daily except Sunday.
Quebec & Lake St. John Railway	Quebec, Roberval—Chicoutimi.	227	Additional weekly service by B.C. each way.
Quebec, Montreal and Southern Ry.	St. Hyacinthe—Iberville Jctn.	29.3	Additional service by B.C. daily except Sunday.
Timiskaming & Northern Ontario Ry.	New Liskeard—Englehart.	26	B.C. increased from tri-weekly to daily, except Sunday.

DEAD LETTERS.

The transactions of the Dead Letter Branch of the Department during the nine months ended March 31, 1907, were as follows :—

Number of letters originating in Canada returned as undelivered (dead)—

By British Post Office.....	28,968
By United States Post Office.....	117,363
By British colonies and foreign countries.....	4,273

150,604

LESS—Registered letters included in above and
transferred to registered class

1,993

148,611

Books, packets, &c., received from foreign countries....

53,057

201,668

Dead letters, circulars, postal cards, &c., returned from

Canadian post offices.....

1,119,781

Dead letters registered found to contain value.....

19,798

Dead letters, circulars, postal cards, &c., sent to the Dead

Letter Office for special reasons, such as insufficient

address, non-payment of postage, &c.....

319,391

1,458,970

Of these letters, &c. 14,700 contained articles of value or were registered.

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STATEMENT showing the estimated number of letters posted in the Dominion of Canada, and the number of unpaid letters sent to the Dead Letter Office, with their relative proportions, during the period from July 1, 1875 to March 31, 1907.

Year.	Estimated number of letters posted in Canada during the year ended June 30.	Number of unpaid letters sent to the Dead Letter Branch during the same period.	Proportion.
1876.....	41,000,000	114,610	One in 364
1877.....	41,510,000	97,470	" 425
1878.....	44,000,000	77,740	" 570
1879.....	43,900,000	44,020	" 997
1880.....	45,800,000	41,666	" 1,090
1881.....	48,170,000	42,123	" 1,143
1882.....	56,200,000	41,260	" 1,362
1883.....	62,800,000	41,410	" 1,516
1884.....	66,100,000	42,319	" 1,562
1885.....	68,400,000	41,267	" 1,660
1886.....	71,000,000	44,166	" 1,607
1887.....	74,300,000	47,553	" 1,562
1888.....	80,200,000	47,371	" 1,694
1889.....	92,668,000	48,648	" 1,904
1890.....	94,100,000	29,041	" 3,239
1891.....	97,975,000	27,304	" 3,581
1892.....	102,850,000	28,603	" 3,595
1893.....	106,200,000	28,311	" 3,754
1894.....	107,145,000	27,820	" 3,851
1895.....	107,565,000	27,178	" 3,957
1896.....	116,028,000	27,389	" 4,236
1897.....	123,830,000	35,590	" 4,339
1898.....	135,975,000	29,253	" 4,614
1899.....	150,375,000	36,253	" 4,147
1900.....	178,292,500	40,254	" 4,429
1901.....	191,650,000	40,361	" 4,748
1902.....	213,628,000	44,982	" 4,749
1903.....	235,791,000	54,889	" 4,296
1904.....	259,190,000	58,502	" 4,430
1905.....	285,541,000	59,663	" 4,785
1906.....	323,644,000	72,532	" 4,462
1907 (for 9 months).....	273,071,000	67,304	" 4,057

POSTAL STORES.

STATEMENT of Expenditure for the Fiscal Year ended June 30, 1906 and the Fiscal Year (nine months) ended March 31, 1907.

Items of Expenditure.	1906.	1907 (9 months).
	§ cts.	§ cts.
Inside service—		
Printing.....	12,954 30	10,105 03
Stationery.....	7,767 57	5,589 24
Total.....	20,721 87	15,694 27
Outside service—		
Printing.....	44,258 93	30,812 55
Stationery.....	22,493 32	20,738 80
Total printing and stationery.....	66,752 25	51,551 35
Mail bags, mail locks, &c ..	45,647 06	52,947 08
Miscellaneous, stamping material, scales, letters boxes, letter carriers' uniforms, &c.....	49,354 60	44,179 28
Total.....	161,753 91	148,677 71
Total expenditure, inside and outside service.....	182,475 78	164,371 98

Detailed statements of the transactions of the Branch during the year, also the balance of stores in stock on June 30, 1906, and on March 31, 1907, will be found in Appendix 'K'.

I have the honour to be, sir,

Your obedient servant,

R. M. COULTER,

Deputy Postmaster General.

POST OFFICE DEPARTMENT,

OTTAWA, December 10, 1906. *

SIR,—Having acted, under appointment of the Governor in Council, as the representative of the Canadian Post Office Department at the Congress of the Universal Postal Union, which was held this year in Rome, I have the honour to make the following report respecting the proceedings of the Congress:—

The Congress, which was composed of the representatives of 59 countries or colonies, and 4 officials of the International Office, each of which had a vote on the various matters presented for consideration, was formally opened on the 7th April in the presence of their Majesties the King and Queen of Italy. After the presentation of credentials by the delegates, the Congress adjourned until Monday, the 9th April, when an address of welcome was made by the Under Secretary of State for the Post and Telegraph Service of Italy. Commander Carlo Gamond, Director General of the Italian Post Office, was then elected President of the Congress, and committees were appointed to consider and report upon the various propositions submitted to the Congress.

There were three Committees arranged, the first to deal with the Principal Convention and the working regulations thereunder; the second, to deal with the Parcel Post, Insured Letters and Boxes; and the third, to deal with Money Orders, the arrangements for the Collection of Drafts, &c., and newspaper subscriptions. The first committee, which was the only one dealing with subjects which concerned the whole Congress, was the most important one and was made up of representatives of the following countries:—

Argentine Republic	Germany	Portugal
Australasia	Great Britain	Russia
Austria	Holland	Spain
Belgium	Hungary	Sweden
British India	Italy	Switzerland
Canada	Japan	Turkey
Denmark	Mexico	United States of America
Egypt	Norway	Uruguay.
France		

Your representative gave close attention to the work of this Committee, and attended all the meetings of the full Congress, as well as the meetings of the other Committees.

Taking up the more important matters, in the order in which they were discussed, the first is that relating to the Transit Charges, or the rates which each Administration carrying the mails of another Administration on their way to their destination, is entitled to charge for the services it renders in this regard. Up to the present, the Land

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Transit charge has been fixed at one rate per kilogramme of letters and post cards and one rate per kilogramme of all other matter. Thus whether the mails were carried no more than 10 miles across a corner of one of the States of Europe or nearly 4,000 miles across Canada from the Atlantic to the Pacific, the amount per kilogramme was exactly the same. The United States Department has always refused to accept this principle in fixing its transit charges for the conveyance of foreign mails between New York and San Francisco, and, although there was nothing in the nature of the service which would entitle it to be regarded, in the Postal Union sense, as an extraordinary service, it has been allowed the special rates accorded to extraordinary services, the ground for the acquiescence of the Postal Union Congress being that the great length of the travel and the difficulties attending the performance of the service differentiated it from all other land services. The Transit charges for this United States Transcontinental service were, therefore, 6 francs (\$1.20) per kilogramme ($2\frac{1}{5}$ lbs.) of letters and post cards and 2 francs (40 cents) per kilogramme of all other matter. The Canadian Post Office, though performing a service from the Atlantic to the Pacific, in all respects identical with that across the territory of the United States, has only been receiving the ordinary rate of 1 franc, 70 centimes (34 cents) per kilogramme of letters and post cards, and $21\frac{1}{4}$ ($4\frac{1}{4}$ cents) centimes per kilogramme of other matter. With this state of affairs before it, Canada, in submitting its proposition for discussion at the Congress, demanded that its Transcontinental service should be put on the same footing as that in the United States, that is, that the rates it might charge for the conveyance of foreign mails across Canada should be 6 francs instead of 1 franc 70 centimes per kilogramme for letters and post cards, and 2 francs instead of $21\frac{1}{4}$ centimes per kilogramme for all other articles. Congress, however, was very reluctant to admit any extension of the principle, which had been granted most unwillingly to the United States, and the British Post Office made a proposition, which it was considered by Canada would meet its case and at the same time be in strict accordance with the principles of the Postal Union Convention. The British proposal was, shortly, to recognize distance as an element in fixing the transit rates for conveyance by land. It was proposed that, instead of one universal rate, no matter what the distance of the conveyance, the rate should be, for the first 3,000 kilometres (1,875 miles), on letters and post cards 1 franc, 50 centimes, (30 cents) per kilogramme, and for all other articles 20 centimes (4 cents) per kilogramme; between 3,000 and 6,000 kilometres, the rates should be doubled; between 6,000 and 9,000 kilometres trebled; and above 9,000 kilometres quadrupled. These rates, which were adopted in recognition of the special difficulties and expense incident to the maintenance of a service across countries so vast in extent as Canada and the United States, abolish the special rates which the United States has hitherto enjoyed until the new principle in question was accepted by Congress. This Department is convinced that the settlement of this difficulty on these satisfactory lines was due in a considerable measure to the steadfastness with which it insisted on keeping the matter before Congress. It is no more than justice to recognize the interest with which the proposition was pressed forward by the British delegation, under the leadership of Mr. H. Babington Smith; and, also, the willingness the United States delegation manifested to give up their special privileges, with the prospect of the question being settled on an equitable basis.

The changes in the rates are in all respects of advantage to Canada. The minimum rate, which is the only one Canada pays to other countries, is reduced from 1 franc 70

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centimes (34 cents) to 1 franc 50 centimes (30 cents), nearly 12 per cent. Canada carries for other countries comparatively little at this rate, only the matter which passes between the United States and Newfoundland on the Atlantic, and on the Pacific between the United States and points in Eastern Asia, which are carried to and from Seattle, Washington, and Vancouver or Victoria. The higher charges (double and triple the ordinary charge) are those Canada is entitled to demand for the conveyance of mails between all countries in Europe and points in Asia and Australia, except such as is carried under the British C. P. R. contract.

The Maritime Transit charges have been reduced considerably by the last Congress. The rate for 300 miles has been lowered from 1 franc, 70 centimes (34 cents), to 1 franc, 50 centimes (30 cents), and the rate to and from Europe, which is at present 5 francs (\$1.00) per kilogramme of letters and post cards, will be 4 francs (80 cents), under the new Convention. The rate for conveyance over 1,500 nautical miles, not between North America and Europe, which is now 10 francs (\$2.00) per kilogramme of letters and parcels, has been lowered to 8 francs (\$1.60). These reductions, which, for the European route and the longer routes, is to the extent of 20 per cent, will enure to Canada's advantage.

There has also been a great simplification effected in the method of taking the statistics on which the accounts for transit service are based. Under former conventions efforts were made to arrive at an exactitude of statement, which experience has shown to be impossible, and which called for an expenditure of labour out of all keeping with the results to be attained. The work has been of so complicated a character that the countries of the Postal Union are still settling their accounts on the basis of statistics taken in 1896. There can be little relation between the amounts due under those statistics and the service performed for the last few years, but the erroneous accounts based on antiquated statistics are thought a smaller evil than the taking of new statistics by the old method. The new method will undoubtedly furnish results quite as satisfactory as those obtained under the former method, and with very much less trouble.

Under the former method, it was endeavoured to keep accounts, during the month in which statistics were taken, covering the net weight of mails passing between all the offices which correspond with one another throughout the Union, and the data of the accounts included not only the mails which were sent between office and office in closed bags, which of course could be weighed, but, also, the weight of all the correspondence sent in what is known as open mail. Correspondence sent in open mail is that which is sent on its way to its destination, not in closed bags which remain intact until the destination is reached, but in the closed mails for other offices. Thus, when the exchange offices in Canada wish to send correspondence to Egypt or Turkey, for instance, they would not probably have enough to make it worth while to make up a locked bag. These offices, therefore, send this correspondence for Egypt and Turkey, to Great Britain with the ordinary mails for that country. The British Exchange Office would then take the next step towards expediting the correspondence, either putting it with the closed mails it makes up for the country of destination, or, if the quantity of correspondence it has is too small for closed mails, sending it in open mail to some continental office.

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Thus correspondence sent in open mail gave a great deal of trouble in the weighing. Very often there would be no more than two or three letters to be sent by an exchange office to a distant country, but the total of this had to be taken and recorded as carefully as if the correspondence filled a bag. The result was a large number of accounts for infinitesimal amounts, which undoubtedly cost more in the way of labour and paper to prepare than the value of the accounts. This is now being remedied. Instead of attempting to separate and weigh the small quantities of correspondence going in a single mail to several countries, the exchange office treats all the correspondence going in open mail to an exchange office in another country as if it were destined for one country, and instead of weighing it, the exchange office counts it, merely dividing the correspondence into letters, post cards, and other articles. A record of the number of pieces of each class is sent on a slip with the mail, and can easily be verified by the receiving exchange office. The transit charge for each letter sent in open mail is 6 centimes (about $1\frac{1}{2}$ cents), for each postal card $2\frac{1}{2}$ centimes ($\frac{1}{2}$ cent), and for each piece of other matter $2\frac{1}{2}$ centimes ($\frac{1}{2}$ cent).

The weighing of the closed mails has also been made easier by taking as the basis the gross weight which is obtained when the mails are all ready for shipment, and deducting 10 per cent for the weight of the bags. The former practice of taking the actual net weight made it necessary either to weigh all the separate pieces, or to weigh both the bag and its contents and the bag without the contents, and make the necessary deductions. The comparative ease with which it is anticipated the necessary statistics will be taken under the new methods has led to the Congress adopting a further resolution that the rates should be revised every six years, in accordance with the statistics to be taken prior thereto. As the facilities which Canada is able to offer for the conveyance of foreign mails by land and sea are steadily increasing in importance, it is to Canada's interest to have the transit charges revised at comparatively short intervals, and consequently your representative supported this proposition strongly.

As connected with the subject of Transit charges, it should be noted that, under the Convention just concluded, all accounts for both land and sea transit will be settled by the different Administrations through the clearing house at Berne. Hitherto, the accounts for sea transit have been settled between the Administrations concerned, and there will be considerable improvement through including all accounts in the clearing house arrangement. In order to avoid accounts for small amounts, it has been decided to take no notice of balances between two Administrations which do not exceed 1,000 francs, or \$200 a year. The present arrangement for the elimination of small accounts is to disregard the accounts of countries, whose whole receipts and disbursements on land transit account does not exceed 5,000 francs. The arrangement adopted at the Rome Congress, will include sea as well as land transit accounts.

POSTAL RATES.

In the letter rates, an important reduction has been made. Hitherto, the postage on letters passing between the countries of the Postal Union has been 25 centimes per 15 grammes. In those countries which used the British or the decimal currency, and the weight avoirdupois, the rate has been $2\frac{1}{2}$ d. or 5c. per $\frac{1}{2}$ ounce. The $\frac{1}{2}$ ounce, though closely approximating, is not quite as much as 15 grammes, and from time to time com-

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plaints have been made that the people of England, Canada and the United States do not get as great a benefit from the rate, as the people of those countries in which the metrical system is in use.

This will all be changed, however, when the next Convention comes into operation. Under the Convention, the rate on letters will be 25 centimes for the first 20 grammes or fraction thereof, and 15 centimes for each succeeding 20 grammes or fraction thereof. The countries using the British or the decimal currency and avoirdupois weight are allowed to treat the ounce as equivalent to 20 grammes, although an ounce is equal to rather more than 28 grammes. The rate, therefore, in this country will be 5 cents for the 1st ounce or fraction thereof, and 3 cents for each succeeding ounce or fraction thereof. The advantage to the public from these rates will be very great. In writing a letter abroad of moderate length, it will no longer be necessary to use paper so thin as to make the writing almost illegible, and if one wants to send a heavier letter, the diminution in the charge will be very considerable. Thus an article put up as a letter, weighing just within 2 ounces, will at present cost for postage 20 cents; under the new rates, the cost will only be 8 cents. A letter weighing 4 ounces now costs 40 cents for postage; under the new convention, the charge will be only 14 cents.

These rates, it will be observed, afford a very considerable decrease in the charges on the heavier letters. The charge of 8 cents for a letter, which with the present unit of weight— $\frac{1}{2}$ ounce—contains four rates, is only 2 cents per rate; so that the reduction is a long step in the direction of an universal penny postage. The rates of postage adopted, when they come to be understood, cannot fail to create a strong public sentiment in favour of penny postage, which will be found effective when the next Congress meets.

There will be a gain to the clerks in the handling of British and foreign letters hereafter, from the fact that the unit of weight will be the same for domestic and foreign correspondence. Clerks handling letters acquire a great skill in applying the unit of weight by the mere sense of touch, without having much recourse to the scales. Where, however, there are two units or standards of weight, the clerks do not have the same certainty in depending on their sense of weight.

COMPENSATION FOR LOST REGISTERED LETTERS.

Ever since the Postal Union was formed, provision has been made for compensation for the loss of registered articles which take place in the International mail service. The amount of compensation has been fixed at 50 francs or £10. The clause providing for this compensation, however, has not been obligatory on the countries within the Union, as the Union has been compelled to recognize the fact that there were certain countries which would not admit the expediency of granting compensation in such case in their domestic relations, and these could not be expected to concede the principle in the case of International mails. In the case of Canada, the principle of assuring letters was not recognized until 1904, and consequently it has not hitherto been in a position to accept this clause of the Convention. Since the disability of Canada in this matter has been removed, it seemed very desirable that the administration in this country

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should conform, on this point, to the principle governing the Postal Union as a whole, and your representative announced that Canada was prepared to accept the clause granting compensation up to 50 francs, when the new Convention came into force.

As a consequence, Canada will be in line with all the leading countries in this important matter, with the coming into operation of the Convention enacted in Rome.

PREPAYMENT OF REPLIES TO LETTERS.

This is a matter which has engaged the attention of the last two or three Postal Congresses. There are always persons, who in writing a letter desire, for a variety of reasons, to prepay the reply and so save their correspondent from any expense in the matter. Various ingenious schemes have been submitted to the different countries, but they have hitherto been open to sufficient objection to preclude their general acceptance. Among the propositions have been several in favour of universal postage stamps. None of these, however, have been free from either the liability to counterfeit or the probability of being used for speculative purposes, the differences in the intrinsic value of the 25 centimes, viz., the face value of the stamps in different countries furnishing the occasion for speculation. There was, however, submitted to Congress at Rome by the British Office a scheme which, as it seemed to overcome all the difficulties suggested, was adopted by Congress. The scheme was simply a coupon exchangeable anywhere for 25 centimes or its equivalent. Any person wishing to prepay a reply to a letter he is writing purchases one of these coupons at his post office and incloses it in his letter. This correspondent desiring to turn the coupon to account tenders it at his office and receives in exchange a postage stamp for 25 centimes, or its equivalent in that country. To prevent speculation, these coupons though exchangeable for a stamp of the value of 25 centimes only, are to be sold at not less than 28 centimes, thus providing a safe margin against differences of exchange values. The coupons are to be issued from Berne, and to be safeguarded against counterfeiting by watermarks.

In the settlement of the accounts arising from the use of these coupons, each administration sends at regular intervals to the International office in Berne the coupons for which it has exchanged postage stamps, and, at the end of the year, Berne sends out to each country an account of its transactions in this regard. The debit side of the account consists of the coupons the country has issued, and the coupons themselves accompany the accounts as vouchers. The credit side consists of a statement of the coupons it has accepted. This side of the account would, of course, agree with the items which the country had itself transmitted to Berne from time to time with the coupons accepted from its public in exchange for stamps. The balance is settled in the ordinary accounts.

It is expected that this scheme will afford considerable accommodation to the corresponding public, not only as supplying the means of prepaying return letters, but also as furnishing small change for transmission from one country to another.

POST CARDS.

The Postal Congress by the removal of certain restrictions, which have been held to hamper the free use of private post cards, have met a strongly expressed public desire. While the official post cards have been in use for 35 years, private post cards

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are of comparatively recent origin. They were found to meet a public need, which could not be supplied by the official card, and they have proved convenient in so great a variety of ways that their growth has been enormous. The Postmaster General of Great Britain in his last report estimates that, of the total number of post cards posted in the United Kingdom, 84 per cent were private cards. When propositions were asked by the International Office for discussion at the last Congress, several of the leading countries in Europe represented that the private card, particularly the illustrated card, had become a large source of revenue, and that, in compliance with the demands of their people, they had dropped a number of requirements, which had been insisted upon, on the ground that the articles were post cards. These Administrations urged that Congress go thoroughly into the matter and remove all restrictions which were not essential for the protection of the revenue.

At present, no card can be admitted to the mails as a post card which does not bear the title 'Post Card' on its face; and a card bearing the heading cannot be treated in any way except as a post card, whether it is written upon or not. These regulations both affected the free use of cards, which were in all essentials post cards. If they did not bear the title 'Post Cards', but were written upon, they could only go forward as letters, that is, at a rate of 5 cents instead of 2 cents; and if, on the other hand, they bore the heading 'Post Card', they were charged as post cards at the rate of 2 cents, although they contained no writing but merely an illustration. This has all been changed by the new Convention. It will not in future be necessary for cards to bear the heading 'Post Card' in order to secure the treatment of post cards, if they comply in all essential respects with the requirements of official post cards; and the fact that a card is labelled 'Post Card' will not prevent it passing through the mails as printed matter, if it contain no unallowable writing. In this latter case, the postage will be 1 cent instead of two cents per card.

The concession of a space on the face of the card in addition to the space on the back for purposes of written communication, which has been allowed between certain countries by special agreement, has been embodied in the Postal Union Convention and will apply universally when the new Convention comes into force. Canada has, for the past two years, been entering upon agreements to this effect with any of the countries disposed to accept the concession, but it will be much more satisfactory to have the matter one of general regulation.

Another concession, which has been made in favour of the large and rapidly extending business of illustrated cards is the permission to paste photographs on the back of post cards, provided that the paper on which the photographs are printed is very thin, and that it completely adheres to the card.

SAMPLES OF MERCHANDISE.

There has been no material change in the regulations so far as they concern samples of merchandise in the strict sense, but there has been an enlargement of the scope covered by the term. The rule absolutely excluding all merchandise, as distinct from samples, from the International mails has been felt to bear hardly on the public, who happen to wish to send small articles which may be regarded as conveniences

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or courtesies rather than merchandise. Accordingly, the regulation covering samples has been widened to include certain specifically mentioned articles—single keys and fresh cut flowers. A concession has also been made to medical science, and tubes of serum, and pathological specimens which have been rendered inoffensive may be accepted for transmission by mails at the sample rate.

RIGHT OF NEW ZEALAND TO A SEPARATE VOTE IN CONGRESS.

At present, the British Australasian Colonies have one vote among them, in the Congress. This was quite satisfactory until the Commonwealth of Australia was formed, and New Zealand not being in the Commonwealth lost that intimate political relation with the Colonies belonging to the Commonwealth which formerly existed. It was therefore represented to the Congress that, owing to the importance and the variety of its political interests, New Zealand should have one vote, and the Commonwealth another. This was strongly opposed and indeed defeated in the Committee, but the question was revived in the full Congress. The British delegates impressed on the Congress the anomaly and inexpediency of a self governing colony and one so progressive in all international postal matters being deprived of direct representation, and the Canadian delegate heartily supported New Zealand's claim. This time the application on behalf of New Zealand was successful, and it will have a separate vote hereafter. Separate votes were also conceded to the British Colonies of South Africa, including the Transvaal and the Orange River Colony.

PRISONERS OF WAR.

In conformity with the provisions of the Hague Convention respecting the laws and customs of war on land, it was decided that the International postal facilities should be extended free of charge to correspondence passing to and from prisoners of war, including the privilege of sending and receiving Money Orders.

PROHIBITED MATTER.

To the list of prohibitions affecting International correspondence, has been added a clause debarring from the mails any articles whatever, the entry of which is prohibited in the country of destination. This will enable Canada to deal more effectively than it has hitherto been able to do with letters concerning lotteries. As is well known, there are several countries in Europe, which do not treat lotteries as illegal, and correspondence relating to lotteries used to come from those countries into Canada in great quantities. So long as the correspondence came in the shape of circulars, it could easily be detected and under the stipulations of the Postal Union Convention could be stopped. But the case was different with correspondence concerning lotteries which reached Canada in closed envelopes as letters. There was no express provision enabling a country, which prohibited the circulation of lottery literature, to prevent this evasion of its laws. This Department has been in the habit of preventing, as far as possible, the circulation of this pernicious matter, even though it appeared in the form of letters, but its right to do so has not passed unchallenged. With the incoming of the new Convention, however, the right of Canada to check the distribution of illegal matter coming into Canada under an abuse of the regulations, will no longer be subject to dispute.

MAKING UP CLOSED MAILS.

There has been a general desire manifested for a long time to have correspondence passing through intermediate offices on its way to its destination done up in closed mails, so as to save the intermediate offices the trouble of handling the correspondence. It has always been the right of the intermediate offices to require the despatching offices to have such correspondence as is sent in open mail made up in closed mails, whenever the quantity was great enough to hamper the work in the intermediate offices, but the right has been made clearer and the mode of carrying it into effect facilitated at the Congress.

Postage Stamps.—There have always been certain colours prescribed by the Postal Union Convention for the different values of stamps in use in International business. Stamps for 25 centimes or its equivalent should be dark blue; those for 10 centimes or its equivalent should be red; and those for 5 centimes or its equivalent should be green. But, although these colours were prescribed and the advantages of being able to distinguish the different values of the different countries by the colour was fully recognized, there were some countries which did not conform to the requirements of the regulation in this respect, as the adoption of these colours, though advisable, was allowed to remain optional. Hereafter, it will be obligatory on all countries in the Union to make use of these colours in the preparation of their postage stamps. The stamp values must also be expressed in Arabic figures.

With the same end in view, the Congress recommends that the dating stamps should be as far as possible in Latin characters.

Useful amendments have also been made in the regulations respecting the treatment of missent correspondence, registered articles and letter bills, and respecting the making up of registered or ordinary mails.

In concluding this report, I desire to express my appreciation of the good feeling which marked the work of the delegates in Congress; and also of the hospitality extended to the delegates by the Italian Government and its various representatives.

I have the honour to be, sir,

Your obedient servant,

R. M. COULTER,

Canadian Delegate.

APPENDIX A

FINANCIAL STATEMENT.

APPENDIX A.

REVENUE.

STATEMENT of the Revenue of the Post Office Department for the nine months ended March 31, 1907.

	\$	cts.	\$	cts.
Balance due by postmasters on revenue account on June 30, 1906.....			27,161	61
Postage stamps, post cards, &c., sold.....	5,858,258	18		
Postage paid in cash on newspapers.....	89,633	66		
Postage paid in cash on third class (printed) matter.....	98,977	85		
Postage on unpaid letters, less claim for matter reforwarded, for overcharges and for matter forwarded to the Dead Letter Office			874	13
Rents of letter boxes and drawers	113,540	44		
Commission received on money orders	203,691	16		
Commission received on postal notes	39,259	00		
Profit in exchange on money order business with other countries.....	16,419	41		
Transit charges on correspondence from other countries.....	20,874	72		
Postage on parcels from other countries.....	56,224	59		
Void Money Orders, that is money orders issued between April 1, 1905 and March 31, 1906, payment of which has not been claimed up to March 31, 1907.....			6,582	02
Miscellaneous revenue.....			3,596	41
			5,535,093	18
DEDUCTIONS.				
Salaries, forward allowances, allowances towards rent, fuel and light, compensation on money order and postal note business and commission on box and drawer rents.....	1,345,732	52		
Discount to stamp vendors and postmasters and compensation to messengers for special delivery of letters.....	37,112	77		
Postage refunded.....	43	64		
Losses by fire, burglary, &c	1,226	03		
Balances of commission paid to other countries on money order business.....	18,638	60		
Transit charges on correspondence for other countries.....	33,607	00		
Postage on parcels for other countries.....	9,712	08		
Balances due by postmasters on revenue account on March 31, 1907.....	27,161	61		
			1,473,234	25
			5,061,858	93

APPENDIX A—Continued.

EXPENDITURE.

STATEMENT of the Expenditure of the Post Office Department of the Dominion of Canada for the nine months ended March 31, 1907.

PAID BY CHEQUE FROM PARLIAMENTARY APPROPRIATION.		\$	cts.
Conveyance of mails by land		914,461	66
" " steamboats, &c.		84,054	36
" " railways		1,195,210	72
Making and repairing mail bags and locks		52,924	08
Total		2,246,650	82
Salaries paid by cheque		1,285,531	88
Travelling expenses		11,240	79
Tradesmen's bills		104,218	09
Stationery, printing and advertising		55,725	85
Miscellaneous disbursements paid by cheque		183,627	81
Maintenance of the service in the Yukon and Athabasca districts		92,562	10
Total		3,979,557	34

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The following table shows the net Revenue, Expenditure and Deficit or Surplus, as the case may be, of the Post Office for each Fiscal Year since Confederation.

Year ended June 30.	Net Revenue.	Expenditure.	Deficit.	Surplus.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1868.....	808,857 84	785,298 55	..	13,559 29
1869.....	758,182 03	864,954 55	106,772 52	
1870.....	788,904 78	933,398 67	144,493 89	
1871.....	803,637 17	994,876 00	191,238 83	
1872.....	916,418 34	1,092,519 03	176,100 69	
1873.....	1,093,516 07	1,240,135 95	146,619 88	
1874.....	1,151,269 83	1,370,542 41	219,272 58	
1875.....	1,172,381 38	1,509,113 29	336,731 91	
1876.....	1,106,736 74	1,581,608 72	474,871 98	
1877.....	1,120,224 26	1,694,708 18	574,483 92	
1878.....	1,224,912 17	1,715,255 36	490,343 19	
1879.....	1,117,364 50	1,750,267 17	632,902 67	
1880.....	1,179,677 89	1,818,271 05	638,593 16	
1881.....	1,344,969 85	1,876,657 96	531,688 11	
1882.....	1,543,309 21	1,980,567 25	437,258 04	
1883.....	1,753,079 22	2,176,089 09	423,009 87	
1884.....	1,712,318 85	2,312,965 27	600,646 42	
1885.....	1,790,494 90	2,488,315 36	697,820 46	
1886.....	1,852,155 00	2,763,186 41	911,031 41	
1887.....	1,964,062 17	2,818,907 22	854,845 05	
1888.....	2,322,728 68	2,889,728 59	566,999 91	
1889.....	2,220,503 66	2,982,321 48	761,817 82	
1890.....	2,357,388 95	3,074,469 91	717,080 96	
1891.....	2,515,823 44	3,161,675 72	645,852 28	
1892.....	2,652,745 79	3,316,120 03	663,374 24	
1893.....	2,773,507 71	3,421,203 17	647,695 46	
1894.....	2,809,341 06	3,517,261 31	707,920 25	
1895.....	2,792,789 64	3,593,647 47	800,857 83	
1896.....	2,971,652 93	3,752,805 12	781,152 19	
1897.....	3,202,938 42	3,789,478 34	586,539 92	
1898.....	3,527,809 69	3,575,411 99	47,602 30	
1899.....	3,182,930 92	3,581,848 71	398,917 79	
1900.....	3,183,984 17	3,645,646 04	461,661 87	
1901.....	3,421,192 19	3,837,376 18	416,183 99	
1902.....	3,888,126 10	3,883,016 96	..	5,109 14
1903.....	4,366,127 75	3,970,859 64	..	395,268 11
1904.....	4,652,324 74	4,347,540 84	..	304,783 99
1905.....	5,125,372 67	4,634,527 78	..	490,844 89
1906.....	5,933,342 53	4,921,577 22	..	1,011,765 31
*1907.....	5,061,858 93	3,979,557 34	..	1,082,301 59

STATEMENT of the amount of Postage Stamps, &c., sold during the year ended June 30, 1898, and each of the succeeding years.

Year.	Amount.	Year.	Amount.
	\$ cts.		\$ cts.
1898.....	4,400,601 91	1903.....	5,154,554 17
1899.....	4,091,116 11	1904.....	5,605,713 73
1900.....	4,038,134 16	1905.....	6,134,297 35
1901.....	4,340,543 21	1906.....	6,972,355 93
1902.....	4,645,227 85	*1907.....	5,858,258 18

* Nine months.

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B

MAIL TRANSPORTATION

APPENDIX B.

MAIL TRANSPORTATION.

PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, made within the fiscal year ended 31st March, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abram's Village and Cape Egmont.	J. D. J. Gallant.	5	3	9 months.	61 86
Abram's Village and Maxiamville.	G. Arsenaault	3	3	9 "	37 50
Afton Road and Mount Stewart.	A. McEachern.	3	2	9 "	22 50
Albany and Railway Station	A. Noonan.	$\frac{1}{8}$	12	9 "	84 48
Albany and Tryon	R. Lord.	6	6	9 "	121 50
Alborton, Harper's Station and Tignish	J. M. Buote.			Special service.	5 50
Alborton and Kildare	J. R. Oliver	12	3	9 months.	71 19
Alborton and Mill River East.	L. J. Gallant.	5	3	9 "	52 50
Alborton and Railway Station.	J. T. Millman	$\frac{1}{4}$	24 & 12	9 "	93 60
Alma and Lanretta	J. O'Brien	3	2	9 "	18 75
Alma and Railway Station	A. Mountain	$\frac{1}{2}$	6	9 "	30 00
Appin Road and Hampton	A. Ashley	$\frac{1}{4}$	3	9 "	41 61
Argyle Shore and Bouchard	D. McNevin.	3	3	9 "	22 50
Arlington and Richmond	P. Cameron	$7\frac{1}{2}$	3	9 "	60 00
Armada and Monticello	J. A. Carter.	$2\frac{1}{2}$	3	9 "	24 57
Armada and Railway Station.	A. McCormack.	$1\frac{1}{2}$	3	9 "	15 00
Auburn and Dromore West.	J. Logan.	$1\frac{1}{2}$	2	3 " (to Sept. 30, '06).	6 25
Auburn and Pownal	W. J. Carver.	$10\frac{3}{4}$	4	3 " (to ")..	36 15
Augustine Cove and Cape Traverse.	A. Sherren	3 & $5\frac{1}{2}$	3 & 6	9 "	93 75
Avondale and Railway Station.	E. A. Curran.	2	3	6 " (from Oct. 1, '06).	27 30
Avondale and Vernon River.	J. A. O'Keefe.	3	2	3 " (to Sept. 30, '06).	11 61
Baldwin's Road and Perth Station.	J. Moar	$1\frac{1}{2}$	2	9 "	18 00
Bangor and Morell Station	D. Robbins.	$4\frac{3}{4}$	3	9 "	59 43
Bayfield and Glencorrodale.	J. McEachern	$3\frac{1}{2}$	2	9 "	22 20
Bay Fortune and Souris East.	C. Coffin.	$10\frac{1}{2}$	3	9 "	82 50
Beach Point and Montague.	W. Mahar.	24 $\frac{1}{2}$	6	3 " (to Sept. 30, '06)	114 00
Beach Point and Murray Har. South	W. F. Harris.	$2\frac{1}{2}$	6	6 " from " "	42 50
Bear River and Railway Station.	L. McDonald.	$\frac{1}{8}$	6	9 "	15 00
Beaton's Mills and Railway Station.	J. A. McIsaac.	$\frac{1}{4}$	3	6 " (from Oct. 1, '06)	10 14
Bedeque and Fernwood	D. McInnes	$9\frac{1}{2}$	3	9 "	60 00
Bedeque and Summerside.	C. McLean	$9\frac{1}{2}$	6	9 "	149 61
Bedford Station and Railway Station	F. Berrigan	$1\frac{1}{2}$	6	9 "	30 00
Belfast and Charlottetown	W. Brown.	25 $\frac{1}{2}$	6	3 " (to Sept. 30, '06).	164 12
Belfast and High Bank.	R. Stewart.	22 $\frac{1}{2}$	3	3 " (to ")..	75 00
Belfast and Pinette	M. Martin	12 & $9\frac{1}{2}$	3 & 6	6 " (from Oct. 1, '06)	85 00
Belfast and Point Prim	do		2	3 " (to Sept. 30, '06).	11 25
Belfast and Railway Station	B. Martin.	$3\frac{1}{2}$	6	6 " (from Oct. 1, '06)	39 00
Belfast and Roseberry	M. Martin	5	2	3 " (to Sept. 30, '06)	12 00
Belle Creek and Railway Station.	A. Matheson	$1\frac{1}{2}$	6	6 " from " "	39 00
Belle Creech and Wood Islands.	do	$4\frac{3}{4}$	6	6 " from " "	42 50
Bellevue and Railway Station.	M. F. McDonald	$2\frac{3}{4}$	6	3 " (from Jan. 1, '07)	21 75
Bloomfield and Bloomfield Station.	S. Peters	2	3	9 "	28 50
Bloomfield Station and Glengarry.	P. Griffin	$5\frac{1}{2}$	3	9 "	40 50
Bloomfield Station and Mininegash	H. Chappelle	8	3	9 "	58 50
Bloomfield Station and Ry. Station	F. Peters.	$\frac{1}{4}$	12	9 "	33 75
Blooming Point and Tracadie Cross	J. E. Lacey.	$2\frac{1}{2}$	2	9 "	37 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips, per Week.	Period.	Amount.
					8 cts.
DeBlois Station and Railway Station	S. Bernard.....	1	3	9 months.....	18 00
Donaldston and Railway Station...	L. Court.....	3	12	9 ".....	28 50
Dromore and Pisquid Railway Stn.	M. McQuirk....	3½	2	3 " (to Sept. 30, '06).	12 50
Dromore and Railway Station (Lake Verd)	J. Logan.....	8½	3	6 " from " ..	54 00
Dunstaffnage and Railway Station.	E. M. Bins....	1½	6	9 ".....	56 16
Duvar Road and Mill River.....	A. Richard.....	2	3	9 ".....	37 50
East Baltic and Red Point.....	B. Holland.....	4	3	9 ".....	33 75
East Point and Souris East.....	C. Young.....	15	3	9 ".....	165 00
Ebbsfleet and St. Louis.....	J. Gaudet.....	4	3	9 ".....	45 00
Ebenezer and Wheatley River.....	A. McCallum....	2½	3	9 ".....	30 00
Egmont Bay and Wellington Stn.	F. J. Arseneault..	11½	3 & 6	9 months.....	117 00
Elliot's Mills and Railway Station..	R. Elliott.....	1½	6	9 ".....	22 50
Elliotvale and Peakes Station.....	J. Lynn.....	3½	2	3 " (to Sept. 30, '06).	9 50
do do	P. McDonald....	3½	2	6 " from " ..	19 00
Ellis River and Miscouche.....	R. B. McNeill....	11½	3	9 ".....	108 75
Elmira and South Lake.....	D. D. McDonald..	2	3	9 ".....	19 50
Elmsdale and Railway Station.....	D. Adams.....	1½	6	9 ".....	15 00
Elmwood and New Haven.....	O. Clarkin.....	3	2	9 ".....	30 00
Emerald and Found's Mills.....	H. P. Found....	9½	3	9 ".....	69 75
Emerald and Railway Station.....	F. P. Murphy....	1½	24	9 ".....	128 79
Emerald and Shamrock.....	do.....	2½	3	9 ".....	36 00
Emerald and West Newton.....	W. Clarke.....	4	3	9 ".....	45 00
Enmore and Railway Station.....	G. Nisbet.....	6	3	9 ".....	61 29
Fanning Brook and Pisquid Railway Station.....	B. Jay.....	2½	2	9 ".....	30 00
Farmington and Five Houses.....	T. Burge.....	2½	3	9 ".....	45 00
Flat River and Railway Station.....	D. J. Ross.....	3½	6	6 " (from Oct. 1, '06)	31 20
Flat River and Selkirk Road.....	O. McCluskey....	7	2	3 " (to Sept. 30, '06).	17 98
Forest Hill and Head of St. Peter's Bay.....	R. J. McNeill....	6	3	6 " (to Dec. 31, '06)	37 50
do do	D. Matheson....	6	3	3 " from " ..	17 00
Fredericton and Railway Station.....	J. W. McLennan..	1½	6	9 ".....	27 75
Freetown and Lower Freetown.....	S. Burns.....	2½	3	9 ".....	48 00
Freetown and Railway Station.....	R. B. Auld.....	1½	12	9 ".....	67 50
Georgetown and Montague.....	A. Kennedy.....	1	as req.	Special service.....	39 00
Georgetown and Railway Station.....	R. R. Jenkins....	½	9	9 months ..	136 05
Georgetown and Steamer 'Minto'	do.....	1	9	9 ".....	24 20
Georgetown and Steamer 'Stanley'	do.....	1	7	trips.....	7 00
Glenfinnan and Lot 48.....	H. T. Cumiskey..	7½	3	6 mos. (from Oct. 1, '06)	65 00
Glen Martin and Murray River.....	W. McLean.....	14½	3	6 " from " ..	191 00
Glen William and Murray River.....	L. H. McKenzie..	4	3	3 " (to Sept. 30, '06)	10 18
Goose River and Head of St. Peter's Bay.....	M. McKinnon....	4½	2	9 ".....	62 40
Gowan Brae and Souris East.....	P. Manning.....	3	3	9 ".....	32 76
Grand Tracadie and Bedford Stn.	D. A. E. Mc-Donald.....	5	3 & 6	9 ".....	73 11
Grand View and Valleyfield.....	M. C. Gillis.....	2	3	9 ".....	21 21
Greenfield and Summerville.....	J. Ennis.....	2½	3	9 ".....	30 00
Greenvale and Little Harbour.....	G. Mooney.....	2	3	3 " (to Sept. 30, '06)	6 22
do do	D. F. Mooney....	2	3	6 " from " ..	17 00
Greenwich and Head of St. Peter's Bay.....	A. B. Hyndman..	6	2	9 ".....	40 89
Haliburton and Maddock.....	D. McWilliam....	2	3	9 ".....	29 25
Hampshire and New Wiltshire.....	J. Stewart.....	3	3	9 ".....	28 11
Hazelbrook and Railway Station.....	G. W. Wood.....	½	6	4 " (from Dec. 1, '06)	11 66
Head of Hillsboro' and Mount Stewart	J. S. Douglas....	5½	2	9 ".....	41 25

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					£ cts.
Head of St. Peter's Bay and Railway Station	H. B. Finlay...	$\frac{1}{4}$	12	9 months	90 00
Heatherdale and Whim Road Cross	A. McDonald...	$1\frac{1}{2}$	3	" (to Sept. 30, '06)	12 50
Hermitage and Railway Station	F. Vickerson...	$\frac{1}{4}$	6	" (from Dec. 1, '06)	8 33
High Bank and Murray Harbour South	J. Hill	6	3	" (from Oct. 1, '06)	50 00
Hillsborough, Lot 48 and Railway Station	G. B. McKenzie	$\frac{1}{6}$	12	6 " from "	14 74
Hopefield and Murray River	J. P. Horton	4	2	3 " (to Sept. 30, '06)	7 57
Hunter's River and North Rustico	E. J. Carew	27 r.t.	6	9 " "	256 95
Hunter's River and Railway Station	J. H. Van Iders- stine	$\frac{1}{2}$	24	9 " "	115 46
Inverness and Railway Station	M. Kilbride	$2\frac{1}{2}$	3	9 " "	39 78
Iona and Orwell	J. McCabe	$5\frac{1}{2}$	3	3 " (to Sept. 30, '06)	24 00
Iona and Railway Station	B. Martin	$\frac{1}{2}$	6	6 " (from Oct. 1, '06)	15 60
Johnston's River and Lot 48	J. T. Begen	5	3	6 " from "	29 50
Johnston's River and Southport	T. McAdam	$12\frac{1}{2}$	3	3 " (to Sept. 30, '06)	35 00
Kelly's Cross and New Wiltshire	F. Bradley	11	6	9 " "	93 75
Kelvin Grove and Summerside	R. W. Dickieson	6	3	9 " "	76 50
Kensington and Railway Station	G. Glover	$\frac{1}{6}$	24	9 " "	135 42
Kensington and Sea View	J. A. Thompson	17	6	9 " "	337 50
Kildare Capes and Tignish	J. Richard	5	2	9 " "	26 25
Kingston and North River	R. H. Simmons	4	6	9 " "	75 00
Kinkora and Maple Plains	A. McDonald	$3\frac{1}{2}$	2	9 " "	30 00
Kinkora and Railway Station	P. K. Trainor	$\frac{1}{4}$	12	9 " "	42 88
Kinross and Lyndale	R. Gillis	3	2	9 " "	44 25
Kinross and Railway Station	J. Gillis	$\frac{1}{2}$	6	6 " (from Oct. 1, '06)	25 00
Leoville and De Blois Station	C. Myers	2	3	9 " "	26 25
Linkletter and Summerside	T. W. Murray	3	3	9 " "	56 25
Little Sands and Railway Station	J. Fraser	4	3	6 " (from Oct. 1, '06)	32 50
Little Tignish and Tignish	J. S. Chaisson	$2\frac{1}{2}$	2	9 " "	19 50
Little York and Pleasant Grove	P. Cooke	$23\frac{1}{2}$	3 & 6	9 " "	227 08
Little York and Railway Station	M. Lawson	$\frac{1}{2}$	12	9 " "	48 00
Locke Road and Mill River	M. Howard	$\frac{1}{2}$	3	9 " "	46 80
Lot 4 and Railway Station	G. McKay	4	6	9 " "	57 27
Lot 10 and Railway Station	H. Ritchie	$1\frac{1}{2}$	2	9 " "	24 00
Lot 11 and Railway Station	P. Kilbride	$5\frac{1}{4}$	6	9 " "	105 63
Lot 12 and Railway Station	W. Hayes	2	18	9 " "	140 40
Lot 56 and Sailor's Hope	J. Swallow	7	3	9 " "	52 50
McNeill's Mills and Railway Station	J. A. McNeill	$\frac{1}{16}$	6	9 " "	15 15
Maple Leaf and Railway Station	J. Sanderson	5	3	9 " "	37 50
Marie Bridge and Marie Ry. Stn.	A. Cobb	$\frac{1}{16}$	3	9 " from "	21 00
Marie Bridge and Milburn	do	4	3	9 " "	30 00
Mill River and Railway Station	N. Doiron	$\frac{1}{2}$	12	9 " "	30 00
Mill River and Roxbury	A. Gillis	$9\frac{1}{2}$	3	9 " "	66 69
Mill View and Railway Station	W. C. Smith	$\frac{1}{2}$	6	6 " (from Oct. 1, '06)	31 50
Mill View and Summerville	J. H. McInnis	7	6	3 " (to Sept. 30, '06)	40 00
Milton Station and North Milton	H. Terrell	2	3	9 " "	28 08
Milton Station and Railway Station	do	$\frac{1}{2}$	6	9 " "	23 40
Miscouche and Railway Station	A. F. Gillis	$\frac{1}{2}$	12	9 " "	28 50
Montague and Murray Har. North	R. G. Houston	21	6	9 " "	277 50
Montague Bridge and Ry. Station	A. E. Smith	$\frac{1}{2}$	6	3 " "	44 50
Montague and Railway Station	A. Kennedy	$\frac{1}{2}$	24	6 " (from Oct. 1, '06)	35 70
Montague and Valleyfield East	A. Nicolson	$2\frac{1}{2}$	3	5 " (to Sept. 30, '06)	10 40
Montague and Victoria Cross	J. Mahar	3	3	9 " "	32 61
Morell East and Morell Station	P. J. Hughes	$2\frac{1}{2}$	2	9 " "	15 00
Morell Station and Railway Station	G. Coffin	$\frac{1}{2}$	12	9 " "	11 25
Morell Station and Sinnott's Road	M. Cullen	9 & $\frac{1}{2}$	2 & 3	9 " "	65 04
Mount Albion and Railway Station	W. J. McEachern	$\frac{1}{16}$	12	6 " (from Oct. 1, '06)	23 40
Mount Carmel and Wellington Stn.	P. Blacquire	3 & $\frac{1}{2}$	3 & 6	9 " "	105 63
Mount Herbert and Southport	H. Smallwood	$6\frac{1}{2}$	2	3 " (to Sept. 30, '06)	19 00

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mount Stewart and Point de Roche	P. McCormack..	4½	2	9 months	26 25
Mount Stewart and Railway Stn.	H. Smallwood..	4	24	6 " (to Dec. 31, '06)	50 06
do do	do	4	12	3 " from "	16 24
Mount Stewart and Savage Harbour	G. Gunn..	7	2	9 "	33 00
Mount Vernon and Railway Station	J. L. Morrison..	2	3	6 " (from Oct. 1, '06)	17 50
Muddy Creek & St. Nicholas Ry. Stn.	J. I. Beairto..	1½	6	9 "	52 50
Murray Harbour Road & Ry. Stn.	M. F. McDonald	2½	6	3 " (to Dec. 31, '06)	21 75
Murray Harbour South & Ry. Stn.	A. W. Clements.	1½	12	6 " (from Oct. 1, '06)	37 44
Murray Harbour and White Sands	F. White..			Special trip..	5 00
Murray Harbour South and White Sands	J. Hill..	3½	3	3 mos. (to Sept. 30, '06).	12 50
Murray River and Railway Station	R. Keenan..	4	12	6 " (to Dec. 31, '06).	23 40
New Acadia and Railway Station	J. J. Gallant..	4	3	9 "	16 86
New Annan and Railway Station	W. B. Bowness..	4	6	9 "	56 25
New Argyle and New Haven	J. Corrigan..	4	3	9 "	44 52
New Perth and Poole's Road	S. Buchanan..	1½	6	3 " (to Sept. 30, '06).	20 00
New Perth and Railway Station	R. G. MacLaren.	3½	6	6 " from Oct. 1, '06.	68 64
New Perth West and Railway Stn.	J. Minchin..	2	6	3 " (to Sept. 30, '06).	21 25
Newton Cross and Railway Station	A. Morrissey..	1½	3	6 " (from Oct. 1, '06)	10 92
New Withshire and Railway Stn.	E. Easter..	4	12	9 "	75 12
New Withshire and Tyrono	P. D. Hagan..	3	3	9 "	26 25
New Zealand and Railway Station	J. Cantwell..	4	3	9 "	28 50
Northam and Railway Station	J. E. Yeo..	1½	6	9 "	30 00
Northam and Victoria West	W. W. Enman..	5	3	9 "	58 50
North Lake and Souris East	R. Kickham..	26½	3	9 "	243 75
North St. Eleanor's and Summerside	T. Andrew..	4½	6	9 "	90 00
Ocean View and Railway Station	J. Bruce..	4	3	4 " from Dec. 1, '06.	8 33
O'Leary Station and Railway Stn.	R. Ellis..	1½	24	6 " (to Dec. 31, '06).	93 90
do do	do	1½	12	3 " from "	23 10
O'Leary Station and West Cape	J. Jelly..	12	3	9 "	108 75
Orwell and Orwell Cove	N. McGillis..	2	6	3 " (to Sept. 30, '06).	19 75
do do	A. B. McDonald	3	6	6 " from "	38 86
Orwell and Railway Station	S. C. Gay..	1	12	6 " from "	50 00
Palmer Road and St. Louis	M. Kinch..	8½	3	9 "	59 73
Peakes Station and Railway Stn.	L. Goodwin..	1½	12	9 "	30 00
Peakes Station and Ruskin	J. Collins..	9½	2	9 "	68 25
Peakes Station and St. Patricks Road	D. McBride..	3½	2	9 "	18 00
Pisquid and Railway Station	B. Jay..	1½	2	9 "	22 50
Piusville Station and Rosebank	S. Gallant..	3	2	9 "	15 75
Piusville Station and Railway Stn.	J. S. Gallant..	1½	6	9 "	7 50
Poplar Grove and Railway Station	S. Milligan..	1½	2	9 "	17 25
Portage and Railway Station	A. Matthews..	1½	6	9 "	11 25
Port Hill and Railway Station	J. H. Yeo..	4	24	6 " (to Dec. 31, '06)	109 00
do do	do	4	12	3 " from "	27 25
Pownal and Village Green	L. Carver..	3½	2	9 "	21 24
Richmond and Railway Station	P. Cameron..	1½	12	9 "	45 50
Richmond and St. Chrysostome	I. O. Gallant..	6	3	9 " (less fine).....	58 25
St. Andrews and Railway Station	J. McDonald..	1	3	9 "	18 75
St. Charles and Railway Station	J. McIsaac..	8	2	9 "	55 08
St. Louis and Railway Station	J. Perry..	1½	6	9 "	11 70
St. Louis and Woodville	J. Beairto..	3	2	9 "	18 00
St. Margarets and Bear River Ry. St.	R. D. McDonald	5	3	9 "	64 35
St. Marys Road and St. Marys Road East	J. A. McGee..	2½	2	9 "	18 75
St. Teresa and Railway Station	A. Bradley..	4	6	9 "	56 25
Scotchford and Railway Station	J. A. McDonald	4	3	9 "	16 92
Sea Cow Pond and Tignish	P. A. Doyle..	7½	2	9 "	37 50
Solkirk Road and Railway Station	P. Dougherty..	3	2	6 " from Oct. 1, '06.	15 50
Skinnners Pond and Tignish	N. Gallant..	10½	2	9 "	67 50
Souris P. O. and S. S. Harlow	J. Heartz..			Special trips	3 00
Souris East and Railway Station	do	½	24	6 mos. (to Dec. 31, '06)	118 94

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Souris East and Railway Station ..	J. Heartz	$\frac{1}{2}$	12	3 mos. from Dec. 31, '06	29 26
Souris East and Souris West	I. White	1	3	9 "	23 40
Suffolk Station and Railway Stn. .	A. Ferguson	$\frac{1}{8}$	2	9 "	22 50
Summerside and Railway Station ..	J. Richard	$\frac{1}{2}$	as req.	9 "	206 96
Summerside and Street Letter Boxes	do		18	9 "	56 25
Summerside, Transfer of mails from steamers to train	D. J. McDonald			Special service	1 25
Summerside P. O. and Str. 'Stanley'	A. Waugh	$\frac{1}{2}$	as req.	"	4 50
Summerside and Vernon River	J. D. Weatherbee	4	6	6 mos. (from Oct. 1, '06)	65 00
Tarantum and Webster's Corners ..	T. Cummiskey	$2\frac{1}{2}$	2	9 "	22 50
Ten Mile House and Railway Stn. .	D. Mullin	$1\frac{3}{4}$	2	9 "	40 95
Thorndyke and Railway Station ..	S. R. Prouse	$1\frac{1}{2}$	3	9 "	12 36
Tignish and Railway Station	J. W. Green	$1\frac{1}{2}$	24	9 "	65 73
Tracadie Cross and Railway Stn. .	J. A. McDonald	$1\frac{1}{2}$	3	9 "	37 50
Traveller's Rest and Railway Stn. .	T. Townsend	1	3	6 " (to Dec. 31, '06).	19 50
do do	do	1	6	3 " from " ..	19 50
Union Road and Railway Station ..	C. Mallett	1	3	9 "	33 75
Vernon River and Railway Station ..	J. D. Weatherbee	$\frac{1}{16}$	12	6 " (from Oct. 1, '06)	24 96
Vernon River Bridge and Ry. Stn. .	D. J. McDonald	$\frac{1}{8}$	12	6 " " ..	17 50
Webster's Corner and Pisquid Railway Station	J. McDonald	$6\frac{3}{4}$	6	9 "	101 25
Wellington and Wellington Station ..	P. Ayers	$1\frac{1}{2}$	2	9 "	15 00
Wellington Station and Ry. Station ..	F. T. Arsenaault	$\frac{1}{16}$	24	6 " (to Dec. 31, '06).	32 00
do do	do	$\frac{1}{8}$	12	3 " from " ..	8 00
West Devon and Railway Station ..	W. R. McNeill	$\frac{1}{16}$	6	9 "	12 00
Western Road and Railway Station ..	H. J. Reid	$1\frac{1}{2}$	2	9 "	22 50
West St. Peter's and Railway Stn. .	J. McDonald	$2\frac{1}{2}$	3	9 "	37 50
Winsloe Station and Railway Stn. .	R. Good	$\frac{1}{16}$	12	9 "	60 00
Wood Islands and Wood Islands North	J. McMillan	$2\frac{1}{2}$	3	3 " (to Sept. 30, '06).	9 75
Wood Islands North and Ry. Stn. .	D. M. McLeod	$\frac{1}{4}$	3	6 " from " ..	15 40
Transfer of mails at Cape Tormentine	H. Allen			Season, 1906-07	36 25
				Total	16,600 70

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APPENDIX B—Continued.

NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, made within the fiscal year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. \$ cts.
Abercrombie and New Glasgow....	R. Dunbar.....	5	2	9 months (to Mar. 31, '07)	51 00
Acaciaville and Railway Station....	H. T. Warne....	$2\frac{3}{4}$	12	" "	75 00
Achosnach and River Dennis Centre	J. A. Campbell..	$2\frac{1}{2}$	3	" "	17 43
Advocate Harbour and Apple River	T. L. Turple....	10	6	" "	201 00
Advocate Harbour and Cape d'Or...	J. Rector.....	4	6	" "	74 25
Advocate Harbour and Eatonville..	B. M. Elliott....	12	3	" "	123 75
Advocate Harbour and Parrsboro...	J. A. Patterson..	32	6	" "	600 00
Advocate Harbour and West	B. M. Elliott....	2	3	" "	37 50
Afton and Backlands.....	W. A. Boyle....	5	1	" "	18 93
Afton and Bayfield.....	E. H. Strophe... do	$2\frac{1}{2}$ $1\frac{1}{2}$	6 12	" "	49 98 27 27
Afton and Railway Station.....	J. McDonnell....	$1\frac{1}{4}$	6	" "	26 25
Albany Cross and New Albany....	W. H. Durland..	7	3	" "	90 00
Alder Point and Little Bras d'Or...	V. Theriault....	6	2	" "	45 00
Alexander and Blackstone.....	F. Beaton.....	3	3	" "	25 71
Alexander and North Highlands....	do	$6\frac{1}{2}$	2	" "	33 00
Alexander and Railway Station....	E. D. McQuarrie. do	$1\frac{1}{2}$ 75 yds.	6 6	" "	39 90 30 00
Alton and Railway Station.....	B. Hood.....	$4\frac{1}{2}$	6	" "	147 75
Amherst and Amherst Point.....	C. N. Coates....	$20\frac{1}{2}$	6	" "	320 25
Amherst and Northport.....	J. Finley.....	26	3	" "	487 50
Amherst and Oxford.....	G. Hills.....	$1\frac{1}{4}$ & $3\frac{1}{4}$	as req.	" "	371 25
Amherst and Railway Station....	J. B. Baxter....	22	6	" "	356 25
Amherst and Rockwell Settlement.	R. F. Brownell..	$3\frac{1}{2}$	2	" "	37 50
Amherst and Upper Nappan.....	T. Read.....	8	1	Part of season 1906.	37 50
Amherst Island and Entry Island...	J. J. Cassidy....	$8\frac{1}{2}$	2	" "	37 50
Amherst Island and L'Anse à la Cabane.....	N. E. Vigneau..	16	1	9 months.	69 00
Annapolis Royal and Dalhousie	J. Gormley.....	1	6	" "	168 75
Annapolis Royal and Granville Ferry.....	W. H. Weather- spoon.....	14	6	" "	217 50
Annapolis Royal and Milford.....	A. D. Thomas....	$3\frac{1}{2}$	3	" "	82 50
Annapolis Royal and Mochelle.....	J. McDormand..	9	1	" "	35 25
Annapolis Royal and Perott Settlement	C. Gormley.....	$1\frac{1}{2}$	12	3 " (to Sept. 30, '06).	39 12
Annapolis Royal and Railway Stn...	A. M. Orde.....	$1\frac{1}{2}$	12	6 " from " "	79 07
do do	J. H. Edwards..	11	2	" "	75 00
Anthony's Line and Scotch Village	H. Cochran....	$22\frac{1}{2}$	6	" "	693 75
Antigonish and Ballantynes Cove...	A. McGillivray..	6	1	" "	22 50
Antigonish and Beechwood.....	A. McDonald....	26	3	" "	75 00
Antigonish and Brophy's.....	C. Chisholm....	7	3	9 months.	52 50
Antigonish and Glenig Pleasant Valley	H. Smith.....	53	6	" "	1,162 50
Antigonish and Goldboro.....	S. O. Giffin....	$3\frac{1}{2}$	2	" "	37 35
Antigonish and Lower West River.	D. H. Williams..	3	3	" "	52 50
Antigonish and North Grant.....	H. Smith.....	$4\frac{1}{4}$	24	6 " and 15 days (to Jan. 15, '07) ..	105 62
Antigonish and Railway Station...	T. J. Seers.....	$4\frac{1}{4}$	12	2 " and 16 days (from Jan. 15, '07) ..	22 41
do do	do	$4\frac{1}{4}$			

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Antigonish and Sherbrooke	J. O'Leary	40	6	9 months	804 75
Antigonish Harbour South Side and Lower South River	C. J. Fraser	4½	2	9 "	64 50
Anttrim and Gays River	W. Blades	16	2	9 "	78 00
Appin West Lochaber and North Lochaber	G. A. Stuart	1½ & 1½	6 & 3	5 " (to Nov. 30, '06).	41 66
Apple River and Joggin Mines	G. Landigan	29	6	9 "	712 50
Apple River and West Apple River	M. Edgett	4	3	9 "	45 45
Arcadia and Pinkney's Point	J. B. Surette	11	2	9 "	56 25
Arcadia and Railway Station	F. A. W. Hatfield	¼	16 & 12	8 " (from Aug. 1, '06)	24 41
Ardoise Hill and Newport Station	W. Gibson	1½ & 19	12 & 2	9 "	132 75
Argyle Head and Railway Station	H. Nickerson	½	16 & 12	9 "	34 69
Arichat and Petit de Grat Bridge	J. Parker	4	6	9 "	60 00
Arichat and Pondville	A. Boudrot	3	3	9 "	37 50
Arichat and Robins	J. LeBrun	1½ & 3½	6	9 "	45 75
Arnold and Swansburg	J. A. Ringer	3	3	3 " (from Jan. 1, '07)	5 00
Ashdale and Upper Glen Road	V. Chisholm	2	3	9 "	30 00
Ashfield and Orangedale	P. R. McDonald	3½	3	9 "	36 75
Askilton and West Bay Road	H. A. Archibald	3	3	9 "	45 00
Aspen and James River Station	W. E. McKeen	29	2	6 " (to Dec. 31, '06).	162 00
do do	do	29	3	3 " from " ..	108 75
Athol and Little Forks	Rhodes, Curry & Co.	3	3	9 "	75 00
Athol and Railway Station	D. F. Archibald	1	12	9 "	90 00
Auburn and Greenwood	E. Neily	4½	1	9 "	19 50
Auburn and Railway Station	G. O. Jacques	133 yds.	12	9 "	58 50
Auburn and Welton's Corner	G. Stark	10½	2	9 "	39 75
Aulds Cove and Railway Station	M. Forrestall	2	6	9 "	52 50
Avondale Station and Dunnaglass	R. W. McDonald	8½	6	9 "	234 75
Avondale Station and Railway Stn.	H. Gordon	1½	12	9 "	39 00
Avonport and Avonport Station	J. B. Newcomb	1½	6	9 "	45 00
Avonport Station and Railway Stn.	L. F. Fuller	40 yds.	12	9 "	41 25
Aylesford and Dalhousie Road	H. Brennan	26	1	9 "	97 50
Aylesford and Harmony	do	24	1	9 "	42 54
Aylesford and Millville	E. Harris	9½	2	9 "	41 25
Aylesford and Morden	W. Dempsey	9	2	9 months	57 66
Aylesford and Railway Station	C. J. West	¼	12	3 " (to Sept. 30, '06)	14 25
do do	E. Harris	¼	12	6 " from " ..	50 08
Aylesford and Victoria Harbour	S. Spicer	7½	1	9 "	27 48
Aylesford and Weston	H. A. Graves	12	3	6 " (to Dec. 31, '06)	47 26
do do	E. C. Brennan	12	3	3 " from " ..	37 50
Back Shore and Pieton	D. G. McKay	27	3	9 "	206 25
Baddeck and Englishtown	J. F. Fraser	21	6	9 "	621 10
Baddeck and Forks Baddeck	W. Rice	7	1	9 "	30 00
Baddeck and Ross Ferry	A. Matheson	10½	3	9 "	189 00
Baddeck and Shunacadie	J. G. Dunlop	8	12	Special service	150 00
Baddeck and Upper Baddeck River	D. McKay	14	2	9 months	105 00
Baddeck and Upper Middle River	J. G. Dunlop	19½	3	9 "	150 00
Baddeck and Whycocomagh	do	27	6	9 "	637 50
Baddeck Bay and Plaister Mines	J. McIvor	4	3	9 "	29 61
Baddeck Bay and Rear Baddeck Bay	A. McKay	3½	1	9 "	17 61
Baddeck River North Branch and Forks Baddeck	N. Buchanan	5	2	9 "	36 06
Baker Settlement and Greenfield	D. Weagle	5 & 8	3 & 1	9 "	82 50
Baleine and Main-à-Dieu	R. J. Burke	4½	1	9 "	15 00
Ballantyne's Cove and Livingstone's Cove	J. McKinnon	4	3	9 "	45 00
Balmoral and Grand Anse	H. A. McLean	5	2	5 " (from Nov. 1, '06)	20 83
Balmoral Mills and Tatamagouche	G. Lombard	21½	6	9 "	290 25
Barney's Brook and Elnsdale	E. McDonald	4	2	9 "	22 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Barney's River and Marsh	J. McLeod	8½	2	1 mos. (to July 31, '06)	9 00
do do	E. T. McLeod ..	8½	2	8 " from " ..	59 62
Barney's River and Railway Statn	A. Murray ..	5½	12	9 " ..	123 24
Barney's River and Rossfield	J. G. Clemis ..	4½	1	9 " ..	39 00
Barra Glen and Iona	R. P. McNeil ..	4½	2 & 3	9 " ..	40 91
Barrington and Oak Park	J. Frost & Sons.	3	6	9 " ..	63 75
Barrington and Port Clyde	H. S. Hogg ..	36	6	9 " ..	237 50
Barrington and Railway Station...	A. M. Hogg ..	½	6	3 " (from Jan. 1, '07)	14 70
Barrington Passage and Cape Sable Island	T. W. Robertson	1¾	6	9 " ..	262 50
Barrington Passage and Lower Shag Harbour	J. F. Trefry ..	7	6	9 " ..	129 75
Barrington Passage and Orion Wharf	T. M. Robertson	6	2	2 trips ..	26 92
Barrington Passage and Railway Station	M. K. Swim ..	½	6	3 " from Jan. 1, '07)	15 68
Barrios Beach and Big Tracadie...	H. Petitpas ..	4	3	9 months ..	45 00
Barss Corner and New Harmony...	J. F. Langille ..	3	6	9 " ..	89 25
Barss Corner and Parkdale	A. DeLong ..	26	3	9 " ..	234 00
Barss Corner and Stanburn	J. F. Langille ..	6	2	9 " ..	37 50
Barton and Railway Station	W. Gavel ..	3	12	9 " ..	140 85
Basin River Inhabitant and Lower River Inhabitant	W. J. Proctor ..	3	3	6 " (to Dec. 31, '06).	35 00
Bass River and Londonderry	L. Davidson ..	14	6	9 " ..	336 75
Baxter's Harbour and Canning	G. H. Whalen ..	11½	2	9 " ..	95 82
Bay St. Lawrence and Halfway House	J. R. McNeil ..	23	6	3 " (to Sept. 30, '06).	225 00
Bay St. Lawrence and Meat Cove...	H. McDonald ..	8½	3	9 " ..	64 08
Bay St. Lawrence and Neil's Harbour	J. R. McNeil ..	23	6	6 " (from Oct. 1, '06.)	450 00
Bayside and Whites Lake	M. Burke ..	3½ & 5	3	9 " ..	56 25
Bear Cove, Cheticamp and Mereghan	G. L. Comeau ..	4	2	9 " ..	30 00
Bear River and Lansdowne	F. W. Purdy ..	4	3	9 " ..	63 00
Bear River and Morganville	J. H. Berry ..	7	1	9 " ..	18 75
Bear River and Railway Station...	F. W. Purdy ..	5	12	9 " ..	104 25
Bear River and Victory	J. W. Simpson ..	9¾	1	9 " ..	37 50
Beaulx and St. Andrews	C. Chisholm ..	6	2	9 " ..	45 00
Beaver Bank and North Beaver Bank	W. T. Lively ..	8	2	9 " ..	75 00
Beaver Bank and Railway Station.	C. A. Barrett ..	25 yds.	12	9 " ..	51 63
Beaver Cove and Railway Station.	J. H. McKinnon	½	6	9 " ..	46 95
Beaver Cove and Rear Beaver Cove.	A. Gillis ..	4½	1	9 " ..	19 50
Beaver Harbour and Port Dufferin.	S. Jewers ..	3½	3	9 " ..	39 36
Bedford and Pockwock	J. Thomas ..	15	3	9 " ..	172 50
Bedford and Railway Station	J. Mackenzie ..	100 yds.	42	9 " ..	114 66
Bedford and Upper Sackville	A. Peverill ..	18	6	9 " ..	223 50
Beech Hill and Chester Basin	R. Veinot ..	6	1	9 " ..	31 80
Beechmont and North-West Arm.	H. McSween ..	6 & 4	1	9 " ..	33 00
Beechville and Railway Station...	W. Bishop ..	300 yds.	3	9 " ..	22 50
Bellefontaine and Harbour au Bouche	M. Belfontaine..	2½	3	9 " ..	33 86
Belle Marche and Eastern Harbour	W. Roche ..	2	3	9 " ..	24 75
Belleville and Railway Station	A. A. Potier ..	½	16 & 12	9 " ..	41 62
Belmont and Debert Station	A. L. Stevens ..	15	2	9 " ..	37 50
Belmont and Railway Station	T. Lindsay ..	½	12	9 " ..	56 25
Benjamin's Mills and Falmouth Station	T. M. Martin ..	19	3	9 " ..	202 50
Berry Hill and Upper Stewiacke...	C. B. Miller ..	5	1 & 2	9 " ..	25 00
Berwick and Berwick West	C. R. Borden ..	3	2	9 " ..	30 00
Berwick and Grafton	E. P. Sanford ..	18	3	6 " (to Dec. 31, '06)..	78 00
do do	J. L. Bligh ..	18	3	3 " from " ..	53 75
Berwick and Morristown	W. A. Reed ..	14	2	9 " ..	72 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Berwick and Railway Station	T. H. Morse	$\frac{3}{2}$	6	9 months	45 00
Big Beach and Catching Post	D. A. McNeil	$\frac{1}{2}$	6	" "	46 80
Big Bras d'Or and Black Rock	M. McDonald	$2\frac{1}{2}$	1	" "	18 00
Big Bras d'Or and Ross Ferry	H. McLeod	$14\frac{1}{2}$	3	" "	174 00
Big Brook and River Dennis Station	H. A. Archibald	5	2	" "	33 75
Big Glen and Big Pond	D. A. MacKinnon	$16\frac{1}{2}$	2	1 month (to July 31, '06)	22 50
do do	P. J. MacCnish	$16\frac{1}{2}$	2	8 mos. from "	99 81
Big Harbour Island & Malagawatch	M. McKay	3	2	" "	36 36
Big Intervale Cape, North and Cape North	N. A. McLennan	5	2	" "	43 45
Big Intervale, Margaree and North East Margaree	D. J. Ross	13	3	" "	73 50
Big Island and Merigomishe	A. G. McGregor	3 & 13	2	" "	60 00
Big Lorraine and Louisburg	M. J. Dowd	3	2	" "	22 50
Big Marsh and Maryville	D. J. Macdonald	3	2	" "	33 75
Big Pond and Glangarry Valley	M. McNeill	4	1	" "	24 24
Big Port L'Hebert and Little Port L'Hebert	E. J. Lloyd	$2\frac{1}{2}$	2	" "	22 50
Big Tracadie and Mattie	J. Mattie	8	2	" "	48 75
Big Tracadie and Railway Station	F. Morin	$3\frac{1}{2}$	12	" "	60 00
Billtown and Sheffield Mills	P. E. Sweet	15	3	" "	104 50
Birchtown and Clyde River	I. S. Acker	$29\frac{1}{2}$	1	" "	318 75
Bishop Mountain & North Kingston	A. McGarvey	$6\frac{1}{2}$	1	" (to Dec. 31, '06)	10 00
do do	J. T. Mapplebeck	$6\frac{1}{2}$	1	" from "	10 00
Bishopville and Hantsport	W. Bishop	6	2	" "	48 48
Blackett's Lake and Sydney Forks	R. MacKenzie	4	2	" "	60 00
Black Point and Railway Station	A. Hubby	14	12	" "	81 75
Black Rock and Parisboro	W. Phinney	6	1	" "	48 75
Blanchard Road and New Glasgow	J. J. Webster	20	3	" "	303 00
Blanche and Cape Negro	S. S. Smith	4	3	" "	48 75
Blandford and Hubbards	C. C. McLean	17	3	" "	141 75
Blandford and Tancook Island	W. Stevens	$4\frac{1}{2}$ & $8\frac{3}{4}$	2 & 1	" "	110 75
Block House and Maitland Forks	A. Barry	$8\frac{3}{4}$	1	" "	18 75
Block House and Railway Station	I. Mossman	$12\frac{1}{2}$	12	" "	93 75
Bloomfield and Main Post Road	C. Marr	$1\frac{1}{2}$	6	" "	18 75
Bloomfield and Nictaux Falls	C. H. Dunn	3	2	" "	26 25
Blue Mountain and East River St Marys	A. Cameron	$19\frac{1}{2}$	3	" "	163 50
Blue Mountain and Greenvale	D. A. Stewart	$2\frac{1}{2}$	2	" "	15 00
Blue Mountain and New Glasgow	G. M. Holmes	$15\frac{1}{2}$	6	" "	227 25
Blue Rocks and Lunenburg	R. A. Backman	5	2 & 1	" "	106 33
Blue's Mills and Iron Mines	R. J. McDonald	3	3	" "	34 50
Boisdale, Barrachois and Ry. Station	N. C. Nicholson	$3\frac{1}{2}$	3	" "	45 00
Boisdale and Railway Station	J. O'Hanley	$\frac{3}{4}$	12	" "	56 25
Boisdale and Rear Boisdale	J. McIntyre	$5\frac{1}{2}$	1	" "	22 50
Boulardarie and Little Bras d'Or	R. MacKenzie	$14\frac{1}{2}$ & 6	2 & 3	" "	216 15
Bowser Station and Railway Stn.	A. Bowser	50 yds.	12	9 months	18 75
Boyd's and Frasers Mills	A. A. Boyd	2	3	" "	22 59
Boylston and Milford Haven Bridge	W. Inlay	$\frac{3}{4}$	12	" "	51 75
Boylston and Mulgrave	R. W. Whitman	30	3	" "	360 00
Boylston and South Manchester	J. A. McMaster	3	3	" "	37 50
Boylston and Tracadie Road	J. A. McPherson	5	2	" "	22 50
Brazil Lake and Gardners Mills	C. E. Nickerson	$2\frac{3}{4}$	2	" "	37 50
Brentwood and Railway Station	M. Brenton	150 yds.	12	" "	56 25
Brieton and Railway Station	B. F. Ward	$\frac{1}{4}$	12	" "	52 65
Bridgetown and Clarence	E. S. Grant	10	6	" "	300 00
Bridgetown and Dalhousie West	T. Todd	28	2	" "	97 50
Bridgetown and Granville Ferry	J. F. Titus	14	6	" "	261 00
Bridgetown and Hampton	do	6	2	" "	18 75
Bridgetown and Lawrencetown	C. R. Poole	$7\frac{1}{2}$ & 3	2 & 1	" "	78 00
Bridgetown and Parkers Cove	C. E. Dunn	$26\frac{1}{2}$ & $12\frac{1}{2}$	2 & 1	" "	131 82

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Bridgetown and Railway Station...	F. Crosskill.....	12 ¹ / ₂	12	9 months.....	75 00
Bridgeville and Railway Station...	S. Cameron.....	12	12	9 ".....	48 75
Bridgewater and Lunenburg	J. C. Tobin.....	12	3	3 " (to Sept. 30, '06).	43 75
do do	D. J. Wile.....	12	3	6 " from ".....	87 50
Bridgewater and Mill Village.....	F. P. Smith.....	39 ¹ / ₂	3	6 " (to Dec. 31, '06).	244 50
do do	J. B. Hatt.....	39 ¹ / ₂	3	3 " from ".....	162 50
Bridgewater and Pleasant River...	S. I. Feindel....	13 & 10	2 & 3	9 ".....	168 75
Bridgewater and Railway Station...	do	4	24	7 " (to Jan. 31, '07).	146 53
do do	do	4	30	2 " from ".....	51 21
Bridgewater and Stanley Section...	C. D. Walker....	32	2	9 ".....	165 00
Brighton and Railway Station...	C. Marr.....	4	6	9 ".....	98 28
Brileys Brook and Railway Station...	A. Macdonald...	1 ¹ / ₂	6	9 ".....	58 50
Broad Cove Chapel and McEachen Mills...	D. McEachen....	2 ¹ / ₂	2	9 ".....	30 00
Broad Cove Marsh and Main Post Road	A. McDougall...	2	2	9 ".....	15 00
Broadway and West Merigomish Station	M. Wilkenson...	12 ³ / ₁₀	3	3 " (to Sept. 30, '06).	35 97
Broadway and West Merigomish Station	A. Dillon.....	12 ¹ / ₂	3	6 " from ".....	61 62
Brookfield and Forest Glen.....	H. B. Benjamin...	13	2	9 ".....	56 25
Brookfield and Greens Creek...	A. Boomer.....	8	2	9 ".....	78 00
Brookfield and Malaga Gold Mines.	F. Wyatt.....	6	6	9 ".....	172 50
Brookfield and Railway Station					
I. C. R.	W. S. Hamilton.	1 ¹ / ₂	24	9 ".....	116 12
Brookfield and Railway Station...	A. W. Freeman...	1 ¹ / ₂	6	9 ".....	37 47
Brookfield and Upper Stewiacke...	G. Taylor.....	18	6	9 ".....	515 25
Brookland and Salt Springs.....	G. Gray.....	2 ³ / ₁₁	2	9 ".....	30 00
Brooklyn and Railway Station...	A. Godfrey.....	200 yds.	12	9 ".....	48 75
Brooklyn and Yarmouth	T. Pitman.....	4	2	9 months.....	37 50
Erook Village and Centerville East	H. McAskill...	5	2	9 ".....	39 00
Brook Village and Glencoe.....	P. Campbell.....	11	2	9 ".....	75 72
Brook Village and Rosedale.....	M. McKinnon...	5	2	9 ".....	33 75
Broughton and Railway Station...	J. J. Ross.....	3	12	9 ".....	117 36
Brown's Mountain and Marshy Hope...	D. McEachern...	5 ¹ / ₂	1	9 ".....	22 50
Brule and Denmark	J. McCoul.....	5	6	9 ".....	65 25
Brule Shore and Tatamagouche...	G. Henderson...	7	3	9 ".....	49 77
Bryon Island and Leslie.....	W. Dingwell...	9	1	Part of season 1906.....	120 00
Buckfield and Main Post Road...	H. Wynott.....	1	1	9 months.....	8 25
Burke and Mabou	D. Burke.....	5	1	2 " & 7 days (to Sept. 7, '06).....	2 81
Burlington and Victoria Harbour...	T. A. Baker.....	16	1	9 ".....	56 25
Burntcoat and Noel.....	J. Murray.....	4 ¹ / ₂	6	9 ".....	75 00
Caledonia and Cameron's Settlement...	D. M. & J. Cameron	9	3	9 ".....	66 75
Caledonia and Liverpool.....	B. L. Godfrey...	30	6	9 ".....	711 75
Caledonia and Maitland.....	E. Lohnes.....	30	6	9 ".....	298 50
Caledonia and New Germany.....	W. H. Johnson...	25	3	9 ".....	585 00
Caledonia and Railway Station...	do	1 ¹ / ₂	6	9 ".....	36 75
Caledonia and West Caledonia...	J. McGinty.....	3	3	9 ".....	63 75
Caledonia and Westfield.....	R. Johnson.....	3	2	9 ".....	33 00
Caledonia and Whiteburn Mines...	H. McGuire.....	6 ¹ / ₂	3	9 ".....	65 25
Cambridge Station and Caledon Settlement	J. Caldwell.....	12	2	9 ".....	82 50
Cambridge Station and Kinsman's Corner	H. Porter.....	15 ¹ / ₂	6	9 ".....	138 75
Cambridge Station and Railway Station.	J. Caldwell.....	1 ¹ / ₂	12	9 ".....	45 00
Camden and Truro.....	T. J. McKim....	8	3	9 ".....	114 99

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Campbell and Railway Station....	J. R. McDonald.	2 $\frac{1}{2}$	6	6 mos. (to Dec. 31, '06)	39 00
do do	A. R. Graham..	2 $\frac{1}{2}$	6	3 " from " '06	25 00
Campbell's Mountain and Whycomagh	J. D. McAskill..	7	1	9 "	33 00
Camperdown and Italy Cross	J. Z. Wambolt..	4	2	9 "	37 50
Canaan and Kentville	G. C. De Wolf..	6	6	9 "	145 50
Canaan and Tusket.....	W. Brayne.....	31	2	9 "	132 75
Canada Creek and Grafton	G. Bolser.....	7 & 5	2 & 1	9 "	60 60
Canning and Lower Blomidon	B. West.	9	6	9 "	142 50
Canning and Medford.....	A. Strong	5	3	9 "	58 50
Canning and Railway Station.....	C. W. Dickie....	$\frac{1}{2}$	24	9 "	51 00
Canning and Scott's Bay	G. R. Jess.....	13 & 15	3	9 "	176 25
Canoe Lake and Gaberouse	A. Munroe.....	4	1	9 "	15 00
Canso and Guysboro'	J. & W. Armsworthly.	34	6	9 months	1,387 50
Canso and Hazel Hill.....	do	2	6	4 " & 6 dys. (to Nov. 6, '06).....	44 00
Cape Auguet and Robins	R. Goyetche....	2 $\frac{3}{4}$	3	9 "	26 25
Cape Dauphin and New Campbellton	D. McDermid....	4 $\frac{1}{2}$	2	9 "	37 50
Cape Fourchu and Yarmouth....	A. B. Crosby....	3	6	Part of season 1906	56 25
Cape George Har. and St. Peters..	K. McKenzie....	8	3	9 months	52 50
Cape Negro Island and North East Harbour	G. Peary.....	3	2	9 "	58 50
Cape North and Dingwall.....	N. McPherson..	4	3	9 "	42 75
Cape Sable Island and Clarks Harbour	G. D. Covert....	20 $\frac{1}{4}$	6	9 "	246 78
Carleton and Richfield.....	E. G. Gavel	9	2	9 "	57 00
Cariboo Gold Mines and Upper Musquodoboit	G. Hamilton....	7 $\frac{5}{8}$	6	9 "	150 01
Cariboo Island and Waterside.....	M. McLean.....	3 $\frac{1}{2}$	2	9 "	30 00
Carrolls Corner and Elmsdale.....	J. Carroll.....	19	2	9 "	78 00
Castlereagh and Portapique.....	R. Gamble.....	16	2	9 "	74 67
Catalone and Grand Lake	H. McDonald....	3	3	9 "	24 24
Catalone and New Boston.....	D. J. McDonald..	5	2	9 "	61 50
Catalone and Railway Station.....	do	2	3	9 "	49 50
Catalone Gut and Railway Station.	S. Dickson.....	$\frac{1}{2}$	3	9 "	18 75
Centennial and Long Point.....	D. McDonald....	4	3	9 "	45 00
Central Argyle and Railway Stn....	C. Spinney.....	$\frac{1}{2}$	16 & 12	9 "	36 40
Centre Burlington and Cheverie....	L. Sanford.....	8 $\frac{1}{4}$	1	9 "	36 00
Centre Burlington and Cognageon River	C. L. Sanford..	5	1	9 "	19 50
Centredale and Lorne.....	A. A. Campbell..	4 $\frac{1}{2}$	3	9 "	56 25
Centreville and East Halls Harbour Road	R. Thorpe.....	11 & 9 $\frac{1}{2}$	2 & 1	9 " (and arrears)....	121 29
Centreville and Railway Station	C. M. Roscoe....	$\frac{1}{3}$	18	9 "	48 39
Chance Harbour and Pictou Landing	S. Fraser.....	4	2	9 "	39 00
Chaplin and Dean.	L. A. Dean.....	2 $\frac{1}{2}$	3	9 "	56 25
Chapmans Settlement and Rockwell Settlement	L. Green.....	3	2	9 "	33 75
Charleston and Mill Village.....	W. M. Baker....	2	6	9 "	82 50
Charlo's Cove and Guysboro'	M. O'Connor....	27	6	9 "	546 75
Charlo's Cove and Whitehead	F. Fougere.....	11 $\frac{1}{2}$	3	9 "	179 25
Chebogue and Point Yarmouth.....	W. D. Pinckney	12	3	9 "	74 25
Cherryfield and Railway Station	S. Meisner.....	$\frac{1}{2}$	3	9 "	36 27
Cherryfield and Sarty's	J. H. Robar....	3	1 & 2	9 "	35 00
Chester and Railway Station	C. Smith.....	$\frac{1}{2}$	12 & 18	9 "	75 00
Chester and Windsor.....	J. Webber.....	35	2	9 "	258 75
Chester Basin and New Ross.....	L. H. Meister....	15	2	9 "	189 00
Chester Basin and Railway Station.	F. D. Wynnott..	$\frac{1}{4}$	12	9 "	53 82

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cheverie and Newport.....	M. Rathbun....	17 $\frac{1}{2}$	6	9 months	510 00
Cheverie and Walton.....	L. Brown.....	12	6	9 "	288 75
Chignecto and Maccan.....	W. C. Ripley....	3 $\frac{1}{2}$	6	9 "	141 00
Chimney Corner and Dunvegan....	R. McLellan....	7	3	9 "	58 50
Chipman's Brook and Lakeville....	A. Pineo.....	10	2	9 "	63 63
Chipman's Corner and Kentville....	I. W. Pyke.....	2 $\frac{1}{2}$	6	9 "	75 00
Christmas Island and East Bay.....	J. Bryden.....	31	3	9 "	390 00
Christmas Island and Railway St'n.	J. McDougall....	$\frac{1}{2}$	12	9 "	41 25
Church Point and Railway Station.	V. Thibodeau....	2 $\frac{1}{2}$	12	9 "	112 50
Churchville and New Glasgow.....	J. J. McMillan..	6	3	9 "	75 00
Claremont and River Philip.....	F. S. Bent.....	4	2	9 "	62 40
Clarke's Harbour and Orion Wharf.	J. L. Nickerson..	3	2	2 trips	14 00
Clark's Harbour and The Hawk....	M. Atwood.....	3 $\frac{1}{2}$	6	9 months	112 50
Clark's Road and Louisburg.....	J. McLean.....	4 $\frac{1}{2}$	1	9 "	21 75
Claverhouse and Kenloch.....	A. McCormack....	13 $\frac{1}{2}$	3	9 "	104 32
Clementsport and Clementsvalle ..	C. W. Trimper ..	4	6	9 "	83 70
Clementsport and Railway Station.	E. Rawding.....	$\frac{1}{2}$	12	9 "	66 00
Clementsvalle and Princeedale.....	T. E. Milner.....	3 $\frac{1}{2}$	2	9 "	35 00
Cleveland and Kempt Road.....	J. L. McLellan..	4	6	9 "	105 00
Cleveland and Cleveland Siding....	D. A. McLeod....	1	12	9 "	56 25
Cloverdale and Middle Stewiacke..	T. Winton.....	7	2	9 "	60 00
Clyde River and Upper Clyde River.	J. MacKay.....	25	1	9 "	99 00
Clydesdale and Earltown.....	J. Graham.....	4 $\frac{1}{2}$	2	9 "	37 50
Coady Settlement and Main Post Road.	J. M. Coady.....	$\frac{1}{2}$	3	9 "	7 50
Coddles Harbour and Goldboro....	T. S. McLeod....	7	2	9 "	97 29
Coldbrook Stat'n and Railway St'n.	E. E. Porter.....	$\frac{1}{4}$	12	9 "	58 68
College Grant and Lochaber.....	D. Gillies.....	6	3	9 "	43 86
Collingwood Corner and Farnington	G. Mix.....	12 $\frac{1}{2}$	3	9 "	93 00
Collingwood Corner and Jackson....	C. W. Teed.....	6 $\frac{1}{2}$	3	9 "	85 50
Collingwood Corner and Oxford Junction Railway Station.....	J. K. Chapman..	8	6	9 "	149 25
Comeau's Hill and East Chebogue..	H. Van Horn....	8	2	9 "	67 50
Comeauville and Railway Station..	C. Gaudet.....	2 $\frac{1}{4}$	12	9 "	131 25
Concession and Railway Station....	P. J. Doucette....	1 $\frac{1}{4}$	6	9 "	45 00
Conn's Mills and Railway Station..	A. DeMings.....	$\frac{1}{2}$	6	9 "	24 00
Conquerall Mills and Hebbs Cross.	F. Kaibach.....	2 $\frac{1}{2}$	3	9 "	45 00
Cooks Brook and Little River Musquodoboit	E. Cook.....	6	3	9 "	67 50
Copper Lake and North Lochaber..	A. Manson.....	4 $\frac{1}{2}$	3	9 "	54 96
Corberrie and Weymouth Bridge...	T. Gaudet.....	14	3	6 " (to Dec. 31, '06)	140 24
do do	G. W. Prime.....	14	3	3 " from "	71 25
Cow Bay and Dartmouth.....	G. Richard.....	20	2	9 "	112 50
Coxheath and Sydney River.....	M. D. Lewis.....	2	6	9 "	78 00
Craigmore and Railway Station....	A. Cameron.....	14 $\frac{1}{2}$	6	9 "	45 00
Crauton Section and Frizzleton....	O. Ingraham....	3 $\frac{1}{2}$	3	9 "	31 50
Crossburg and Hastings Junction Station.....	Davidson Lumber Co.	10 $\frac{1}{2}$	6	1 " (from Mar. 1, '07)	1 08
Cross Roads County Harbour and Forest Hill.....	L. Mason.....	9	3	9 "	75 00
Cross Roads, Leitches Creek and Leitches Creek.....	D. Johnson.....	3	3	9 "	26 25
Cross Roads, Leitches Creek and North-west Arm.....	A. D. Clark.....	1 $\frac{1}{2}$	6	9 "	45 00
Cross Roads, Leitches Creek and Railway Station.....	do	$\frac{1}{4}$	6	9 "	46 80
Cross Roads, Ohio and Donnybrook	A. B. Lays.....	7 $\frac{1}{2}$	1	9 "	22 50
Cross Roads, Ohio and James River Station.....	I. I. McLean....	10	6	9 "	182 25

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cross Roads, St. Georges Channel and West Bay	M. R. Hill.....	15	3	6 mos. (to Dec. 31, '06).	136 50
Crouse Town and Petite River Bridge	S. Hilton.....	3	1 & 2	9 "	30 00
Culloden and Digby	C. E. Turnbull..	16	1	9 "	58 50
Cummings Mountain and Sunnybrae	J. R. McIntosh..	3	2	9 "	30 00
Dalhousie Road and Lakeview	J. Forrestall....	5	2	9 "	45 00
Dalhousie, Road Springfield and Railway Station	R. Stoddart.....	10½ 6½ 1½	3, 6 & 12	9 "	240 00
Dalhousie Settlement and Scotsburn Station	C. A. McIntosh..	11½	3	9 "	126 03
Danesville and Railway Station	W. J. Wambolt..	2	3	9 "	58 50
Dartmouth and Halifax	R. B. McLean..	1½	18	9 "	168 75
Dartmouth and Montague Gold Mines	F. W. Cooper ..	7	3	9 "	90 00
Dartmouth and Musquodoboit Harbour	R. L. Wambolt..	34	3	9 "	438 00
Dean and Shubenacadie	W. H. Guild.....	36	6	9 "	741 00
Debert Station and Folly Mountain	D. E. Totten ..	19½ & 18½	2 & 1	3 " (to Sept. 30, '06).	33 93
do do	S. J. Stevens ..	19½ & 18½	2 & 1	6 " from " ..	78 00
Debert Station and Masttown	G. Vance	4	6	9 "	106 25
Debert Station and Ry. Station	J. Cotton	75 yds.	12	9 "	45 00
Deep Brook and Railway Station	J. R. Vroom	185 yds.	12	9 "	27 00
Deep Brook and Waldeck Line	S. Henshaw	2½	2	9 "	26 25
Deep Cove and Gaberouse	R. Thomas	5	1	9 "	15 00
Deepdale and Strathlorne	A. J. McLellan..	2	6	9 "	56 25
Delaps Cove and Granville Ferry	W. Hardy	12	2	9 "	72 00
Denmark and Railway Station	J. W. McLeod..	½	12	9 "	37 44
Denmark and Truro	H. G. Marshall..	12 & 21	6 & 3	9 "	546 00
Descouce and Lennox Ferry	A. Landry	3½	6	6 " (to Dec. 31, '06).	50 00
do do	D. A. Kaulbeck..	3½	6	3 " from " ..	28 75
Descouce and Rocky Bay	J. P. Gruchy ..	6½ & 2½	3	9 "	54 66
Devon and Goffs	J. G. Kerr	7	2	9 "	58 50
Digby and Port Wade	J. W. Mussels..	8	2	9 "	36 75
Digby and Railway Station	E. Turnbull	200 yds.	12	9 "	75 00
Digby and Westport	W. H. Eldredge..	43	6	9 "	787 50
Digby Wharf, Railway Station and Station Letter Box	C. Winchester ..	¼	as req.	9 "	60 00
Dominion No. 6 and Glace Bay	D. Merlin	5	6	9 "	375 00
Doucetteville and North Range Corner	J. Zeigler	8	3	9 "	82 50
Duncan and Railway Station	H. Rafuse	¾	6	9 "	36 75
Duncan's Corner and Main Post R'd	D. Connors	1	4	9 "	37 50
Dunnaglass and Maple Ridge	A. A. Fraser	3¾	2	9 "	29 61
Dunmore and McPherson	H. McGillivray..	1½	3	9 "	22 11
Dunvegan and Margaree Island	R. McRae	5	1	3 " (to Sept. 30, '06)	8 75
do do	J. A. McRae	5	1	6 " from " ..	17 50
Earltown and West Earltown	D. R. McKay	5	2	9 "	52 50
East Anahurst and Hastings	J. S. Crandall..	2	2	9 "	30 00
East Bay and Glen Morrison	D. Morrison	4½	2	9 "	30 00
East Bay and McAdams Lake	A. McMullin	7½	2	0 "	50 25
East Bay and Rear East Bay	A. McIsaac	3½	2	9 "	33 75
East Chezzetcook and Head of Chezzetcook	J. W. Pettipas..	3	3	9 "	21 00
East Chezzetcook and Lower East Chezzetcook	U. Roast	3½	3	9 "	45 00
East Dover and McGrath's Cove	W. Murphy	3	3	9 "	18 75
East Dover and Peggy's Cove	A. A. Scott	4	3	9 "	75 36
Eastern Harbour and Little River Cheticamp	P. Poirier	2½	2	9 "	22 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Eastern Harbour and Margaree Harbour	T. B. Shaw	23	6	9 months	393 75
Eastern Harbour and Pleasant Bay	A. Camule	27	2	1 " (to July 31, '06) ..	50 00
do do	N. Deveau	27	2	8 " from " ..	265 33
East Inglesville and Lawrencetown	E. Barteaux	2	7 & 4	1 trip	1 50
do do	H. Daniels	2	7 & 4	2 mos. (to Aug. 31, '06) ..	20 00
do do	do	5	2	7 " from " ..	60 66
East Jeddore and Jeddore Oyster Ponds	F. H. Stoddart ..	4½	3	9 " ..	45 00
East Kemptville and Brazil Lake Station	O. P. Ryerson ..	19¾	3	7 " (from Sept. 1, '06) ..	121 60
East Mapleton and East Southampton	R. G. Harrison ..	6	3	9 " ..	93 00
East Margaree and Main Post Road	D. McInnis	2	6	9 " ..	48 75
East Mountain and Valley Station	E. Nelson	3¾	2	9 " ..	56 25
East Pubnico and Railway Station	B. Hines	8	16 & 12	9 " ..	41 62
East River and Railway Station	J. Meisner	¾	6	9 " ..	56 25
East River St. Mary's and Greens Brook	T. Green	5½	2	9 " ..	30 00
East River Sheet Harbour and Lewiston	G. E. M. Lewis ..	7	6	9 " ..	148 50
East Side Port L'Hebert and Port Joli	W. McDonald ..	7	1	9 " ..	30 00
East Side Ragged Island and Walls Corner	J. Matthews	3	2	9 " ..	56 25
East Southampton and Ry. Station	J. Bird, Jr	¼	12	9 " ..	75 50
East Southampton and South Brook	J. W. Brown	5	2	9 " ..	37 50
Eastville and Upper Stewiacke	G. Dickie	18½	6	9 " ..	201 75
East Wentworth and Wentworth Station	D. G. Whidden ..	5	3	9 " ..	59 82
Edwardsville and North West Arm	J. McDonald	6½	3	9 " ..	126 75
Eel Brook and Lower Eel Brook	J. T. Surette	2	6	9 " ..	56 79
Eel Brook and Railway Station	W. H. Lent	2½ & 1¼	6 & 16	9 " ..	131 25
Eel Cove and Main Post Road	D. McLeod	¾	6	9 " ..	11 25
Eel Creek and Oxford	G. S. Tait	19	3	9 " ..	121 50
Eight Island Lake and Main Post Road	J. R. Sutherland ..	½	3	9 " ..	18 75
Ellershouse and Hartville	G. Swinehammer ..	1½	6	9 " ..	41 25
Ellershouse and Newport	W. Smiley	5½	2	9 " ..	75 00
Ellershouse and Railway Station	J. McDonald	50 yds.	24	9 " ..	56 25
Elmsdale and Upper Nine Mile River	A. J. Horne	11	3	9 " ..	150 93
Elmsdale and Railway Station	H. R. Whitehead ..	80 yds.	18	9 " ..	70 20
Emerald and Main Post Road	M. J. Tompkins ..	3½	2	9 " ..	30 00
Enfield and Goffs	A. J. McDonald ..	6½	3	9 " ..	87 75
Enfield and Railway Station	H. F. Donaldson ..	80 yds.	18	9 " ..	75 00
Enfield and Renfrew	F. D. Horne	7	2	9 " ..	55 50
Englishtown and Ingonish Ferry	D. B. Macleod	25½	6	9 " ..	1,086 00
Englishtown and Murray	F. J. D. Barnjum ..	3	6	9 " ..	135 00
Englishtown and North Sydney	J. Old	27 ft	6	9 " ..	564 87
Ernville and Guysboro	J. E. Lawlor	16	3	6 " (from Oct. 1, '06) ..	111 38
Ernville and Roman Valley	P. E. Farrell	7	1	9 " ..	24 60
Ernville and South River Lake	D. McNeil	12	3	6 " (from Oct. 1, '06) ..	100 00
Essex and Port Hastings	J. McKinnon	12	1	9 " ..	54 75
Estunere, Alba and Railway Station	W. J. Kennedy	4½ & 2	6 & 3	9 " ..	67 50
Etang du Nord and Grand Entry	J. Patton	24½	as req.	Part of season 1906	93 75
Eureka and Island East River	A. Mackenzie	2½	3	9 months	58 50
Eureka and Railway Station	H. Grant	2½	24	9 " ..	75 00
Evanston and Railway Station	J. C. MacLeod	¼	6	9 " ..	15 00
Fairview Station and Railway Stn.	V. E. Purcell	250 yds.	6	9 " ..	58 50
Falkland and Herring Cove	P. V. Hayes	3	2	9 " ..	37 50

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Falmouth Station and Railway Stn.	F. H. Manning.	12 yds.	12	9 months	45 00
Fauxbourg and Lunenburg	R. A. Backman.	6½	1 & 2	9 "	52 87
Feltz South and Rose Bay	W. Mosher.	6½	1 & 3	9 "	67 50
Fenwick and Nappan Station	F. P. Smith.	3½	3	9 "	49 50
Fergusons Lake & Main Post Road	D. Ferguson.	1½	3	9 "	18 75
Ferry Landing and Little Narrows.	M. J. McCaskill	2½	3	9 "	33 75
Ferry Landing & Alba Ry. Stn.	K. McLennan	5½	6	9 "	75 12
Fifteen Mile Stream and Hopewell	J. McNaughton.	29¼ & 5¼	1 & 3	9 "	255 00
Fisherman's Harbour and Port Hilford.	N. Bingley.	11	3	9 "	150 00
Five Islands and Great Village.	S. F. Fletcher.	28½	6	9 "	524 25
Five Islands & Lower Five Islands	D. Corbett.	2	6	9 "	60 00
Five Islands and Parrsboro	A. F. Durning.	15	6	9 "	277 50
Five Mile River and Maitland.	R. S. Walker.	9	3	2 " (from Feb. 1, '07)	30 00
Florence and Little Pond.	W. Marsh	2	1	9 "	13 11
Florence and Sydney Mines.	J. McKeigan.	2	6	9 "	70 41
Folly Lake and Railway Station.	C. Fields.	100 yds.	12	3 " 25 dys. (to Oct. 25, '06)	12 72
do do	M. George.	100 yds.	12	5 " 6 dys. from Oct. 25, '06.	17 28
Folly Village & East Mines Ry. Stn	F. G. Wheaton.	4½	12	3 " (to Sept. 30, '06)	50 00
do do	J. A. Fraser.	4½	12	6 " from " "	162 50
Forbes Point & Lower East Pubnico	J. Amiro.	7	8	9 "	217 50
Forest Glen and Margaretsville.	J. I. Nixon.	8	3	9 "	56 25
Forest Glen and Kingross.	A. A. Ross.	3	1	9 "	20 66
Forties Settlement and Fraxville.	L. Hiltz.	5	2	9 "	30 00
Forties Settlement and New Ross.	J. Corkum.	5 & 12	1	9 "	76 23
Fort Lawrence and Railway Station	C. E. Baker.	4	12	9 "	94 68
Ft. Lawrence & Upper Ft. Lawrence	M. Chapman.	2½	3	9 "	60 00
Fort Louisburg and Louisburg	M. Pope.	3½	2	9 "	26 25
Fort Point and Weymouth.	G. T. Cooke.	3	2	9 "	22 50
Fourchu and Gaberouse.	G. Hardy	12	3	9 "	157 50
Fourchu and Grand River.	G. Hardy.	30	3	6 " (to Dec. 31, '06).	175 00
do do	D. Morrison.	30	3	3 " from " "	95 00
Fourteen-mile House and Railway Station.	E. B. Hubley.	350 yds.	12	9 "	9 25
Fox Harbour and Wallace.	B. Robertson.	4 & 13	3	9 "	71 74
Framboise and Loch Lomond	D. Patterson.	12	2	9 "	75 00
Framboise and North Framboise.	A. McQuien	5	1	9 "	18 75
Fraser's Grant and Heatherton.	A. McDougall.	5	1	9 "	34 50
Fraser's Grant and New France.	L. McNeil	1½	1	9 "	9 00
French River & McGraths Mountain	W. Flynn	5	2	9 "	26 49
Frenchvale and North-west Arm.	M. Gouthro	7	2	9 "	60 00
Frizzleton and Marsh Brook.	E. Burton	4½	3	6 " (to Dec. 31, '06).	20 00
do do	O. Ingraham.	4½	3	3 " from " "	7 50
Gaberouse & Gaberouse Barachois.	D. J. McLeod.	1½	2	9 "	30 00
Gaberouse and Gull Cove.	E. Bagnell.	4	1	9 "	33 75
Gaberouse and Sydney.	D. McRae.	37	3	9 "	375 00
Girloch Mountain and West side of Middle River.	N. Nicholson.	4	2	9 "	30 00
Gardner Mines and Old Bridgeport	H. Boutilier.	1½	6	9 "	63 75
Gaspereaux and Vesuvius.	J. D. Martin.	21½	2	9 "	65 25
Gaspereaux and Wolfville.	M. Cleveland.	2½	6	9 "	72 00
Gays River and West St. Andrews.	M. Andrews.	7½	2	9 "	67 50
Gegoggin and Liscomb.	H. Croft, Sr.	6½	1	9 "	37 50
Georges River and North Sydney Junction Station.	L. Day.	2	12	9 "	150 00
Georges River and Scotch Lake.	J. M. McLeod.	1½	6	9 "	78 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Georges River Station and Long Island Main	D. B. O'Handley	2 $\frac{1}{2}$	2	9 months	8 cts.
Georges River Station and Railway Station	W. Almon	80 yds.	3	9 "	56 25
Georgeville and Greendale	A. McInnis	7	1	9 "	18 75
Georgeville and Malignant Cove	D. McInnis	5	6	9 "	26 25
Georgeville and Morar	J. A. Gillis	2 $\frac{1}{2}$	3	9 "	116 25
Gerrard Island and Popes Harbour	G. Gerrard	2 $\frac{1}{2}$	3	9 "	35 10
Gilbert Cove and Railway Station	C. White	3 $\frac{1}{2}$	12	9 "	37 50
Gilbert Mountain and Halfway River Station	D. Atkinson	8	2	9 "	127 50
Gillanders Mountain and Middle River	C. McLennan	4	1	9 "	58 86
Gillis Cove and Orangedale	P. McLellan	3 $\frac{1}{2}$	2	9 "	15 75
Glace Bay and Railway Station	L. H. Petrie	4	6	9 "	37 50
Glasgow and Shunacadie	D. S. McKinnon	4	2	9 "	56 25
Glassburn and Main Post Road	J. B. MacDonald	1 $\frac{1}{2}$	6	9 "	26 25
Glencoe and Upper Glencoe	P. Campbell	5	2	9 "	6 00
Glendale and West Bay Road	A. McDonald	7 $\frac{1}{2}$	6	9 "	29 91
Glendyre and Railway Station	N. Cameron	4	6	9 "	183 00
Glenelg and Sherbrooke	J. McGrath	11	3	9 "	45 45
Glegarry and Mabou	A. Beaton	4	2	9 "	111 75
Glegarry Station and Railway Station	D. McKay	100 yds.	12	9 "	22 50
Glegarry Station and Union Centre	D. McDermid	22	3	2 " (to Aug. 31, '06.)	33 73
do	J. Matheson	22	3	7 " from "	31 50
Glen Margaret and Peggys Cove	O. Dauphnee	9 $\frac{1}{2}$	6	9 "	141 16
Glen Margaret and French Village	W. Maher	10	6	9 "	133 77
Glenora Falls and Mabou	A. D. Campbell	3	3	9 "	149 25
Glenville and Willow Bank	D. D. McLellan	1 $\frac{3}{4}$	3	9 "	37 50
Glenwood and Railway Station	J. Frost & Sons	3	16 & 12	9 "	22 50
Glenwood and Roberts Island	do	3	2	9 "	138 75
Goldenville and Sherbrooke	M. McGrath	2 $\frac{1}{2}$	3	9 "	18 75
Gold River and Railway Station	A. S. Keddy	3 $\frac{1}{2}$	12	9 "	52 50
Gore and Kennetcook Railway Station	J. Murdock	5	6	2 " (from Feb. 1, '07)	112 32
Gore and Maitland	R. S. Walker	20	1 & 2	7 " (to Jan. 31, '07)	33 33
Gore and Mount Uniacke	D. McPhee	27	3	9 "	201 25
Gore and Newport	G. A. Casey	41	3	9 "	330 00
Gore and Shubenacadie	A. C. Densmore	40, 45 & 33	1	9 "	274 75
Grand Anse and Railway Station	M. McPherson	1 $\frac{1}{2}$	12	9 "	246 34
Grand Entry and Leslie	H. Taker	6 & 13	1	Part of Season, 1906	75 00
Grand Entry and Old Harry	W. E. Clarke	6	1	9 months	49 50
Grand Grève and Main Post Road	C. J. Lafford	1	6	4 " from Dec. 1, '06.	75 00
Grandigue Ferry and Lennox Ferry	Municipality of Richmond	3 $\frac{1}{4}$	6	9 "	16 66
Grandigue Ferry and Grand Anse Railway Station	J. McDonell	2 $\frac{1}{2}$	6	9 "	450 00
Grandigue Ferry and West Arichat	J. A. Parker	11	6	9 "	90 00
Grand Lake and Railway Station	S. C. Fiske	300 yds.	12	9 "	371 25
Grand Narrows and Railway Station	E. A. McNeil	1 $\frac{1}{2}$	12	9 "	26 25
Grand Pré and Long Island	A. Fullerton	2 $\frac{1}{2}$	3	9 "	26 25
Grand Pré and Melanson	J. L. Simson	3	3	9 "	60 00
Grand Pré and Railway Station	E. McLatchey	3 $\frac{1}{2}$	12	9 "	52 50
Grand River and Grand River Falls	D. N. McKillop	4	2	9 "	65 52
Grand River and Lewis Cove Road	H. McLeod	3	2	9 "	45 00
Grand River and St. Peters	A. McEachin	17	6	9 "	15 00
Granton and Westville	D. Porter	7	3	9 "	374 25
Granville Ferry and Victoria Beach	L. M. Young	17	6	9 "	175 50
Great Village and Londonderry Railway Station	A. S. Kent	4	12	9 "	234 00
					109 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Green Cove and Main Post Road..	W. H. Dupe....	14	2	1 month (to July 31, '06)	2 08
Greenfield and Middlefield.....	J. E. Tibert....	5	6	9 " " " " " " " "	109 50
Greenfield and Valley Station.....	A. J. McKenzie..	5	2	9 " " " " " " " "	68 25
Green Harbour and Main Post Road	J. Enslo.....	2	3	9 " " " " " " " "	35 00
Green Hill and Westville.....	J. D. Cameron..	6	3	9 " " " " " " " "	117 00
Greenville Station and Henderson's Settlement.....	J. R. McKeand..	6	3	9 " " " " " " " "	60 00
Greenville Station and Railway Stn.	W. C. Brown....	100 yds.	12	9 " " " " " " " "	37 50
Greenwich and Lower Canard.....	H. N. Forsyth..	6½ & 1	6 & 12	9 " " " " " " " "	199 53
Greenwich and Railway Station.....	G. D. Brown....	12 yds.	24	9 " " " " " " " "	46 95
Greenwich and White rock Mills...	J. L. Bishop....	5	3	9 " " " " " " " "	46 77
Grindstone Island, Etang du Nord and South Beach.....	J. Patton.....	5 & 9½	2	Part of season 1906...	131 25
Grindstone Island and Lapeyrière..	V. Boudreau....	5	4	" " " " " " " "	30 00
Grosses Coques and Railway Stn....	J. A. Comeau...	4½	12	9 months.....	243 75
Grosvenor and Railway Station.....	S. J. O'Neill....	5	3	9 " " " " " " " "	88 25
Gunning Cove and McNutt's Island	C. E. Rapp.....	3½	1	9 " " " " " " " "	35 16
Guysboro and Heatherton.....	D. D. Harrington	25	6	9 " " " " " " " "	1,033 50
Guysboro and Salmon River Lake.	J. E. Lawlor...	13	3	3 " (to Sept. 30, '06)	45 25
Guysboro, Intervale and North Intervale.....	D. J. McDougall	3	3	9 " " " " " " " "	36 00
Half Island Cove and Lower White Haven.....	S. Hendsbee....	13	6	9 " " " " " " " "	243 00
Halfway Brook and Lily Vale.....	S. Pyke.....	2½	2	9 " " " " " " " "	27 00
Halfway River Station and Harrison Settlement.....	I. Fullerton....	6	2	9 " " " " " " " "	71 55
Halfway River Station and Pettigrew Settlement.....	F. Fullerton....	4½	3	9 " " " " " " " "	63 75
Halfway River Station and Railway Station.....	do.....	5	12	9 " " " " " " " "	37 50
Halifax Letter Carrier's Service...	Halifax Electric Tramway Co.....			9 " " " " " " " "	300 00
Halifax and Lower Prospect.....	S. Slaunwhite..	22½	3	9 " " " " " " " "	157 50
Halifax and Prospect.....	J. Doherty.....	21	3	9 " " " " " " " "	168 75
Halifax and Railway Station.....	D. McLennan...	1½	asreq.	9 " " " " " " " "	864 00
do do	Fraser Bros.....			Special trip.....	1 00
Halifax Special Xmas Delivery.....	F. Hughes.....				32 50
do do	R. Hope.....				9 00
Halifax and Railway Station.....	H. W. Blackadar				
	P.M. (to pay)....			Special trip.....	1 50
Halifax and Sambro.....	J. N. Smith, jr..	21½	3	9 months.....	143 33
Halifax and Street Letter Boxes...	W. Creighton...	18, 3½ & 20	12 & 6	9 " " (less fines).....	1,520 84
Halifax and West River Sheet Harbour.....	T. Cox.....	83 & 44½	3	6 " (to Dec. 31, '06)	874 52
do do	R. Stoddart.....	83 & 44½	3	3 " " " " " " " "	437 26
Halifax and Wharf.....	F. Hughes.....			5 trips.....	5 00
Hantsport and Lochartville.....	G. King.....	3	3	9 months.....	58 50
Hantsport and Railway Station...	S. H. Mitchner..	4	24	9 " " " " " " " "	51 00
Harbour au Bouche and Railway Station.....	M. Pelrine....	2	12	3 " (to Sept. 30, '06)	22 50
do do	J. E. Corbett...	2	12	6 " " " " " " " "	37 00
Harbourville and Berwick Station..	G. Collins.....	12	3	9 " " " " " " " "	225 00
Hawthorne and Port Hood.....	J. S. Gillis....	4	2	9 " " " " " " " "	21 00
Hay Cove and Loch Lomond.....	J. N. McDonald..	12½	3	9 " " " " " " " "	82 50
Hays River and Mount Young.....	A. S. McKinnon..	1½	3	9 " " " " " " " "	22 50
Hazel Hill and Little Dover.....	P. Sampson....	4	2	9 " " " " " " " "	45 00
Head of Jeddore and Lower West Jeddore.....	N. Dooks.....	9	3	9 " " " " " " " "	89 25
Head of Jeddore and Myers Point..	C. J. Myers....	2½	3	9 " " " " " " " "	30 00
Head of River Hebert and River Hebert.....	J. O. Scott.....	5	3	9 " " " " " " " "	92 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Head of St. Margarets Bay and Railway Station...	W. Mahar.....	2½	12	9 months.....	74 25
Heathbell and Scotsburn Station...	D. G. McKay.....	3	3	9 ".....	53 25
Heatherton and Railway Station...	D. D. Harrington.....	½	12	9 ".....	42 24
Hebbs Cross & Mic-Mac Gold Mines	B. Boliver.....	3½	3	9 ".....	18 75
Hebbs Cross and Railway Station...	J. E. Hebb.....	350 yds.	12	9 ".....	46 80
Hebron and Port Maitland.....	Porter & Thurston.....	8	6	Part of season 1906.....	90 00
Hebron and Railway Station.....	S. A. Bain.....	¼	12	9 months.....	56 25
Hectanooga and Railway Station...	J. A. Blackadar.....	50 yds.	12	9 ".....	30 00
Hemford and Railway Station.....	W. Mailman.....	½	6	9 ".....	19 50
Hemford and Simpsons Corner.....	do.....	3	3	9 ".....	75 00
Hilden and Railway Station.....	J. Wynn.....	¼	12	9 ".....	56 34
Hillaton and Railway Station...	C. Dorman.....	¼	24	9 ".....	75 75
Hill Grove and Railway Station...	S. Thomas.....	3	3	6 " (to Dec. 31, '06)...	30 00
do do	J. Amero.....	3	3	3 " from do.....	21 25
Hillside and Railway Station.....	M. Ferguson.....	12½	3	9 ".....	162 63
Hodson and River John.....	D. E. Logan.....	10	3	9 ".....	51 75
Homeville and South Port Morien..	E. Shepard.....	12	1	9 ".....	37 50
Hopewell and Railway Station.....	F. Proudfoot.....	½	12	9 ".....	37 50
Hortonville and Railway Station...	F. G. Curry.....	¼	12	9 ".....	75 00
Hubbards and Railway Station.....	A. W. Shatford.....	¼	12 & 18	9 ".....	31 36
Indian Harbour Lake & Sherbrooke	S. J. Hingley.....	41	3	9 ".....	174 75
Indian Point and Mahone Bay.....	E. Mosher.....	5	2	9 ".....	56 25
Ingonish Ferry and New Haven....	S. S. Burke.....	21½	6	9 ".....	711 00
Inverness and Railway Station.....	A. J. Campbell.....	¼	12	9 ".....	56 34
Inverness and Sight Point.....	J. D. McEachen.....	9	2	9 ".....	52 50
Inverness Asylum and Railway Stn.	A. F. Beaton.....	½	6	9 ".....	56 25
Inverness and Port Hood.....	L. McNeil.....			Special service.....	30 00
Iona and Lower Washabuck.....	D. D. McNeil.....	33	3	9 mos. and arrears.....	228 73
Iona and Railway Station.....	E. A. MacNeil.....	½	12	9 ".....	37 50
Irish Cove and Lake Uist.....	D. McDougall.....	5	2	4 " (to Oct. 31, '06)...	17 08
do do	P. W. McDougall.....	5	2	5 " from do.....	18 53
Irish Cove and St. Peters.....	A. McNeil.....	27	6	9 ".....	712 50
Irish Cove and Sydney.....	do.....	34½	6	9 ".....	1,050 00
Iron Ore and Sunny Brae.....	J. McDonald.....	4	1	9 ".....	19 50
Iron Rock and Railway Station.....	C. Fraser.....	300 yds.	12	9 ".....	45 00
Italy Cross and Railway Station...	T. Brady.....	¼	12	9 ".....	22 50
Ivera and Upper Middle River.....	J. H. McLennan.....	2	2	9 ".....	15 00
Jacksonville and North Sydney...	E. M. Jackson.....	3½	6	9 ".....	75 00
James River and James River Stn.	P. McDonald.....	3	2	9 ".....	37 50
James River Station and Railway Station.....	J. McDonald.....	100 yds.	12	9 ".....	60 00
Janessville and McKinnons Harbour	M. McDonald.....	2½	3	9 ".....	37 50
Jauvrins Harbour and West Arichat	S. Bonin.....	5	2	9 ".....	67 50
Jeddore Oyster Ponds and Upper Lakeville.....	H. Faulkner.....	4	2	9 ".....	30 00
Jersey Cove and Main Post Road...	J. Montgomery.....	350 yds.	6	9 ".....	11 25
Joggin Bridge and Railway Station	H. J. Woodman.....	1½	12	9 ".....	60 84
Joggins Mines and Lower Cove...	C. Melanson.....	3	6	9 ".....	149 25
Joggins Mines and Railway Station	".....	¾	12	9 ".....	61 02
Jordan Bay and Shelburne.....	L. Hipson.....	5 & 24	3	9 ".....	221 25
Jubilee and McKinnons Harbour...	D. A. McNeil.....	6½	3	8 " (to Feb. 28, '07)...	47 33
do do	D. McNeil.....	6½	3	1 " from ".....	7 40
Judique and Milford.....	J. D. McDonald.....	14½	2	9 ".....	90 00
Judique and Railway Station.....	N. S. McIsaac.....	1	12	9 ".....	33 75
Judique and Upper South-West Mabou.....	A. McLellan.....	10	2	9 ".....	59 20
Kenuptville and Brazil Lake Railway Station.....	J. W. Crosby.....	12½	3	9 ".....	127 50
Kenloch and Scotsville.....	A. Kennedy.....	7½	2	9 ".....	46 56

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kennetcook Corner and Noel	J. Murray	20	2	9 months	60 00
Kennetcook Corner and Railway Station	T. Barron	200 yds.	6	9 "	23 46
Kennington Cove and Louisburg	A. Munro	6	1	9 "	36 00
Kentville and Lakeville	W. Boyle	19	6	9 "	222 75
Kentville and New Ross	L. M. Murphy	26	2	9 "	261 00
Kentville and Railway Station	J. H. Hiltz	1	36	9 "	112 50
Kerrowgare and Sunnybrae	A. McL. Sinclair	4	2	9 "	34 50
Kewstoke and Whycomagh	A. McQueen	7½	1	9 "	33 75
Kingsbury and Lunenburg	T. B. Young	34½	6	9 "	375 00
King's Head and New Glasgow	M. McKenzie	7½	3	9 "	112 50
Kingsport and Medford	W. West	2	3	9 "	30 30
Kingsport and Railway Station	E. C. Wall	1	24	9 "	75 00
Kingsport and Railway Wharf	J. D. Ellis	1	12	6 " (to Dec. 31, '06)	39 25
Kingston Station & Melvern Square	J. Randall	2½	6	9 "	112 50
Kingston Station & North Kingston	G. Walker	9 & 15	1 & 2	9 "	83 75
Kingston Station and Railway Stn.	J. F. Reagh	100 yds.	12	9 "	23 46
Kingston Station and Tremont	E. Neily	14½ & 16	1	9 "	70 20
do do	A. J. Saunders	4	1	9 "	15 00
Kingsville and McIntyre's Mountain	D. L. McIntyre	5	2	9 "	45 00
Kinsman's Corners and Waterside	R. D. Pineo	15	6	9 "	225 00
LaHave Island and West Dublin	R. Bushen	5	2	9 "	82 50
Lake Annis and Railway Station	G. A. Cossar	1	6	9 "	37 50
Lake Killarney & Shinimecas Bdge	E. Wood	3½	2	9 "	22 50
Lakelands and Railway Station	J. E. Brown	1½	6	9 "	77 22
Lake Munro and Melford	R. Wentzall	7	3	9 "	44 25
Lake Pleasant and Springfield	W. L. Saunders	2½	3	9 "	37 50
Lake Ramsay and New Ross	N. Keddy	5	2	9 "	31 50
Lakevale and West Lakevale	R. R. Boyd	3½	6	9 "	67 50
Landon and Lower Stewiacke	W. R. Jeffers	4½	2	9 "	45 00
Lansdowne Stn. & Pleasant Valley	W. Murray	14	3	9 "	150 00
Lansdowne Stn. & Railway Stn.	A. McLeod	1½	12	9 "	37 50
Lapland and Newcomb	J. Garber	20	2	9 "	60 00
Latties' Brook and Railway Stn.	W. Burton	1	3	2 " (from Feb. 1, '07)	7 80
Lawrencetown and Nictaux Corner School House	H. Daniels	16	3 & 6	9 "	95 00
Lawrencetown and Railway Stn.	W. G. James	1	12	9 "	60 00
Lawrencetown and West Inglesville	H. Daniels	4	2	7 " (from Sept. 1, '06)	32 66
Leamington and Spring Hill	G. Nelson	4	2	9 "	62 25
Leitches Creek and Upper Leitches Creek	A. Beaton	5	1	9 "	26 25
Lewis Bay West and Victoria Bdge	A. A. Gillis	4	3	9 "	33 75
Lewis Mills and Mount Uniacke	W. Glassey	8	2	9 "	90 00
Lewis Mountain and Whycomagh North Side	N. Martin	4	2	9 "	36 36
Lexington and Port Hastings	J. McKinnon	3	3	9 "	47 25
Linden and Pugwash	T. Hollis	10 & 12	3	9 "	210 76
Lingan and Sydney	J. C. Kehoe	36½	6	9 "	525 00
Linwood and Railway Station	H. DeCoste	2	6	3 " and 14 days (to Oct. 14, '06).	9 64
do do	do	2	12	5 " and 17 days (from Oct. 14, '06)...	30 95
Liscomb and Little Liscomb	E. Rudolphe	3	2	9 "	24 75
Liscomb and West Liscomb	E. Misener	2	6	9 "	52 50
Little Bass River and Pleasant Hills	D. McLaughlin	5	2	9 "	30 75
Little Bras d'Or and Point Aconi	J. C. Brewer	7	1	9 "	47 70
Little Harbour and Reidway	S. J. Reid	4	1	9 "	18 75
Little Judique and Railway Stn.	A. D. Beaton	2½	6	6 " (to Dec. 31, '06).	35 98
do do	A. J. McDonald	2½	6	3 " from " "	21 75
Little Lorraine and Main-a-Dieu	J. McDonald	4	2	9 "	45 00
Little Mabon and Port Hood	A. H. McIsaac	4	1	9 "	13 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Little Port L'Hebert and Sable River	S. A. Craig.....	10	2	9 months.....	90 00
Little River Musquodoboit and Lower Meaghers Grant.....	R. Boyer.....	7½	3	9 ".....	90 00
Liverpool and Milton.....	W. T. Stafford..	3	12	9 ".....	110 25
Liverpool and Port Midway.....	F. B. Dolliver..	13	6	9 ".....	281 16
Liverpool and Railway Station.....	J. Fralick.....	1	12&18	9 ".....	162 50
Liverpool and Shelburne.....	J. K. Hogg.....	61,58&16	6	9 ".....	3,394 14
Liverpool and Western Head.....	W. T. Stafford..	7	3	9 ".....	97 50
Livingstones Cove and Point of Cape	D. McDougall..	4	1	9 ".....	14 25
Lochaber Mines and Main Post Road	J. S. McCarthy..	1	6	9 ".....	26 25
Loch Broom and Railway Station.....	J. S. Macdonald	4	3	9 ".....	22 50
Lockeport and Railway Station.....	J. P. Hupman..	4	6	12 trips.....	12 00
Londonderry and Railway Station	R. P. Bigney....	2¾	30	3 months and 14 days (to Oct. 14, '06).....	44 93
do do do	do	2¾	24	5 months and 17 days (from Oct. 14, '06).....	57 65
Londonderry Station and Ry. St'n.	I. S. Giddens... 200 yds.	12	9	9 months.....	48 75
Long Point and Railway Station.....	Mrs. C. Chisholm	1½	6	9 ".....	45 00
Louisburg and Railway Station.....	N. H. Murphy..	3¾	18	9 ".....	67 50
do do	J. Jewell.....	3¾	18	3 trips.....	3 25
do do	J. P. McKinnon	4¾	18	1 ".....	0 75
Louisdale and Railway Station.....	S. Josse.....	1	6	9 months.....	26 25
Louisville and River John.....	B. Wilson.....	4	3	9 ".....	39 75
Lourdes and Railway Station.....	A. A. McDonald	½	12	9 ".....	41 25
Loval and West River.....	J. W. Fraser... 3	3	9	9 ".....	81 75
Lower Argyle and Morris Island.....	J. Babine.....	3	2&1	9 ".....	56 25
Lower Argyle and Railway Station.....	J. F. McLaren..	½	16	9 ".....	34 68
Lower East Pubnico and Ry. St'n.	H. T. D'Entremont.....	50 yds.	16	9 ".....	34 68
Lower Five Islands and Lynn.....	D. B. Lewis....	6	2	9 ".....	45 00
Lower L'Ardoise and Point Michaud	M. J. Sampson..	4	2	9 ".....	17 61
Lower Meaghers Grant and Middle Musquodoboit.....	J. Higgins.....	32	3	9 ".....	172 50
Lower Meaghers Grant and Musquodoboit Harbour.....	W. Usher.....	14	1	9 ".....	39 00
Lower Middle River and Main Post Road.....	D. McRae.....	¾	6	9 ".....	15 00
Lower Northfield and Railway St'n.	N. C. Frenier... ½, 2½&2	3, 2&1	9	9 ".....	63 75
Lower Onslow and Truro.....	G. A. Barnhill..	7&22	3	9 ".....	297 75
Lower River Hebert and Maccan	J. McAloney....	9½	3	9 ".....	93 75
Lower River Inhabitant and Chapel Platform.....	D. H. McCarthy	½	6	3 " (from Jan. 1, '07).....	7 50
Lower River Inhabitant and Walkerville.....	W. J. Procter..	3	3	3 " from ".....	17 50
Lower River Inhabitant and Point Tupper.....	M. Proctor.....	12½	3	6 " (to Dec. 31, '06).....	162 50
Lower Saulnierville and Saulnierville.....	J. G. Comeau... 1½	6	9	9 ".....	33 75
Lower Ship Harbour and Ship Harbour Lake.....	J. W. Webber... 25	6	9	9 ".....	220 50
Lower Stewiacke and Railway St'n.	S. F. Hoskins... 1	24	9	9 ".....	67 86
Lower Stewiacke and Wittenburg.....	H. D. Hawboldt	20½&23½	2 & 1	9 ".....	109 16
Lower Wedge and Yarmouth.....	M. W. Allen... 4, 9½&K	12½	8 & 6	6 " (to Dec. 31, '06).....	212 35
do do do	D. D. LeBlanc.. 1 & 12½	8 & 6	3	9 " from ".....	187 50
Lower Wentworth and Wentworth Station.....	J. H. Livingstone.....	8 & ½	6 & 12	9 ".....	254 25
Lower West Pubnico and Pubnico Head.....	J. Worthen.....	9	6	9 ".....	165 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lower Wood Harbour and Railway Station.....	W. L. Crowell..	$\frac{1}{4}$	16 & 12	9 months.....	41 62
Lower Woods Harbour and Upper Woods Harbour.....	D. H. Blades....	$3\frac{3}{4}$	6 9 "	".....	90 00
Lower Point and Railway Station..	A. McMaster....	$1\frac{1}{4}$	6 9 "	".....	37 50
Lucasville and Middle Sackville....	G. H. Lucas....	3	12 9 "	".....	22 50
Lunenburg and Railway Station....	R. A. Backman..	$\frac{1}{2}$	12 9 "	".....	118 75
Lunenburg and Second Peninsula...	D. H. Zink.....	5	1 9 "	".....	30 00
Lunenburg and Street Letter Box...	J. M. Anderson..	$\frac{2}{3}$	13 9 "	".....	31 20
Lyons Brook and Railway Station...	J. W. Redmond..	$\frac{1}{2}$	12 9 "	".....	37 56
McAdam's Lake and Steele's Lake...	H. McKinnon ..	4	1 9 "	".....	16 50
McAulay's and Peter's Brook.....	A. McLeod.....	3	1 9 "	".....	22 50
McClure and Mattatall's Lake.....	J. Tattre ..	12	3 9 "	".....	96 00
McClure and Railway Station.....	A. Bonyman....	25 yds.	6 9 "	".....	0 75
McCallum Settlement and Upper North River	L. B. McCallum..	4	3 9 "	".....	60 00
McIntyres Lake and Melville.....	J. Duff.....	$3\frac{3}{4}$	3 9 "	".....	56 25
McIntyres Lake and Railway Station	D. McIntyre....	$\frac{1}{4}$	6 9 "	".....	37 50
McKay's Corner and McLeod's Crossing.....	M. McKay.....	$\frac{1}{2}$	12 9 "	".....	117 00
McKinnons Brook and Mabou.....	A. K. Beaton....	11 $\frac{1}{2}$	3 9 "	".....	75 00
McKinnon's Harbour and Railway Station.....	J. Y. Gillis....	$\frac{1}{2}$	6 9 "	".....	27 00
Mabou and North East Mabou...	A. J. Beaton ..	2 $\frac{1}{2}$	1 2 " (from Feb. 1, '07)	".....	5 00
Mabou and Railway Station.....	L. McNeil ..	1	12 9 "	".....	45 00
Mabou and South Ridge.....	J. Cameron....	3	3 9 "	".....	72 75
Mabou and West Mabou Harbour...	A. Mullans....	4	2 9 "	".....	26 25
Mabou and Whycomagh.....	J. McNeil ..	18	6 9 "	".....	348 75
do do.....	D. J. Ross.....			Special trip.....	12 00
Maccan and Railway Station.....	R. J. Harrison..	$\frac{1}{4}$	24 9 mos.	".....	72 75
Mader's Cove and Mahone Bay.....	J. Langille....	3	6 9 "	".....	69 75
Mahone Bay and Railway Station...	do.....	1	12 & 18	9 " and extra trips..	107 18
Mahone Bay and Upper New Cornwall	do.....	13	3 9 "	".....	117 75
Mahone Bay and Walden	C. A. Nass.....	14	1 9 "	".....	69 00
Main-à-Dieu and Railway Station..	A. McDonald....	7	3 9 "	".....	142 50
Main-à-Dieu and Scatarie Island...	E. McCuish....	9	1 9 "	".....	85 86
Maitland and Noel	R. Webb.....	12	6 9 "	".....	300 00
Maitland and Shubenacadie.....	T. Cox.....	20	6 9 "	".....	562 50
Malagash Point and Malagash Railway Station, &c.....	G. A. Ross.....	3, $2\frac{1}{2}$ & 22 $\frac{1}{2}$	6 9 "	".....	375 00
Malignant Cove and Maryvale.....	W. J. McDonald	4	3 9 "	".....	70 50
Malignant and Merigomish.....	A. R. McAdam..	22 $\frac{1}{2}$	6 9 "	".....	730 50
Manganese Mines and Valley Stn...	A. R. Fraser....	$3\frac{3}{4}$	2 9 "	".....	29 25
Marble Mountain and Militia Point	M. McLeod....	7 $\frac{1}{4}$	3 9 "	".....	54 36
Marble Mountain and West Bay Road Railway Station.....	D. Beaton.....	18	6 9 "	".....	441 75
Margaree Forks and North East Margaree	P. E. Tompkins..	5	6 9 "	".....	74 25
Margaree Harbour and Inverness Railway Station	A. R. McDonald	24	6 9 "	".....	841 25
Margaretsville and Middleton...	A. Magranahan..	10	6 9 "	".....	225 00
Margetsville and Morden	J. Redgate....	13 $\frac{1}{2}$	1 9 "	".....	29 70
Marion Bridge and Trout Brook...	W. Lamond....	5	1 9 "	".....	18 75
Marion Bridge and Victoria Bridge..	N. McDonald....	32	3 9 "	".....	175 50
Marion Bridge and Woodbine.....	W. McLean....	6	2 9 "	".....	30 00
Marriotts Cove and Railway Stn...	G. Nass.....	2 $\frac{1}{2}$	6 9 "	".....	114 24

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Marshalltown and Railway Station.	I. T. Morgan....	13 $\frac{1}{2}$	12	9 months	90 00
Marshville and River John	A. B. Langille..	3 $\frac{1}{2}$	3	9 "	43 50
Marshy Hope and Railway Station.	J. W. Dewar ...	1 $\frac{1}{4}$	3	9 "	19 50
Martins Point and Railway Stn....	D. Shupe	2 $\frac{1}{2}$	12	9 "	124 98
Mavilette and Yarmouth	H. Thornton....	21	6	9 "	337 50
Meadows Road and Sydney Forks..	S. A. Gillis.....	5 $\frac{1}{2}$	2	9 "	57 75
Meadowville Station and Murrayfield	J. A. Ross.....	7	3	9 "	78 75
Meadowville Station and Railway Station	R. McCannell ..	$\frac{1}{2}$	12	9 "	40 74
Meadowville Station and Sundridge	G. Clark.....	4	3	9 "	51 75
Meiklefield and Main Post Road...	J. D. Meikle....	2	3	9 "	20 25
Meiklefield and Woodfield.....	J. D. Meikle....	4	2	9 "	37 50
Meisners and New Germany.....	B. Conrad.....	5	2	9 "	56 25
Milford and River Dennis Railway Station.....	K. McKenzie....	6 $\frac{1}{2}$	6	9 "	134 25
Melford and Upper River Dennis ..	R. McPhail....	2 $\frac{1}{2}$	2	9 "	18 00
Melrose and Sunny Brae	W. McKeen.....	35 $\frac{1}{2}$	3	9 "	348 00
Merigomish and Railway Station...	J. C. Mitchell ..	50 yds.	12	3 " (to Sept. 30, '06).	20 00
do do	W. Copeland ...	50 yds.	12	6 " from " ..	40 00
Meteghan and Railway Station.....	W. German.....	5 $\frac{1}{2}$	12	9 "	148 50
Middle East Pubnico and Railway Station	S. D'Entremont.	$\frac{1}{3}$	16 & 12	9 "	27 75
Middle Musquodoboit and Moose River Gold Mines	M. J. Higgins ..	14	3	"	175 50
Middle Musquodoboit and Murchyville	W. McCurdy....	10	2	9 "	36 36
Middle Musquodoboit and South Branch	G. B. Phalen....	14 $\frac{1}{2}$	1	3 " (to Sept 30, '06).	14 50
Middle Musquodoboit and South Branch	M. T. Reid.....	14 $\frac{1}{2}$	1	3 " (to Dec. 31, '06).	14 30
Middle Musquodoboit and South Branch	W. Dicky	14 $\frac{1}{2}$	1	3 " from " ..	18 85
Middleton and Nictaux Falls	F. L. Shaffner..	8	6	6 " (to Dec. 31, '06)..	100 00
do do	P. F. Reagh....	8	6	3 " from " ..	65 00
Middleton and Outram	N. B. Healy....	12 $\frac{1}{2}$	3	9 "	79 47
Middleton and Port George	W. Mosher	8	3	9 "	58 50
Middleton and Railway Station...	O. Wheelock....	$\frac{1}{4}$	18	9 "	123 00
Milford Station and Railway Station	G. H. McFetridge	$\frac{1}{4}$	12	3 " (to Sept. 30, '06).	15 65
Milford Station and Railway Station	A. J. Reid	$\frac{1}{4}$	12	6 " from " ..	31 30
Mill Road and New Ross	E. M. Boylan....	5	1	9 "	18 36
Millville and Scotsburn Station ..	G. Young	6 $\frac{1}{2}$	1	9 "	31 20
Millville and Six Mile Brook	J. D. Sillars....	4	3	9 "	104 25
Mill Village and Railway Station ..	H. H. Mack	2	12	9 "	112 32
Mineville and Main Post Road.....	A. T. Crook	2	3	9 "	32 25
Minudie and River Herbert West Side	L. E. Brian....	7	6	9 "	186 75
Mira Gut and Port Morien	J. R. McAulay ..	25	1	9 "	92 25
Mitchell's Bay and Necum Teuch..	G. W. Smith....	3	3	9 "	45 00
Monk's Head and Pomquet.....	P. I. Landry....	2 $\frac{1}{2}$ & 3 $\frac{1}{2}$	3	8 "	42 01
Mooseland and Tangier	T. H. Hilchey ..	13	3	3 " (to Sept. 30, '06).	47 62
do do	R. W. Prest....	13	3	6 " from " ..	100 00
Mordon and Victoria Harbour	W. Dempsey....	3 $\frac{3}{8}$	1	9 "	21 33
Morrison and West Bay	R. Morrison....	4	2	9 "	18 75
Mossers River and West River Sheet Harbour	G. A. Cameron ..	32 $\frac{1}{2}$	3	9 "	557 25
Mosherville and Railway Station...	N. Mosher.....	$\frac{1}{4}$	6	2 " from Feb. 1, '07	5 09
Mosherville and Rawdon.....	J. Britton.....	7	2	9 "	48 75

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mossman's Grant and Railway Station	E. S. Knox.....	100 yds.	6	9 months	18 75
Mountain Road and River John	H. Langille.....	4	2	9 "	21 00
Mount Denison and Railway Station	M. S. Riley.....	$\frac{1}{2}$	6	9 "	60 00
Mount Thom and Salt Springs.	M. C. Fraser.....	6	3	9 "	74 25
Mount Uniacke and Railway Station	D. Reid.	135 yds.	18	9 "	97 18
Mount Zion and Whycomagh.....	D. Morrison.....	4	1	4 " (to Oct. 31, '06) ..	6 66
Mulgrave and Railway Station	A. McDonald.....	200 yds.	as req	9 "	75 00
Munroe's Bridge and Orangedale	H. A. Archibald ..	$1\frac{1}{2}$	9	"	18 75
Murphy and North East Margaree	M. A. Murphy.....	4	3	9 "	22 50
Mushaboom and Main Post Road	J. Power.....	$2\frac{1}{2}$	2	9 "	48 00
Musquodoboit Harbour and Petpeswick Harbour	T. W. Young.....	$5\frac{1}{2}$	3	9 "	60 75
Musquodoboit Harbour and Pleasant Point	J. Smith	11	3	9 "	111 36
Musquodoboit Harbour and West Petpeswick	P. Young.....	$4\frac{1}{2}$	3	9 "	30 00
Nappan Station and Railway Station	A. C. Barry.....	75 yds.	12	"	60 00
Nerissa and Port Shoreham	A. R. Hart	3	2	9 "	22 50
New Albany and Railway Station	E. A. Merry.....	$\frac{3}{4}$	3	9 "	30 36
New Cumberland and West LaHave Ferry	S. Corkum.....	6	1	9 "	14 04
New Edinburgh and Weymouth Bridge	W. Doucette.....	6	6	3 "	128 50
New Elm and Pleasant River	I. Lohnes.	4	1	9 "	24 36
New Germany and Northfield	J. McKay.....	7	2	9 "	52 50
New Germany and Railway Station	J. H. McClelland ..	$\frac{1}{2}$	12	9 "	54 75
New Glasgow and Railway Station	J. W. Church.....	$\frac{1}{4}$	60 & 55	9 "	327 47
New Glasgow and Street Letter Boxes	J. D. Fraser.....	$3\frac{1}{2}$	12	9 "	180 00
New Glasgow and Trenton	C. Fraser.....	$1\frac{1}{2}$	12	9 "	191 25
New Harbour and Main Post Road	J. Gerrior.....	9	3	9 "	120 00
New Harbour and New Harbour West	do	$\frac{3}{4}$	3	9 "	22 50
New Harris and New Harris Forks	J. McKenzie.....	5	2	9 "	37 50
New Harris Forks and Main Post Road	A. Stewart.....	300 yds.	12	5 " (to Nov. 30, '06) ..	4 50
do do	M. Stewart.....	300 yds.	12	4 " from "	4 00
New Jersey Settlement and Westchester Station	E. Oderkirk	7	2	9 "	55 38
Newport and Brooklyn Ry. Station	R. Gibson	$\frac{3}{4}$	12	2 " (from Feb. 1, '07) ..	12 50
Newport and Newport Landing	W. H. Knowles ..	8 & 9	4 & 2	9 "	130 50
Newport and Newport Station	J. F. Rathbun	5	12	9 "	187 50
Newport and South Rawdon	W. Gibson	24	1	9 "	58 50
Newport and Upper Newport	do	$10\frac{1}{2}$	1	9 "	39 00
Newport and Walton	A. Chambers.....	20	6	9 "	418 50
Newport Station and Ry. Station	L. H. Sweet	12 yds.	24	9 "	37 50
New Ross and Vaughans	E. N. Boylan.....	15	2	9 "	99 75
New Town and South Lochaber.....	R. A. McLean.....	6	1	9 "	22 11
Newville and Railway Station	P. L. Spicer.....	20 yds.	12	9 "	18 75
Nictaux Falls and Nictaux South	A. L. Sproule.....	$3\frac{1}{4}$	2	9 "	48 75
Noel and Shubenacadie	R. M. Stirling.....	34	1	6 " (to Dec. 31, '06) ..	104 00
do do	P. J. Woodworth ..	34	1	3 " from "	52 00
Noel and Walton	B. Faulkner.....	15	6	9 "	441 75
North Brookfield and Ry. Station	G. L. Harlow.....	$2\frac{1}{2}$	9	9 "	168 48
North East Margaree and Upper Middle River	J. McRae.	13	3	9 "	95 61
North Gut 'St. Anns and Main Post Road	N. McLeod.....	$\frac{1}{4}$	6	9 "	11 25

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					£ cts.
North Lochaber and West Lochaber	G. A. Stewart ..	5	3	4 mos. (from Dec. 1, '06)	29 16
North Middleboro' and Pugwash Junction.....	W. K. Peers....	10	3	9 " " " " " " " " " "	87 75
North Ogdén and Ogdén.....	J. Worth.....	4	3	6 " " (from Oct. 1, '06)	25 00
North Range Corner and Railway Station.....	C. B. McNeill ..	$\frac{1}{2}$	12	9 " " " " " " " " " "	51 48
North River Bridge and Oregon Glen.....	K. McLean.....	4	6	9 " " " " " " " " " "	43 00
North Salem and Shubenacadie....	J. W. Densmore ..	5	1	9 " " " " " " " " " "	29 25
North Shore St. Margarets Bay and Hubbards Railway Station.....	A. Schwartz....	2	6	9 " " " " " " " " " "	105 00
North Sydney and Railway Station.	T. Lamie.....	$\frac{1}{2}$	24 & 13	9 " " " " " " " " " "	291 99
North Sydney and Street Letter Boxes	D. K. McKenzie ..	2 $\frac{1}{2}$	18	9 " " " " " " " " " "	222 00
North Sydney and Sydney.....	Cape Breton Electric Co.....	5	6	9 " " " " " " " " " "	150 00
North Sydney and Steamer 'Bruce'	J. Cogan.....	1 $\frac{1}{2}$	3	Special service, deducted from account of Reid Nfd Co.....	108 00
Norwood and Railway Station.....	D. R. Saunders..	100 yds.	6	9 months.....	37 50
Nyanza and West Side Middle River	C. McKenzie ..	4	2	9 " " " " " " " " " "	37 50
Oakfield and Railway Station.....	F. H. McLaurie..	$\frac{1}{4}$	12	9 " " " " " " " " " "	30 00
Oban and St. Peters.....	J. R. Morrison ..	10 $\frac{1}{2}$	2	9 " " " " " " " " " "	60 75
Odin and Stewiacke Cross Roads...	A. Johnson.....	8 $\frac{1}{4}$	2	9 " " " " " " " " " "	71 25
Onslow Station and Railway Station	A. McCurdy ..	$\frac{1}{4}$	12	9 " " " " " " " " " "	60 00
Oxford and Oxford Junction Station	W. Dunsmore..	3 $\frac{3}{4}$	6	9 " " " " " " " " " "	93 60
Oxford and Railway Station.....	G. Hills.....	1	24	3 " & 14 dys. (to Oct. 14, '06).....	27 65
do do	do	1	18	5 " & 17 dys. (from Oct. 14, '06)....	33 26
Oxford and Rockley.....	E. Lefurgy.....	10	2	9 " " " " " " " " " "	66 75
Oxford and West Hansford	C. C. Knight....	3 $\frac{1}{4}$	3	9 " " " " " " " " " "	54 75
Oxford Junction and Ry. Station...	C. Fillmore....	150 yds.	12	9 " " " " " " " " " "	22 50
Paradise and Port Lorne	N. Healy.....	8 $\frac{1}{2}$	2	9 " " " " " " " " " "	42 00
Paradise and Railway Station.....	H. W. Longley..	$\frac{1}{2}$	12	9 " " " " " " " " " "	63 75
Paradise and Roxbury.....	R. Hinds.....	7	1	9 " " " " " " " " " "	22 50
Parrsboro' and Railway Station....	F. McAleese....	$\frac{1}{4}$	12	9 " " " " " " " " " "	75 00
Parrsboro' and Two Islands.....	M. A. Wasson..	5	5	9 " " " " " " " " " "	36 75
Pennant and Sambro.....	J. E. Tough....	3	3	9 " " " " " " " " " "	26 00
Pictou and Pictou Island	C. Patterson ..	12	1	9 " " " " " " " " " "	175 50
Pictou and Pictou Landing	J. R. Christie..	1 $\frac{1}{4}$	6	9 " " " " " " " " " "	148 35
Pictou and Railway Station	W. McDonald ..	$\frac{1}{4}$	as req.	9 " " " " " " " " " "	293 04
Pictou, Railway Station and Government steamers.....	do .....	.....	as req.	Season 1906-07.....	100 00
Pictou and Street Letter boxes.....	do	1 $\frac{1}{2}$	12	9 months.....	117 36
Pictou and West River Station.....	F. Miller.....	26	6	9 " " " " " " " " " "	468 75
Piedmont Valley and Railway Stn.	J. A. McDonald..	$\frac{1}{4}$	6	9 " " " " " " " " " "	36 00
Pine Tree and Railway Station....	C. M. Weir.....	1 $\frac{1}{2}$	3	9 " " " " " " " " " "	52 50
Pinevale and Salt Springs	D. Gillis.....	5 $\frac{1}{2}$	2	3 " (from Jan. 1, '07)	19 75
Piper Glen and Upper Margaree....	J. Stewart.....	4	2	9 " " " " " " " " " "	18 75
Pleasant Bay and Polletts Cove....	J. A. Moore ..	10	1	9 " " " " " " " " " "	28 50
Pleasant Lake and Railway Station.	R. Earl.....	$\frac{1}{4}$	16 & 12	9 " " " " " " " " " "	27 75
Pleasant River and Railway Stn...	J. W. Veinot ..	1	6	9 " " " " " " " " " "	37 50
Pleasant Valley Corner and South Ohio	H. W. Burrill..	7	3	3 " (to Sept. 30, '06).	21 75
do do	J. E. Pitman..	7	3	6 " from " " " " " "	62 50
Plympton and Railway Station....	C. M. Melanson.	3	12	9 " " " " " " " " " "	81 00
Point Tupper and Port Richmond..	J. W. Malcolm..	8 $\frac{1}{2}$	3	3 " (from Jan. 1, '07)	85 00
Point Tupper and Railway Station.	H. K. McDonald	$\frac{1}{2}$	12	9 " " " " " " " " " "	37 50
Polsons Brook and Upper South River.....	W. J. Polson ..	4	2	9 " " " " " " " " " "	22 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Pomquet and Railway Station.....	S. Bonin.....	2	6	9 months.....	54 00
Pomquet Station and Railway Stn.	P. Benoit.....	$\frac{1}{2}$	6	3 " (to Sept. 30, '06).	6 25
Port Hastings and Railway Station.....	A. McLellan....	$\frac{1}{2}$	24	9 "	84 00
Port Hastings, Point Tupper and Railway Station	H. A. Archibald	$6\frac{1}{2}$	as req.	6 " (from Oct. 1, '06)	84 25
Port Hawkesbury and Queensville....	A. C. Chisholm..	18	2	9 "	157 50
Port Hawkesbury and Point Tupper	do .....	.....	.....	Special trips.....	1 50
Port Hawkesbury and Railway Stn.	do	$\frac{1}{2}$	24	9 months	93 60
Port Hawkesbury, Point Tupper and Railway Station	J. Embree.....	$13\frac{3}{4}$	6 & 1	9 "	78 30
Port Hood and Port Hood Island....	J. Smith.....	$13\frac{3}{4}$	3	9 "	58 50
Port Hood and Railway Station	R. McDougall..	$14\frac{1}{2}$	12	9 "	63 00
Port Hood and Rocky Ridge	J. Campbell	$3\frac{1}{2}$	1	9 "	15 00
Port Joli and Ste. Catharines River..	A. Smith.....	5	1	9 "	26 00
Port Medway and Railway Station.....	F. B. Dolliver..	3	6	5 " and 15 d. (from Oct. 16, '06)...	143 00
Port Morien and Railway Station....	J. McAulay....	$2\frac{1}{2}$	12	9 "	117 00
Port Mouton and South-west Port Mouton	P. Fisher.....	$4\frac{1}{2}$	2	9 "	45 00
Port Royal and West Arichat	B. Sampson....	4	6	9 "	64 98
Port Williams and Town Plot.....	C. A. Lockwood..	$6\frac{1}{2}$	6	9 "	63 75
Preston and Main Post Road.....	A. Delonghrey..	$\frac{1}{2}$	6	9 "	37 50
Princeport and Truro, &c.	J. D. Creelman..	8, 23 & 16	6, 2 & 1	9 "	293 25
Princes Lodge and Railway Station....	E. Koch.....	$\frac{1}{2}$	6	9 "	37 50
Pubnico Head and Railway Stn.	A. D. Amiro....	$\frac{1}{2}$	16	9 "	22 50
Pugwash and Pugwash River.....	J. D. McLeod..	$\frac{1}{2}$	3	3 " (to Sept. 30, '06).	25 92
do do	M. C. Chesnutt..	7	3	6 " from	51 84
Pugwash and Railway Station.....	M. Chapman....	$\frac{1}{2}$	12	3 " (to Sept. 30, '06).	7 04
do do	R. W. Chapman..	$\frac{1}{2}$	12	6 " from	31 30
Pugwash and Stone House.....	J. M. McIvor....	9	3	9 "	117 00
Pugwash and Wallace Bay	H. Brown.....	8	6	9 "	150 00
Pugwash Junction and Railway Stn.	W. Highet.....	150 yds.	12	3 " (to Sept. 30, '06).	26 66
do do	J. H. Eaton....	150 yds.	12	6 " from	31 25
Rear Black River and West Bay	J. W. Morrison..	4	2	3 " (to Sept. 30, '06).	15 00
do do	J. McInnis....	4	2	6 " from	30 00
Rear Little Judique and Glencoe Railway Station	D. Beaton.....	4	2	9 "	30 00
River Bonrgois and Railway Stn.	P. Fitzgerald..	6	6	9 "	225 00
Riversdale and Weymouth Bridge....	J. E. Wagoner..	$11\frac{1}{2}$	2	9 "	85 44
River Dennis Station and South Side River Dennis	J. J. McPhail ..	9	6	9 "	227 25
River Hebert and Railway Station....	A. M. Rockwell..	$1\frac{1}{2}$	12	3 " (to Sept. 30, '06).	60 00
do do	J. O. Scott.....	$1\frac{1}{2}$	12	6 " from	92 50
River John and Railway Station....	D. E. Logan	1	18	9 "	43 86
River John and Welsford	B. S. Langille ..	3	3	9 "	67 50
River John and Westerly	C. A. Sellars....	5	3	9 "	51 75
Riversdale and Railway Station	A. Bain.....	$\frac{1}{10}$	12	9 "	33 00
Riversdale and Upper Kemptown....	M. S. Urquhart..	$8\frac{1}{2}$	2	9 "	77 82
Riverside and West Bay Road.....	D. McDonald ..	4	3	9 "	41 25
Riverside Corner and Railway Stn.	E. Williams....	3	6	1 trip	1 00
Roachvale and Tomkinsvale	P. Shea.....	$2\frac{1}{2}$	3	9 months.....	37 50
Roberta and West Bay	M. R. Hill.....	15	3	3 " (from Jan. 1, '07)	68 25
Rockingham and Brazil Lake Stn.	O. P. Ryerson....	$19\frac{1}{2}$	3	2 " (to Aug. 31, '06).	34 49
Rockingham Station and Railway Station	C. S. Davison ..	1	12	9 "	75 75
Roman Valley and St. Andrews....	H. F. Kenney....	15	3	9 "	149 25
Roseburn and Whycoconagh	J. McLean.....	8	1	9 "	33 75
Ross Ferry and Upper Kempt Head ..	D. McFarlane ..	15	3	9 "	132 38
Round Hill and Railway Station....	S. E. Bancroft..	$\frac{1}{2}$	12	9 "	56 25
St. Andrews and Upper Springfield ..	D. Drnan.....	10	2	9 "	78 00
St. Pauls and Railway Station	W. McDonald....	$\frac{1}{2}$	12	9 "	45 00

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APPENDIX B—Continued.

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

Name of Route	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Peters and Railway Station ...	F. G. McAskill..	4	12	9 months	36 00
Sable River and Swansburg ..	A. Swansburg ..	11	3	9 "	111 75
Salem and Stanley	H. Logan	2	2	3 " (to Sept. 30, '06).	10 00
do	W. Logan	2	2	6 " from "	20 00
Salmon River Lake and South River Lake	R. Flynn	15	3	3 " (to Sept. 30, '06).	33 00
Salt Springs and Upper Pinevale ..	D. Gilles	8	2	6 " (to Dec. 31, '06).	39 50
Salt Springs Station and Railway Station	A. Howlett	20 yds.	12	9 "	22 50
Saulnierville and Railway Station ..	L. B. Comeau ..	1½	12	9 "	78 75
Saulnierville Station and Railway Station	B. C. Comeau ..	4	6	9 "	23 46
Scotch Hill and Main Post Road ..	L. McNeil	2	3	9 "	18 75
Scotch Village and Railway Station ..	R. Northrup	1	12	2 " (from Feb. 1, '07)	6 66
Scotch Village and Upper Burling-ton	G. W. Fish	6	2	9 "	26 25
Scotch Village and Woodville	A. H. Cochrane ..	10	1	9 "	35 50
Scotsburn Station and Railway Stn.	D. McKay	50 yds.	12	9 "	70 20
Scotsburn Station and Upper Scotsburn	G. W. Campbell ..	4	2	9 "	39 00
Scotsburn Station and West Branch River John	J. Rae	14	6	9 "	322 50
Shag Harbour and Railway Station ..	H. L. Shand	1½	16	6 " (to Dec. 31, '06).	15 00
do	I. Nickerson	16 & 12	3	from "	12 80
Sheffield Mills and Railway Station ..	J. H. Beckwith ..	4	12	9 "	56 25
Shelburne and Barrington Passage Railway Station	J. Frost & Sons ..	28	8	9 "	1,080 00
Shelburne and Railway Station	A. Swansburg ..	4	6	3 " (from Jan. 1, '07)	19 60
Shelburne and Upper Ohio	C. Harding	28	2	9 "	150 00
Sherbrooke and West River Sheet Harbour	M. McGrath	63	3	9 "	1,011 75
Short Beach and Yarmouth	J. Bain	25	4	9 "	186 75
Shubenacadie and Railway Station ..	J. C. Gass	100 yds.	48	9 "	111 75
do	D. S. McKinnon ..	1	12	9 "	22 50
Sissaboo Falls and Railway Station ..	C. Wagner	3	3	9 "	46 86
Six mile Road and Wallace Station ..	A. Benjamin	4	3	9 "	37 44
Skye Mountain and Whyecocomagh ..	H. McKinnon	1½	1	9 "	15 18
Sluice Point and Surette Island	J. Moulaisong	2½	3	9 "	78 75
Sluice Point and Tusket	A. J. Lent	9	3	9 "	93 36
Smiths Cove and Railway Station	E. W. Potter	4	12	9 "	58 68
Sober Island and Watt Section Sheet Harbour	E. Harnish	6	3	9 "	56 25
Somerset and Berwick Railway Stn.	H. S. Fisher	2½	3	9 "	58 50
Southampton and Railway Station ..	G. S. Davison	4	12	9 "	69 00
South Branch and Upper Stewiacke ..	W. Cox	9½	3	9 "	83 50
South Farmington and Railway Stn.	J. S. Banks	4	3	9 "	51 63
South Farmington and South Tremont	J. Ward	8½ & 13½	3 & 2	9 "	106 83
South Farmington and Torbrooke ..	T. E. Banks	4	3	9 "	87 75
South Gut St. Anns and Tarbot	N. Carmichael ..	18½	3	9 "	167 25
South Harbour and White Point	J. McPherson	9	2	9 "	71 25
South Morland and Tracadie	J. P. Delory	8	1	9 "	26 25
South Ohio and Railway Station	J. E. Allan	1	12	9 "	30 12
South Ohio and Springdale	S. Allen	26	3	9 "	150 00
South Side of Whyecocomagh Bay and Main Post Road	A. Macdonald ..	2	3	9 "	26 25
South Uniacake and Railway Station ..	R. Irving	100 yds.	6	9 "	22 50
South West Margaree and Whyecocomagh	J. Y. Smith	26	3	9 "	343 50
South West Port Hood and Railway Station	J. A. Campbell ..	1½	6	9 "	30 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. \$ cts.
Springhill and Railway Station....	H. A. B. Glendinning.....	$\frac{1}{2}$	36	3 months and 14 dys. (to Oct. 14, '06)	65 67
do do .. do ..	do ..	$\frac{1}{2}$	42	5 " & 17 dys (from Oct. 14, '06) ..	122 88
Springhill and Street Letter Boxes.	do ..	$3\frac{1}{2}$	6	9 " ..	93 75
Springhill and Windham Hill.....	R. P. Bragg ..	7	2	9 " ..	63 96
Springhill Junction and Railway Station.....	N. Jones.....	$\frac{1}{2}$	12	9 " ..	29 34
Springville and Railway Station...	D. McDonald..	$\frac{1}{2}$	12	9 " ..	35 25
Spry Bay and Taylors Head...	J. W. McCarthy	$2\frac{1}{2}$	3	9 " ..	33 75
Stellarton and Railway Station....	J. D. McDonald	$\frac{1}{2}$	as req	9 " ..	168 75
Stoddarts and Railway Station....	C. W. Stoddart.	$\frac{1}{2}$	2	9 " ..	26 49
Streets Ridge and Thompsons Stn..	W. E. Lockhart.	$20\frac{1}{2}$	6	9 " ..	216 03
Sunny Brae and Railway Station...	T. M. Chisholm.	300 yds.	12	9 " ..	45 00
Sydney and Railway Station, I.C.R.	S. M. Logue....	$\frac{1}{2}$	24 & 13	9 " ..	306 37
do do S.L.R. do ..	do ..	$\frac{1}{2}$	12	9 " ..	60 00
Sydney and Street Letter Boxes....	J. C. McNeil...	$\frac{1}{2}$	12	9 " ..	262 50
Sydney and Whitney Pier.....	N. McLellan....	$\frac{1}{2}$	6	9 " ..	184 86
Sydney Mines and Railway Station	J. Vickers ..	$\frac{1}{2}$	12	3 " (from Jan. 1, '07).	36 25
Sylvan Valley and Railway Station	A. McDonald..	120 yds.	12	9 " ..	15 00
Sylvester and Railway Station....	J. J. McDonald.	50 yds.	6	9 " ..	7 50
Tatamagouche and Railway Station	G. Henderson...	$\frac{1}{2}$	12	9 " ..	56 25
Tatamagouche and Tatamagouche Mountain.....	D. Menzie.....	$18\frac{1}{2}$	3	9 " ..	150 00
Tatamagouche and West New Annan	T. E. Benjamin.	$18\frac{1}{2}$	3	9 " ..	66 78
Thompson Station and Railway Stn.	J. W. Mattinson	$\frac{1}{2}$	12	9 " ..	37 50
Thompson Station and Westchester	J. W. Rushton ..	15	2	9 " ..	112 50
Three Mile Plains and Railway Stn.	W. Siveright ..	20 yds.	6	9 " ..	37 50
Tracadie and Railway Station....	A. McMillan....	$\frac{1}{2}$	12	9 " ..	45 00
Troy and Railway Station.....	G. Laidlaw....	1	6	9 " ..	45 45
Truro, Railway Station, Street Letter Boxes, &c	I. G. Miller....	$\frac{1}{2}$ & 1	As req	9 " ..	322 50
Truro and Railway Station (M.R.).	do ..	$\frac{1}{4}$	6	9 " ..	26 25
Truro and Brookside	S. Clifford ..	4	2	9 " ..	30 00
Tupperville and Railway Station...	S. Tavener ..	$\frac{1}{2}$	12	9 " ..	45 00
Upper Clements and Railway Stn..	J. F. Williams..	$\frac{1}{2}$	12	9 " ..	37 50
Upper Clarke Village and Railway Station.....	J. E. Barnaby..	3	12	9 " ..	175 50
Upper Grand Mira and Victoria Bridge	N. Campbell....	5	3	9 " ..	18 75
Upper Kennetcook and Railway Station.....	W. G. Clarke....	$\frac{1}{2}$	3	3 " (from Jan. 1, '07).	3 90
Upper Musquodoboit and West River Sheet Harbour.....	G. Farnell ..	28	3	9 " ..	356 25
Upper Newport and Woodville....	L. Dimock.....	$1\frac{1}{2}$	1	9 " ..	18 00
Valley Station and Railway Station	A. Christie....	600 yds.	12	9 " ..	46 80
Wallace Bridge and Wallace Station	D. McLeod....	4	12	9 " ..	206 58
Wallace Highlands and Wallace Station	R. H. Tingley..	$6\frac{1}{2}$	3	9 " ..	53 73
Wallace Station and Railway Stn..	J. F. Allen....	$\frac{1}{2}$	6	9 " ..	30 42
Waterville and Railway Station...	E. Pineo.....	100 yds.	12	9 " ..	37 50
Waterville and South Waterville...	F. Parrish....	11	1	9 " ..	24 00
Waverley and Windsor Junction...	W. Major	3	6	9 " ..	116 25
Wellington Station and Railway Station	E. J. Largee....	$\frac{3}{4}$	6	9 " ..	75 00
Wentworth Creek and Railway Station.....	D. Simonds....	$\frac{1}{2}$	6	2 " (from Feb. 1, '07)	8 33
Wentworth Creek and Windsor...	G. Holden.....	$9\frac{1}{2}$	3	7 " to Jan. 31, '07..	62 00
Wentzells Lake and Railway Station	W. T. Wentzell.	$\frac{1}{4}$	3	9 " ..	22 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
West Alba and Railway Station..	C. H. Kennedy.	2½	3	9 months	22 50
West Brook and Railway Station..	E. C. Dickenson	1	12	9 "	75 12
West Brook Mills and Railway Station	E. G. Lewis	¼	12	" "	37 50
Westchester and Westchester Station	G. W. Rushton.	19½	2	9 "	101 25
Westchester Station and Railway Station	H. Hunter.....	20 yds.	12	9 "	23 40
West Gore and Railway Station...	J. Wallace.....	3	6	9 "	112 50
West Lawrencetown and Main Post Road	T. A. Nangle...	½	6	9 "	37 50
West Merigonish and Railway Station	J. Olding.....	1	6	9 "	37 50
West River Station and Railway Station	A. Fraser.....	75 yds.	12	9 "	50 00
Westville and Railway Station	D. McPherson.	¼	42	9 "	225 00
Weymouth and Railway Station...	C. D. Jones....	1¾	12	9 "	147 00
Weymouth Bridge and Railway Station	R. L. Black	½	12	9 "	74 61
Whiteside and Railway Station...	J. P. Shannon..	1	6	9 "	26 25
Whycocomagh and Orangedale Stn	D. J. Ross	9 1/10	12	9 "	121 32
Whycocomagh and Whycocomagh Mount	N. A. McDonald		1	9 "	18 75
Willowbank and Strathlorne Stn..	C. Kennedy	2½	12	9 "	111 75
Wilmot and Railway Station.....	A. P. Bowlby...	1¾	12	9 "	96 24
Windsor and Railway Station.....	M. G. Goudge...	½	24	9 " and extra trips..	235 44
Windsor and Windsor Forks	F. Palmer	8½	4	9 "	119 25
Windsor Junction and Railway Station	M. Hessian.....	½	36	9 "	60 00
Windsor Junction and Postal Cars.	do	200 yds.	as req.	9 "	45 00
Wolfville and Railway Station...	G. V. Rand	¼	24	9 "	105 00
Woodbourne and Railway Station.	R. Ballentine...	1½	2	9 "	37 50
Yarmouth and Railway Station...	J. Bain.....	1	12	9 "	168 75
do do	do	2 3/4	16	9 "	182 50
Yarmouth and Street Letter Boxes	Yarmouth Street Railway Co...	4	as req.	9 "	131 25
Transfer of mails from steamers at Halifax.....	I.C. Railway			Season of 1906-7.....	298 55
Digby and Smith's Cove.....	C. Winchester..			Special service on account of snow blockade	19 50
Grand Anse and McIntyre's Lake .	W. E. Morrison.			Special service on account of snow blockade ; deducted from account of Cape Breton Ry.....	20 00
Grand Anse and St. Peter's . . .	F. McInnis.....			do do ..	20 00
Total.....					116,546 21
Less amount withdrawn from Guarantee Fund..					19 00
					116,527 21

APPENDIX B—Continued.

NEW BRUNSWICK DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,
made within the fiscal year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Acadie and Acadie Siding	M. S. Barrieau...	7	3	9 months	70 20
Acadie and St. Luc	G. Goguen.....	5	1	9 "	15 00
Acadie and Village St. Jean.....	do	7 $\frac{1}{2}$	1	7 " (to Jan. 31, '07).	11 67
do do	J. Daigle	7 $\frac{1}{2}$	1	2 " from " ..	3 33
Acadie Siding and Railway Station	G. H. Perry.....	12	9	"	22 50
Adamsville and Railway Station...	P. Arsenaault....	6	9	"	26 25
Albert and Barrettsholme	T. Campbell.....	10	1	9 "	52 50
Albert and Brookton	H. Fullerton....	5	1	9 "	22 50
Albert and Point Wolfe	G. Betts	20	6	3 " (to Sept. 30, '06).	143 75
do do	J. Hyslop	20	6	2 " (to Nov. 30, '06).	143 10
do do	B. Conner.....	20	6	4 " from do ..	249 85
Albert Mines and Railway Station.	J. A. Livingston	$\frac{1}{2}$	12	9 "	30 00
Aldouane and Railway Station ...	M. J. Daigle	2	2	9 "	22 50
Alexandrina and Notre Dame	J. Gueguen.....	4	1	9 "	13 32
Alison and Moncton	W. Somers.....	6 $\frac{1}{2}$	1	9 "	39 00
Allandale and Poquicoek	D. Connelly.....	6	1	9 "	19 50
Alma and Hastings	W. Kinzie.....	4	1	9 "	19 50
Anagance and Corn Hill	W. Dunfield....	6	2	3 " (to Sept. 30, '06).	15 00
do do	W. A. Dickey... ..	6	2	6 " from " ..	37 50
Anagance and Elgin	E. A. Robinson.	18	2	9 "	67 50
Anagance Ridge and Knightsville.	T. Elliott	4	1	9 "	18 75
Anderson and Midgie Station.....	W. W. Hicks	11 & 16 $\frac{1}{2}$	2	9 "	92 82
Andover and Carlingford	L. Everett	4	2	9 "	41 12
Andover and Hillandale	A. W. Sisson.....	4	2	9 "	37 50
Andover and Railway Station	J. A. Perley	1	12	9 "	93 75
Annidale, Highfield and Sheba....	J. P. Leonard....	4 & 15	3 & 2	9 "	127 50
Annidale and Railway Station.....	do	$\frac{1}{2}$	3	9 "	22 50
Apoahqui and Erb Settlement.....	E. Wiles	4 & 9	1	9 "	36 00
Apoahqui, Millstream and Collina.	G. H. Second....	6 & 11	6 & 3	9 "	195 00
Apoahqui and Railway Station.....	do	100 yds.	18	9 "	46 95
Armstrong and Waterford	B. F. Myles.....	8	1	9 "	48 75
Armstrong's Brook, Jacquet River and Railway Station...	T. J. Ultican....	$\frac{1}{4}$ & 2 $\frac{1}{2}$	6 & 12	9 "	93 75
Aroostook Junction, Four Falls and Railway Station	D. Murchison....	1	6	9 "	92 25
Avery's Portage and Ry. Station ..	F. McCoombs....	1	6	9 "	33 75
Avonmoie and Railway Station	W. H. Harmer ..	200 ft.	3	9 "	30 00
Back Bay and St. George	A. Dewar	11 & 8	6	9 "	285 00
Baie Verte and Joliceur	A. A. Copp	8	3	9 "	117 00
Baie Verte and Railway Station.....	W. H. Prescott.	$\frac{1}{2}$	12	9 "	60 00
Baillie and Meredith	J. W. Mann.....	4	2	9 "	24 00
Bairdsville and Beaconsfield.....	R. M. Baird....	9 $\frac{1}{2}$	2	9 "	56 25
Bairdsville and River-de-Chute....	B. H. Baird.....	3	3	9 "	39 00
Balmoral and Eel River Crossing...	Leveque & Splude	6	3	3 " (to Sept. 30, '06)	28 08
Barnaby River and Railway Station	T. Dalton	$\frac{1}{2}$	12	9 "	26 25
Barnaby Riv. and Semiwagon Ridge	M. Meagher.....	4	1	9 "	30 00
Barrettsholme and Elgin	S. Garland	16 $\frac{1}{2}$	2	9 "	140 64
Bartholomew and Blackville	S. McCarthy	4	1	9 "	15 00
Bartibog and Chatham	J. Doyle	12	1	9 "	63 75
Bartibog Station and Ry. Station...	J. Arsenaault....	50 yds.	6	9 "	15 00
Bartlett's Mills and Railway Station	J. Bartlett.....	$\frac{1}{4}$	6	9 "	67 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Basswood Ridge and St. Stephen..	Keys Bros.....	10 & 25	2	9 months	225 00
Bath and Killoil.....	J. Campbell.....	13 $\frac{1}{2}$	3	9 "	117 00
Bath and Railway Station.....	T. Bohan.....	12	9	"	75 00
Bathurst and Goodwin Mills.....	F. O'Connor.....	7 $\frac{1}{2}$	2	9 "	39 00
Bathurst and Railway Station.....	J. J. Melanson..	2	24&36	6 " (to Dec. 31, '06; less fines)....	147 93
do do	J. R. Degrace...	2	24	3 " (from Jan. 1, '07)	67 50
Bathurst and Street Letter Boxes..	J. J. Roy.....	$\frac{1}{2}$	24&18	9 "	112 50
Bathurst Village and Tete à Gauche River (S.).....	N. Hachey.....	10&8	1	6 " (to Dec. 31, '06)..	26 00
Bathurst Village and Tete à Gauche River (S.).....	A. F. Kane.....	10&8	1	3 " from " ..	12 50
Bathurst Village and Younghall..	A. Anderson.....	5	3	9 "	37 50
Bay-du-Vin, Chatham and Loggieville.....	T. H. Fitzpatrick	6&25	2&6	9 "	230 25
Bay-du-Vin and Point Escuminac..	H. Allen.....	23	2&3	9 "	195 00
Bay-du-Vin Mills and Upper Bay-du-Vin	J. Dickens.....	5	1	9 "	20 82
Bayfield and Railway Station.....	E. T. Allen.....	1 $\frac{1}{2}$	6	9 "	95 62
Bayside and Fitzpatrick.....	J. M. Williston..	5	1	9 "	21 00
Bayside and St. Andrews.....	J. McFarlane....	7	2	6 " (to Dec. 31, '06).	45 00
do do	B. T. Snell.....	7	2	3 " from " ..	22 50
Bayswater and Long's Cove.....	F. E. Corrie.....	3	3	9 "	47 78
Beaufort and Glassville.....	A. Scott.....	11	3	9 "	108 75
Beaumont and Rockland.....	S. J. White.....	2 $\frac{1}{2}$	6	9 "	84 25
Beaver Dam and Railway Station..	W. R. Steeves..	100 yds.	6	2 " & 17 dys. (from Jan. 15, '07)...	0 20
Beaver Dam and Rusagornis.....	W. Haining.....	5	1	9 "	30 30
Beechwood and Mineral.....	E. E. Kearney..	11 $\frac{1}{2}$	3	9 "	71 25
Beechwood and Railway Station..	do	$\frac{1}{2}$	12	9 "	18 75
Belledune and Railway Station.....	J. McCurdy	1	6	9 "	45 00
Belledune River and Turgeon.....	F. J. Guitar.....	2	3	9 "	33 75
Belleisle Bay and Jones Corner....	H. A. Willigar..	3	1	9 "	18 75
Belleisle Creek and Collina.....	W. H. Henderson	6	2	9 "	45 00
Belleisle Creek and Imilah.....	A. J. Gillies....	5	1	9 "	12 75
Belleisle Creek and Marvin.....	W. M. Keirstead.	3 $\frac{1}{2}$	1	9 "	13 50
Belleisle Creek and Railway Station	C. G. Scovil.....	7 $\frac{1}{2}$	6	9 "	25 50
Belleisle Creek and Thomond.....	J. Gallagher....	5	1	9 "	24 75
Bellenden and Young Cove Road..	L. D. Ferris....	3	2	9 "	28 50
Belyea's Cove and Huestis Landing	M. H. Mott.....	3	1	9 "	15 00
Ben Lomond and St. Martins.....	J. C. Boyer.....	19	1	9 "	71 25
Benton and Railway Station.....	E. M. Lavery....	50 yds.	12	9 "	28 17
Benton and Speerville.....	do	5	2	9 "	48 00
Bertrand and Theriault.....	A. Theriault....	4	2	9 "	18 75
Big Cove and Narrows.....	J. Gleedinning..	8	3	9 "	72 72
Beggar Ridge and Foreston.....	W. H. Staten....	4	2	9 "	34 50
Blacklands, River Charlo and Railway Station.....	J. Cook.....	3&1	6&12	9 "	136 15
Black Point and Railway Station..	S. Langhlan....	1	6	9 "	39 00
Black's Harbour and Railway Station	G. F. Paul.....	13	6	9 "	300 00
Blackville, Railway Station and Underhill.....	C. J. McKenzie..	1&2	12&3	9 "	75 00
Blair Athol, Dundee and Eel River Crossing.....	B. H. Wright....	5&18	3	9 "	140 83
Blakely and Enniskillen Station..	J. Blakely.....	3	3	9 "	33 75
Bloomfield and Lakeville.....	W. I. Burk.....	11	3	9 "	127 50
Bloomfield Station and Central Norton.....	B. E. Williams..	3 $\frac{1}{2}$	3	9 "	44 55
Bocabec and St. Andrews.....	R. McCullough..	9	3	9 "	118 50
Boiestown and Hayesville.....	C. W. Green.....	18	2	9 "	106 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Boiestown and Parker's Ridge.....	T. B. Boies.....	5	2	6 mos. (to Dec. 31, '06)..	27 50
do do	J. A. Pond.....	5	3	" from "	17 50
Boiestown and Railway Station.....	M. M. Campbell	12	9	"	15 00
Bon Accord and Kincardine	D. Niddrie....	5 ¹ / ₁₀	3	9 "	61 87
Bon Secours and Coal Branch Station.....	R. W. Robinson	7	2	9 "	72 00
Bonney River Station Elmeroft and Railway Station.....	J. P. Sullivan...	4 & 6	12 & 1	9 "	75 00
Bosse and Plourde.	N. Martin	3	1	25 dys. (from Mar. 7, '07).....	1 93
Boudreau Village and St. Joseph..	T. C. Boudreau..	9	2	9 "	61 50
Boundary Creek, Railway Station and Steeves Mountain.	T. C. Weldon...	4 & 3 ³ / ₄	12 & 2	9 "	80 25
Bourgeois and Grandique.....	J. P. Arseneau..	4	1	9 "	21 00
Braenut and West Glassville.	J. C. Darrah....	3	2	9 "	22 50
Briggs Corner and North Fork Salmon Creek.....	J. A. Currie....	4	2	9 "	33 75
Bristol and Glassville.....	R. D. Montgomery	9	6	9 "	135 00
Bristol and Railway Station.....	S. Giberson....	¹ / ₂	12	9 "	56 25
Bro. kway and Harvey Station.....	G. Burrell.....	22	3	6 " (to Dec. 31, '06)	117 50
do do	W. McCulloch..	22	3	3 " from "	66 25
Brooklyn Road and Midgie Station	H. L. Richardson	3	3	9 "	33 75
Brookville Station and Railway Stn	W. Ryan.....	¹ / ₂	12	9 "	37 50
Brownville Railway Station and West Scotch Settlement.....	W. M. Northrup	¹ / ₂ & 7 ¹ / ₂	3	9 "	93 75
Bryenton and Railway Siding.....	A. Bryenton....	¹ / ₂	12	9 "	30 00
Brymer and Railway Siding.....	A. Brymer.....	100 yds.	3	7 " (to Jan. 31, '07)	0 58
Buctouche and Coates Mills.....	C. A. Grouard..	12	6	9 "	262 50
Buctouche and Railway Station.....	F. J. Cormier....	¹ / ₄	12	9 "	37 56
Buctouche and Richibucto.....	A. T. LeBlanc..	18	3	9 "	134 25
Buctouche and St. Edouard.....	M. Jaillet.....	6 ¹ / ₂	1	9 "	32 50
Buctouche and St. Jean Baptiste..	A. Robichaud..	1 ¹ / ₂	6	9 "	48 75
Buctouche and St. Maurice.....	A. M. Arseneau.	4	1	9 "	22 50
Buctouche and Shediac.....	F. Hachey.....	24 & 26	6	9 "	446 25
Bull Moose Hill and Springfield....	J. H. Pickle....	5	1	9 "	22 50
Burnt Church and New Jersey.....	J. R. Davidson..	4	6	9 "	69 00
Burtts Corner, Dorn Ridge and Railway Station	E. Burtt.....	4 & 5	2 & 12	9 "	75 00
Butternut Ridge and Carsonville ..	W. A. Price	15	1	6 " (to Dec. 31, '06)	49 75
Butternut Ridge, Hicksville and Railway Station.....	S. Perry.....	4 & 6	6 & 2	9 "	60 00
Butternut Ridge and Forks.....	C. G. Keith	16	2	9 "	93 60
Butternut Ridge and Thorne Brook	S. Perry.....	5	2	9 "	43 75
Cain's River, Railway Station and Glen Porter.....	T. R. Washburn.	3 ³ / ₄ & 7	3 & 1	9 "	70 50
Caledonia and Turtle Creek.....	C. Steeves.....	18	2	9 "	77 92
Calhoun and Railway Station.....	T. B. Calhoun..	¹ / ₂	12	9 "	18 75
California and Four Falls.....	D. Murchison..	10 ¹ / ₂	10	9 "	50 40
Cambridge and Codys.....	J. F. Roberts....	8	6	9 "	232 50
Cambridge and Gagetown.....	G. F. Mason....	19	3	9 "	261 75
Cambridge and Lakeview.....	R. Black.....	3	3	9 "	42 00
Cambridge and White's Point.....	A. Kelly.....	3	3	9 "	47 18
Cameron's Milis and St. Louis-de-Kent	I. Landry.....	10	3	9 "	106 43
Campbell's Settlement and Lower Southampton.....	G. W. Grant....	8 ¹ / ₂	2	9 "	74 25
Campbellton and McKendrick.....	C. Le Blanc.....	10 ¹ / ₂	1 & 3	9 "	49 50
Campbellton and Railway Station ..	G. Cumming.....	1	42 & 30	9 "	195 25
Campbellton and Shivas Athol.....	G. Cummings....	3	3	8 " (from Aug. 1, '06)	50 00
Canaan Station and McLean.....	N. Ghouard.....	17	2	9 "	73 50
Canaan Station and Railway Stn....	J. Gotro.....	¹ / ₂	12	9 "	31 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Canaan Station and St. Paul	I. Le Blanc.	7	4	9 months	51 75
Canobie and Clifton.	W. Glendinning.	3	1	9 "	15 15
Canous and Oak Hill.	W. E. Spearin.	5	2	9 "	30 00
Canterbury Station and Dow Settlement.	S. H. Dow.	5	2	9 "	37 50
Canterbury Station and North Lake	O. Buckingham.	22	3	6 " (to Dec. 31, '06)	177 00
do do do	S. Foster.	22	3	3 " from "	112 50
Canterbury Station and Railway Station	J. S. Low.	16	12	9 "	45 00
Cape Bald and Le Blanc.	S. M. Richard.	7	2	9 "	52 50
Cape-de-Moiselle Creek and Railway Station.	J. Wilson.	12	12	9 "	18 75
Cape Spear and Railway Station.	A. Seamon.	5	3	9 "	50 20
Cape Tormentine and Ry. Station.	J. R. Barry.	1	12	9 "	30 00
Caraquet and Lower Caraquet.	J. R. Chiasson.	5	6	9 "	112 50
Caraquet and St. Simon.	J. Lantaigue.	9 1/2	1	9 "	22 96
Caraquet and Tracadie.	T. S. Barry.	22	6	9 "	300 67
Caron Brook and Lake Baker.	H. Caron.	5	3	9 "	60 75
Carroll's Crossing and Ry. Station.	A. O'Donnell.	20 yds.	12	9 "	12 00
Central Blissville and Ry. Siding.	L. B. Smith.	1 1/2	6	9 "	30 00
Central Hampstead and Hibernia.	I. A. Gardiner.	3	2	9 "	21 00
Central Waterville and West Waterville.	J. H. Stair.	3 1/2	2	17 dys. (from Mar. 15, '07)	1 67
Centre Waterville and Temperance Vale.	R. Murdoch.	3 3/4	2	9 months	28 12
Centreville and Charleston.	J. F. Crone.	5 1/2	3	9 "	75 00
Centreville and Goods Corner.	A. Beckwith.	4 & 7	3	9 "	75 00
Centreville and Knoxford.	do	4 & 7	3	9 "	71 25
Centreville and Railway Station.	C. Wilkinson.	5	6	9 "	116 16
Centreville and Royalton.	A. Beckwith.	6	3	9 "	59 25
Chambers Settlement and Foster's Croft.	E. McShane.	5	1	9 "	21 75
Chance Harbour and Lepreaux.	R. Mawhinney.	16	3	9 "	217 50
Charlo Station and Upper Charlo.	W. Craig.	1/2	6	9 "	56 25
Chatham and Douglasfield.	T. King.	5	1	9 "	18 75
Chatham, Laketon and Upper Bay-du Vin.	R. McNaughton.	16 & 21	2 & 1	9 "	118 38
Chatham and Loggieville.	T. H. Fitzpatrick.	6	6	5 " (to Feb. 28, '07)	58 33
Chatham and Railway Station.	do	1	42 & 30	9 "	171 87
Chatham and Street Letter Boxes.	do	2	12	9 "	93 75
Chatham and Tracadie.	P. Archer.	55 1/2	6	9 "	825 00
Chelmsford and Railway Station.	G. Harper.	1 1/4	12	9 "	37 50
Cherryfield and Moncton.	W. Steeves.	4 1/2	2	9 "	37 50
Chipman and Dufferin.	N. Lagassi.	4	2	9 "	30 00
Chipman, Gaspereaux, and Upper Gaspereaux.	A. Dairah.	5 & 8	6 & 3	9 "	142 59
Chipman and Harley Road.	J. Orchard.	8	2	3 " (to Sept. 30, '06).	22 50
do do	E. A. Branscombe.	8	2	1 " (to Oct. 31, '06).	7 50
do do	L. R. Wilson.	8	2	5 " from "	31 25
Chipman and Linton.	T. McAllister.	13	3	9 "	141 37
Chipman and Railway Station.	H. Orchard.	1/2	12	9 "	18 75
Chocolate Cove, Fairhaven and Lord's Cove.	G. Wentworth.	11	3 & 2	6 " (to Dec. 31, '06).	50 00
Chocolate Cove, Fairhaven and Lord's Cove.	L. Wentworth.	4 & 11	6 & 4	3 " from "	62 50
Church Hill and River View.	E. Bayley.	2	2	9 "	30 00
Clair and Fort Kent (Me).	J. Long.	3/4	12	9 " (less am't. paid by U.S.	25 00
Clairville and Jailletville.	C. F. Jaillet.	6	1	8 " (from Aug. 1, '06)	17 33
Clarendon Station and Ry. Station.	G. S. Lacey.	1 1/2	6	9 "	30 00
Clark's Corner and Sheffield.	E. Randall.	1	2	3 " (from Jan. 1, '07)	18 15
Clarkville and Railway Station.	B. Anderson.	7 1/2	2	9 "	63 75

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Clear View and Railway Station...	S. Bishop.....	3	6	9 months	105 00
Clifton and Grey's Mills.....	J. Rogers.....	15	3	9 "	104 25
Clifton and Rotheray.....	G. S. Pettingell..	5	6	9 "	220 50
Clinch's Mills and Gooseberry Cove.	R. Ferguson.....	4	2	9 "	48 75
Clinch's Mills and Railway Crossing.	F. S. Clinch.....	1	12	9 "	19 50
Cloverdale East and Smith Corner.	W. H. Featherstone.....	6	3	9 "	76 50
Clover Hill and Sussex.....	S. P. Taylor.....	15½	2	9 "	120 00
Coal Branch Station and Railway Station.	J. T. Swift.....	6	12	9 "	36 00
Coal Creek and Coal Mines.....	W. L. Durland.....	4	2	9 "	19 50
Coal Creek and Railway Station.....	M. E. Weaver.....	1¾	12	9 "	7 50
Coal Creek and Upper Coal Creek..	do.....	4	1	9 "	18 75
Coates Mills and St. Cyrille.....	W. W. LeBlanc.....	3½	2	9 "	30 00
Cocagne and Cocagne Cape.....	D. Gueguen.....	4	1	9 "	26 25
Cocagne and Notre Dame.....	E. Bilodeau.....	6	3	9 "	67 50
Codys and Coles Island.....	E. Starkey.....	6 & 13	6	9 "	187 43
Codys and Jenkins.....	I. V. B. Hetherington.....	2	3	9 "	29 63
Coldstream and Hartland.....	S. S. Page.....	5	3	9 "	67 50
Coldstream and Knowlesville.....	J. W. Foster.....	18 & 23½	3	3 " (to Sept. 30, '06)	56 25
do do	E. B. Estabrooks	18 & 23½	3	6 " (from Oct. 1, '06)	237 00
Coles Island and Forks.....	R. W. Hetherington.....	17	2	9 "	110 86
College Bridge and Ry. Station.....	D. F. Richard.....	1½	12	9 "	56 25
Collette and Rogersville.....	M. Gionet.....	4	1	9 "	19 50
Connell and Florenceville.....	W. A. Taylor.....	4	2	9 "	51 48
Connors and Mouth of St. Francis..	E. Ouellette.....	3½	3	9 "	45 00
Cork Station and Ry. Station.....	W. Murphy.....	1½	3	9 "	22 50
Cormier's Cove, St. Joseph and Ry. Station.	V. J. Landry.....	1 & 2	18	9 "	120 00
Coronation and Railway Siding.....	G. W. Bishop.....	1½	3	9 "	18 75
Coughlan and Railway Siding.....	D. A. Coughlan.....	1½	6	9 "	30 00
Cowan and South River.....	H. Cowan.....	2½	2	9 "	22 50
Coxes Point, Cumberland Bay and The Range.....	H. O. Branscombe.....	35 & 71½	2 & 3	9 "	63 75
Cross Creek and Green Hill.....	W. Waugh.....	4	2	9 "	66 67
Cumberland Bay and Ry. Station.....	H. O. Branscombe.....	1½	3	9 "	36 00
Currieham and Stanley.....	A. L. Currie.....	6½	2	9 "	41 25
Curryville and Railway Station.....	J. A. Beaumont.....	1½	12	9 "	33 75
Dalhousie and Point La Nim.....	J. Nolan.....	3	3	9 "	56 25
Dalhousie and Railway Station.....	J. Duncan.....	1½	36 & 24	9 "	106 27
Dalhousie Junction and Ry. Station.	T. Robinson.....	1½	12	9 "	75 00
Damascus and Smith Town.....	W. B. Smith.....	3	1	9 "	22 50
Debec and Maxwell.....	G. Fleming.....	21 & 14	3	9 "	198 00
Debec and Railway Station.....	A. Harron.....	1½	12	9 "	22 13
Derby and Railway Station.....	E. L. Parker.....	1½	12	9 "	45 00
Doaktown and Railway Station.....	I. H. Swim.....	1½	12	9 "	18 00
Dobsons Corner and Petitcodiac.....	J. W. Bleakney.....	13	2	9 "	156 00
Donegal, Waterford and Sussex.....	G. M. Hayes.....	8 & 12	1 & 3	9 "	153 18
Dorchester and Fairview.....	S. T. Blenis.....	3½	1	9 "	14 25
Dorchester and Middleton.....	H. T. Buck.....	2	6	9 "	56 25
Dorchester and Railway Station.....	S. W. Tingley.....	1½	24	9 " and extra trips..	176 25
Dorchester and Rockport.....	R. Read.....	12	2 s 3 w	9 "	119 25
Dorchester and Woodhurst.....	B. Card.....	5	1	9 "	18 75
Dorchester Crossing, Ry. Station and Seadouc.....	P. J. Melanson.....	1 & 2½	6 & 2	9 "	56 25
Douglas and Railway Station.....	E. Currie.....	1½	3	9 "	22 50
Douglstown and Newcastle.....	D. Doyle.....	5	12	9 "	187 50
Dover and Moncton.....	T. Steeves.....	15½	3	9 "	168 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Downeyville and Hatfield's Point..	E. Kellier	7	2	9 months	53 25
Downeyville and Tootleton.....	W. L. Pickett...	12 & 13	2	6 " (to Dec. 31, '06)	40 31
do do	M. S. W. Merritt	13	2	3 " from " ..	21 39
Doyles Brook and Railway Station.	J. Gratton.....	4½	3	9 " ..	52 50
Doyles Settlement, Lorne and River					
Louison	T. Hayes.	3 & 7	1 & 2	9 " ..	40 50
Dugas and Grand Anse.....	M. Dugas.	5	2	3 " (from Jan. 1, '07)	7 50
Dunbarton Station and Ry. Station	W. Saunders....	1½	6	9 " ..	30 00
Dundee and Eel River Crossing....	R. H. Wright...	6	3	6 " (from Oct. 1, '06)	37 50
Dungiven and Memramcook.	E. W. Toole....	4	1	9 " ..	18 75
Durham Bridge and McElwain....	R. McElwain....	3	2	9 " ..	36 00
Durham Bridge and Ry. Station...	R. Abernethy...	1½	12	9 " ..	26 25
Durham Centre and Jacquet River.	W. M. Firlotte..	14½	12	9 " ..	71 25
East Glassville and Highlands ..	A. McKenzie ..	2½	3	9 " ..	30 00
East Waterville and Temperance					
Vale.....	I. Pike.....	2½	2	9 " ..	22 50
Edmundston and Railway Station..	A. Babin.....	3½	12	9 " ..	71 25
Edmundston, Temiscouata and					
Canadian Pacific Railway ..	do	1½	6	9 " ..	18 75
Edmundston and Upper Madawas-					
ka (Me.).....	F. Albert	3	6	9 " ..	45 00
Eel River Crossing and Railway					
Station	Leveque & Splude	1½	12	9 " ..	37 50
Eel River Crossing and Upper Bal-					
moral.....	do	9	3	6 " (from Oct. 1, '06)	58 50
Elgin and Fir Grove	T. Carty.	4	1	9 " ..	22 50
Elgin and Mapleton	W. A. Colpitts .	4	2	9 " ..	31 50
Elgin and Meadows	F. W. Steeves .	6	2	9 " ..	45 00
Elgin and Pleasant Mount.....	C. Henderson....	5	1	9 " ..	26 25
Elgin and Railway Station.....	T. Barchard	1½	6	9 " ..	28 87
Ellenstown and Millerton.....	J. Betts.....	4½	2	9 " ..	36 00
Elmsville and Railway Station ..	J. H. Dyer.....	1½	12	9 " ..	45 00
Elm Tree and La Plante.....	J. M. Godin....	3½	2	9 " ..	37 50
Elm Tree and Railway Station....	J. Doucet.....	1	12	9 " ..	30 00
Emerson and Fords Mills.....	J. McG. Powell.	8	2	9 " ..	59 25
Ennishore and Grand Falls.....	C. O'Regan....	3½	1	9 " ..	22 50
Enniskillen Station and Ry. Station.	B. McAloon....	1½	6	9 " ..	21 00
Evans and Youngs Cove.....	G. Smith.....	9	3	2 " (to Aug. 31, '06)	16 00
Exmore and Red Bank.....	F. Murphy	3	1	9 " ..	22 50
Fairville and Railway Station....	C. F. Tilton....	1½	18	9 " ..	112 50
Ferguson's Point and Main Post Rd.	W. Ferguson ...	2½	6	9 " ..	30 00
Ferndale and Hillside.....	G. Banister	2	1	9 " ..	15 00
Flatlands and Railway Station...	W. Gillis	1½	6	9 " ..	45 00
Flint Hills and Meadows	J. W. Garland..	4	2	9 " ..	30 00
Florenceville and Lower Greenfield	R. Shannon....	3½	3	9 " ..	33 75
Florenceville and Railway Station.	H. B. Taylor....	1	12	9 " ..	147 75
Florenceville and Summerfield...	G. Green.....	13	3	9 " ..	96 75
Florenceville East and Upper Peel.	N. Moore.....	1	6	9 " ..	30 00
Flume Ridge and Lawrence Station	P. J. Anderson..	8	2	9 " ..	78 00
Foley Brook and Salmonburst....	J. Poulsen....	7	2	9 " ..	52 50
Forks and Ida.....	C. Keirstead....	5	1	9 " ..	18 75
Four Roads and Inkerman.....	R. Gibbs.....	3½	2	9 " ..	26 25
Fox Creek and Moncton.	E. LeBlanc....	12½	3	9 " ..	81 25
Fredericton and Hamtown.....	S. Bird.....	22	2	9 " ..	168 75
Fredericton and Hanwell	P. Lucy.....	10	2	3 " (to Sept. 30, '06)	30 00
do do	T. Powers.....	10	2	6 " from " ..	67 00
Fredericton and Letter Boxes.....	W. J. McInn....	3½	12	9 " ..	111 75
Fredericton and Lower St. Mary's.	H. J. Phair....	6	2	9 " ..	67 50
Fredericton and Meductic	J. C. Maxon....	51	3	9 " ..	373 50
Fredericton, Nashwaak and St.					
Mary's Ferry	M. W. Ryan....	1 & ¾	6 & 12	9 " ..	117 40

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fredericton and Nasonworth.	D. D. Jones.	9 $\frac{1}{2}$	2	9 months	71 25
Fredericton and Railway Station.	C. J. Kelly.	60	9	"	298 50
do do	J. E. Keith.	24	9	"	97 48
Fredericton Junction and Ry. Sta.	J. Shehan.	25 yds.	24	9 "	30 00
Fredericton Road, Harewood and Salisbury	W. W. Wilson.	8 & 13	2 & 1	9 "	73 50
French Village and Railway Station	M. Bates.	4	2	9 "	45 00
Gagetown and Welsford.	G. A. Law.	28	3	9 "	297 75
Gagetown and Westfield.	W. H. Bulyea.	44	3	9 "	592 50
Gallagher and Railway Station.	J. T. Price.	2	2	9 "	18 75
Gaspereaux and Lakestream.	A. L. Fleming.	12	1	9 "	56 10
Gaspereaux Station and Ry. Station	J. Mooney.	1	6	9 "	45 00
Gaspereaux Station and Scott's Brook.	W. H. Jones.	6	2	9 "	33 33
Gaythorne and Tabusintac.	G. Buchanan.	6	2	9 "	48 75
Gibson and Railway Station.	R. H. Babbitt.	$\frac{1}{2}$	24	9 "	60 00
Gilks Railway Station, Blissfield and Moran.	J. Robinson.	$\frac{1}{2}$, 3 & 2	12 & 6	3 " (to Sept. 30, '06).	37 50
do do	J. A. MacDonald.	$\frac{1}{2}$, 3 & 2	12 & 6	6 " from "	124 00
Gladstone and Kintore.	L. L. Watt.	9 $\frac{1}{2}$	3	9 "	126 75
Gladwin and Red Rapids.	J. G. Brooks.	4	3	9 "	45 00
Glassville and Kenneth.	K. McIntosh.	5 $\frac{1}{2}$	3	9 "	49 50
Goose Creek and Shepody Road.	J. Prescott.	13	1	9 "	56 25
Gordonsville and South Gordonsville	F. Pelkie.	4	3	9 "	45 00
Grafton and Woodstock.	J. Rolston.	1 $\frac{1}{2}$	6	9 "	51 00
Graffield and Renous Bridge.	M. Kehoe.	8	2	9 "	73 50
Grand Anse and Mizonett.	S. Poirier.	8	2	9 "	36 00
Grand Bay and Railway Station.	D. M. Hamm.	$\frac{1}{2}$	6	9 "	33 00
Grand Falls and Grand Falls Portage	J. T. Mulherin.	12 $\frac{1}{2}$	2	9 "	77 25
Grand Falls and Megford.	F. Page.	16 & 24 $\frac{1}{2}$	3	9 "	300 00
Grand Falls and Railway Station.	J. J. Kelly.	$\frac{1}{2}$	12	9 "	56 25
Grand Falls and St. Amand.	S. St. Amand.	11	3	1 " (to July 31, '06).	13 34
do do	J. M. Poitras.	11	3	8 " from "	133 33
Grand Harbour and Whitehead.	A. Dakin.	6	2	9 "	75 00
Grattan and Lower Neguac.	J. Stewart.	3 $\frac{1}{2}$	2	9 "	30 00
Great Shemogue and Shediac.	P. F. Melanson.	24 & 26 $\frac{1}{2}$	6	9 "	523 49
Green Lake and Woodstock.	R. A. Ballentine.	11 $\frac{1}{2}$	2	9 "	114 75
Green Point and Railway Siding.	G. A. Fournier.	1	6	9 "	30 00
Green River Station and Railway Station.	A. DeVillers.	$\frac{1}{16}$	12	9 "	18 75
Guimond and St. Louis-de-Kent.	D. Guimond.	5	2	9 "	30 00
Halcomb and Red Bank.	E. Matthews.	8	2	9 "	75 00
Hammond Vale and Londonderry	W. Fowler.	8	1	9 "	39 00
Hampton and Ossekeag.	J. Boviard.	1	6	2 " (to Aug. 31, '06).	15 50
do do	H. W. Smith.	1	12	7 " from "	52 50
Hampton and Urquharts.	J. H. Piers.	13	2	6 " (to Dec. 31, '06).	62 50
do do	J. Boviard.	13	2 & 3	3 " from "	36 45
Hanford Brook and Upham.	J. Tracey.	5	2	9 "	32 48
Harcourt and Lakestream.	L. J. Wathen.	22	1	9 "	120 00
Harcourt, Railway Station and Richibucto.	J. B. Miller.	36, 30 & $\frac{1}{2}$	6 & 24	9 "	777 75
Harrisville and Lewisville.	J. L. Lockhart.	3	2	9 "	18 75
Hartland and Railway Station.	J. D. Shaw.	$\frac{1}{2}$	12	9 "	54 57
Hartland and Victoria.	J. McGee.	24 $\frac{1}{2}$	6	9 "	195 00
Harvey Station and Railway Station	D. Glendinning.	50 yds.	12	9 "	30 00
Harvey Station and Yoho.	R. Coffey.	8	2	9 "	67 50
Hatfield's Point and Norton.	E. Kellier.	10	6	9 "	174 75
Hatfield's Point and Wickham.	G. M. Denton.	19	3	9 "	277 08
Head of Millstream, Perry Settlement and Sussex.	J. J. Belding.	5 & 20	1, 2 & 3	9 "	155 00
Head of Tide and Railway Station.	H. C. Gilles.	$\frac{1}{16}$	6	9 "	60 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Head of Tide and Robinsonville....	H. C. Gillis....	22 $\frac{3}{4}$	2	9 months	154 50
Hebert and Sweenyville....	A. L. LeBlanc..	4	2	9 "	15 00
Heron Island and New Mills	W. Maxwell....	3	1	9 "	27 00
Hillsborough and Lower Cape.....	H. Hawkes....	9	6	9 "	204 00
Hillsborough and Railway Station..	B. Steeves....	$\frac{1}{2}$	12	9 "	60 00
Hillsborough and Roseville.....	H. J. Stevens..	12	3	9 "	117 67
Hillsborough and Steeves Mills	W. E. Jonah....	10	2	9 "	93 00
Hillsdale and Mackville.....	M. McIntyre....	3	1	9 "	22 50
Hillsdale and Sussex	S. P. Kyle....	17	3	9 "	171 00
Holderville and Millidgeville	W. Sleep....	21 & 17	6 & 3	9 "	322 50
Hopewell, Hopewell Hill and Rail- way Station.....	J. D. Newcomb..	1 & $\frac{1}{2}$	6 & 12	9 "	104 25
Hopewell Cape and Railway Station	W. E. Calhoun..	3 $\frac{3}{4}$	6	9 "	105 00
Hopewell Hill and Memel.....	R. S. Woodworth	7 & $\frac{5}{8}$	1	9 "	27 75
Hopper and Salisbury.....	A. W. Leeman..	18	2	9 "	150 00
Hoyt Station and Juvenile Settle- ment.....	W. H. Wallace..	13 & 17 $\frac{1}{2}$	2	9 "	76 24
Hoyt Station and Railway Station.	A. W. Mersereau	$\frac{1}{2}$	12	9 "	52 50
Indian Mountain and Moncton.....	H. Renton....	19	2	6 " (to Dec. 31, '06).	72 50
do do	W. B. Maddeson	19	2	3 " from " ..	47 25
Irishtown and Le Blancville.....	W. Sullivan....	5	1	9 "	22 50
Irishtown, Railway Station and Mc- Laughlin Road.....	do	1 $\frac{1}{2}$ & 16	6 & 2	9 "	170 25
Iron Bound Cove and Railway Sid- ing	W. Lucas....	$\frac{1}{4}$	2	9 "	7 50
Iroquois and Railway Siding	G. I. Theriault..	$\frac{1}{16}$	6	2 " (from Feb. 1, '07)	0 17
Jacquet River and McMillan.....	J. Doucett ..	$\frac{1}{4}$	2	9 "	39 37
Jemseg and Mouth of Jemseg.....	S. C. Burns....	3 $\frac{1}{8}$	3	9 "	39 20
Jemseg and Young's Cove Road....	L. D. Ferris....	19 $\frac{1}{8}$	6	9 "	343 50
Joliceure, Westmoreland Point and Railway Station.....	C. Brownell....	7 & 1	6 & 12	9 "	243 75
Kanes and Tete à Gauche River (S).	A. F. Kane....	3 $\frac{3}{4}$	3	9 "	13 50
Kent Junction and Railway Station	J. Horton....	$\frac{1}{4}$	12	9 "	22 50
Kent Lake and Railway Siding.....	S. Desroches....	1	2	9 "	11 25
Kilburn and Kintore	D. Watt....	6	3	9 "	75 00
Kilburn and Railway Station	B. Kilburn....	$\frac{1}{2}$	12	9 "	26 25
Kingsclear and New Market.....	D. Murphy....	5	1	9 "	29 25
Kingscroft and Railway Siding....	J. Copeland....	$\frac{1}{4}$	2	9 "	7 50
Kingston, Reed's Point and Railway Station	L. Scribner....	3 $\frac{2}{3}$ & 5	6	9 "	162 00
Kingston and The Bluffs.....	J. L. Kierstead..	3	2	6 " (to Dec. 31, '06).	22 00
Kirkwood and Railway Station.....	W. Kirk....	50 yds.	6	9 "	11 25
Knoxord and Upper Knoxord.....	R. Longstaff....	4	3	9 "	72 00
Kouchibouguac and Kouchibouguac Beach	J. Sullivan....	9	2	9 "	64 50
Kouchibouguac and Laketon.....	M. Flanagan....	6	1	9 "	15 00
Kouchibouguac and Point Sapin....	J. Sullivan....	20	1	9 "	66 00
Kouchibouguac and Richibucto.....	W. H. Wathen..	12	6	9 "	172 50
Lake Edward and New Denmark....	H. Howlett....	2 $\frac{1}{2}$	2	9 "	22 50
Lake George and Prince William Station.....	A. McLean....	22	2	9 "	137 25
Lakeville Corner and Newcastle Bridge.....	J. D. Bridges....	18	2	6 " (to Dec. 31, '06).	72 00
Lameque and Miscon Light House.	J. Brown....	27	3	9 "	281 25
Lameque and Shippigan.....	D. E. Savoy....	7	4 & 6	9 "	127 40
Landry and Upper Pockmouche....	L. G. Landry....	5	1	9 "	17 25
Lawrence Station and Railway Stn.	P. J. Anderson..	5 $\frac{1}{2}$	12	9 "	39 00
Ledge and St. Stephen	W. Maloney....	5	2 s & 3 w.	9 "	67 50
Legere and Portage River.....	L. Manzeroll....	2	3	9 "	22 50
Lepreaux and New River Mills....	R. Travis....	7	2	6 " (to Dec. 31, '06).	16 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lepreaux and New River Mills	F. Dickson.	7	2	3 mos. from Dec. 32, '06	12 50
Lepreaux and Railway Station	H. P. Reynolds	$1\frac{1}{15}$	12	9 "	30 00
Lever and Oak Bay	W. Robinson	$6\frac{1}{3}$	2	9 "	36 00
Lime Hill and Main Post Road	T. Scribner	12	1	9 "	22 50
Limekiln and Stanley	W. Pringle	12	1	9 "	18 75
Lincoln and Oromocto	R. Brennan	4	3	9 "	48 75
Lisson and Markhamville	T. Lisson	$3\frac{1}{2}$	1	9 "	15 00
Listerville and River-de-Chute	S. Bishop	5	1	9 "	16 25
Little Lake and Tracey Station	J. Duplisea	11	1	9 "	45 09
Loggieville and Railway Station	W. R. Edge	10	2	1 " (from Mch. 1, '07)	4 07
Long Point and Springfield	E. Kellier	7 & 10	2	9 "	70 50
Lornville, Railway Station and Sea View	M. Driscoll	3 & $6\frac{1}{2}$	6 & 3	9 "	138 75
Lower Brighton, Newburg Junction.					
Penbroke and Newburg	B. McKinney	3 & 8	6 & 2	3 " (to Sept. 30, '06).	40 00
do do	G. T. Dickinson	3 & 8	6 & 2	6 " from "	85 00
Lower Derby and Railway Siding	M. Amos	$\frac{1}{4}$	12	9 "	30 00
Lower Millstream and Parlee Settlement	G. S. Sharp	6 & 5	2	9 "	58 50
Lower Nappan and Point-au-Car.	A. Campbell	$5\frac{3}{4}$	2	9 "	39 24
Lower Turtle Creek and Turtle Creek	R. H. Fillmore	4	1	9 "	15 00
Ludlow and Railway Station	A. Hovey	$\frac{1}{2}$	12	9 "	38 25
Lynch and Railway Station	G. S. Lynch	100 yds.	12	9 "	30 00
McAdam and Railway Station	J. W. Green	$1\frac{1}{2}$	as req.	9 "	217 50
McDougall and Railway Station	J. A. McDougall	$1\frac{1}{2}$	12	9 "	26 25
McKee's Mills and Railway Station	J. S. McKee	$1\frac{1}{2}$	12	9 "	15 00
McKee's Mills and St. Gregoire	D. Le Blanc	12	2	9 "	15 00
McNairn and Marie-de-Kent	W. Ward	3	2	9 "	30 75
McNamee and Railway Station	I. Wilson	$1\frac{1}{2}$	12	9 "	48 75
Malakoff and Scadow	E. Foster	$3\frac{1}{2}$	2	9 "	22 50
Malden and Railway Station	M. Sweeney	$\frac{1}{2}$	3	9 "	24 75
Manner's Sutton and Tweedside	A. Dorcas	4	3	9 "	56 25
Mannhurst and Petricodiac	S. D. Mann	$8\frac{1}{2}$	2	9 "	74 63
Maple Green and Dalhousie Junction	W. Le Blanc	2	3	9 "	41 25
Maplehurst, Upper Kent and Railway Station	B. W. Cox	3 & $\frac{1}{2}$	2 & 12	9 "	97 50
Maplewood and Millville	J. Johnston	5	2	6 " (to Dec. 31, '06).	26 00
do do	C. E. Palmer	5	2	3 " from "	16 00
Martin's and Railway Station	C. Martin	$\frac{1}{2}$	12	9 "	58 69
Marysville and Railway Station	G. W. Foster	$1\frac{1}{2}$	24	9 "	45 00
Meadows and Railway Station	G. F. Beach	20 yds.	12	9 "	15 00
Meadows and Tower Hill	G. A. Lindsay	2	2	9 "	39 39
Meductic and Woodstock	G. W. Jackson	12	6	9 "	225 00
Melrose and Railway Station	J. Barry	$\frac{1}{2}$	6	9 "	56 25
Memramcook and Memramcook East	J. F. Richard	$2\frac{1}{2}$	2	9 "	33 75
Memramcook and Memramcook West	P. T. Richard	1	6	9 "	44 25
Memramcook and Railway Station	T. D. Melanson	$\frac{1}{2}$	24	9 "	72 00
Mercer and Norton	G. A. Langell	$3\frac{1}{2}$	1	9 "	13 50
Middle Simonds and Peel Tank	H. H. Hathfield	1	6	9 "	101 25
Midgie Station and Ry. Station	C. Hicks	40 yds.	6	9 "	7 50
Millbrook and Narrows	E. L. Hughes	4	2	9 "	39 00
Milledgeville and St. John	J. B. Hamm	4	6	9 "	93 90
Millerton and Railway Station	G. Vanderbeck	12	9	9 "	40 00
Millstream and Mount Hebron	J. Keohan	5	2	9 "	53 82
Milltown and St. Stephen	Hardy & Bridges	2	18	3 " (to Sept. 30, '06).	40 00
do do	W. C. McAlona	2	18	6 " from "	75 00
Millville, Railway Station and Temperance Vale	H. McKenna	$\frac{1}{8}$ & $7\frac{1}{2}$	12 & 3	9 "	135 00
Minto and Ripples	D. C. Kennedy	$9\frac{1}{2}$	2	3 " (from Jan. 1, '07)	37 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Minto and Scotch Town.....	N. Nightingale..	21	2	3 mos from Jan. 1, '07..	76 56
Millville and Springfield.....	D. Reed.....	14 & 16	2	9 "	148 50
Miscou Harbour and Wilson's Point.	P. Wilson.....	6	2 s. & 1 w.	9 "	41 25
Mispec and St. John.....	J. B. Hamm.....	9	6	9 "	210 00
Moncton and Stony Creek.....	A. P. Smith.....	8½	2	9 "	93 60
Moncton, Street Letter Boxes and Railway Station.....	P. A. Belliveau..	1½	as req.	9 "	750 00
Moncton and Upper Coverdale....	H. W. Gaskin....	16	3	9 "	156 44
Moncton Road and Shediac.....	R. Bateman.....	6	1	9 "	30 00
Moore's Mills and Oak Hill.....	H. C. McKay.....	14	3	9 "	105 41
Moore Mills and Railway Station..	A. Connick.....	1½	12	9 "	56 25
Morehouse, Shinnickburn, Upper Blackville and Railway Station..	H. Morehouse..	7½ & 2	2 & 6	9 "	95 25
Mount Carmel and St. Fabien....	M. F. Martin....	4	1	9 "	17 50
Mountain Dale and Snider Mountain.....	G. H. Keirstead	4	1	9 "	33 75
Mountain View and Upper Charlo..	W. McIntyre....	2	3	6 " (from Oct. 1, '06)	25 76
Mount View and Upper Sackville..	E. A. Wheaton..	3	1	9 "	15 60
Mountville and Railway Station..	A. E. Butterfield	1½	12	9 "	15 00
Mouth of Keswick and Ry. Station	H. F. Dunphy..	1½	12	9 "	45 00
Mouth of Keswick and Scott's Lake	C. Yerxa.....	12 & 13	3	9 "	243 75
Mouth of Keswick and Woodstock.	E. Ebbitt.....	60	2	9 "	510 00
Muniac and Railway Siding.....	W. J. Miller....	60 yds.	12	9 "	15 00
Musquash and Railway Station....	J. Reed.....	1½	12	9 "	22 50
Nashwaak Bridge and Railway Stn.	J. T. McBean....	1½	12	9 "	45 00
Nashwaak Village and Railway Stn.	C. Forbes.....	1½	12	9 "	75 00
Nauwigewauk and Railway Station	W. H. Hill.....	1½	12	9 "	36 00
Nelson Reserve and South Nelson..	M. Whalen.....	6	2	9 "	50 25
Nerepis Station and Railway Stn..	M. O. McKenzie	1½	12	9 "	18 75
Nerepis Station and Round Hill....	do.....	12	1	9 "	56 25
Newcastle and North West Bridge.	E. Connolly.....	2½	6	9 "	30 00
Newcastle and Railway Station....	D. Doyle.....	1	42 & 30	9 "	255 62
Newcastle and Red Bank.....	T. Foley.....	15	3	9 "	225 00
Newcastle and Sevoile.....	J. O'Shea.....	25	1	9 "	120 00
Newcastle Bridge and Railway Stn.	K. Yeomans.....	1½	6	9 "	15 00
Newcastle Creek and Sheffield....	J. C. Simmons..	32	2	6 " (to Dec. 31, '06)	118 98
New Mills and Railway Station....	A. Gannix.....	1½	12	9 "	45 00
Newton and Sussex.....	T. M. Durham..	10 & 12	3	9 "	131 71
Newtown and White's Mountain..	M. Hanley.....	3	1	9 "	18 75
Nigado and Railway Station.....	C. H. Roy.....	1½	12	6 " (to Dec. 31, '06)	20 00
do do.....	R. Doucet.....	1½	12	3 " from " "	10 00
Nixon and Turtle Creek.....	L. A. Wilson....	4	2	9 "	41 25
Northfield and Railway Station....	S. McLeod.....	1½	2	9 "	11 25
North Head and Seal Cove.....	W. N. McLean..	12	5 & 4	9 "	187 50
North View and Plaster Rock.....	J. H. Weaver....	7	3	9 "	116 25
Notre Dame and Poirier.....	J. Guegnen.....	6	1	9 "	16 50
Notre Dame and Railway Station..	M. Bourque.....	1½	12	9 "	47 26
Oak Bay and Railway Station.....	R. W. Wilson....	1½	12	9 "	48 75
Oakham and Railway Station.....	J. Hickson.....	1½	3	9 "	18 00
Oaklands, Riverbank & Ry. Siding	H. M. Hunter....	1½ & 3	6 & 2	9 "	39 00
Oakville and Round Hill.....	E. H. Flewelling	3	6	Season 1906	33 41
Oakville and Weston.....	S. W. Porter....	3	3	9 months.	63 75
Oakville and Woodstock.....	T. F. Troy.....	14 & 11	3	9 "	195 00
Olenville and Round Hill.....	J. A. Vincent..	18½ & 11	3	9 "	146 25
Oromocto, Sheffield, Upper Gagetow and Swan Creek.....	J. M. Kelly.....	10, 21, 12	6 & 3	9 "	228 75
Oromocto and Shirley Settlement..	R. Brennan.....	4	1	9 "	15 00
Oromocto and Waasis Railway Stn.	J. Malone.....	6	6	9 "	161 25
Oromocto and Woodside.....	F. Goodine.....	18	2	9 "	81 75
Ortonville and Railway Station....	J. W. Hitchcock	1½	12	9 "	18 75

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ossekeag and Railway Station.....	R. H. Smith.....	$\frac{1}{2}$	as req.	9 months	75 00
Ossekeag and Upperton.....	W. Dempster.....	19 $\frac{1}{2}$	3	9 "	209 25
Painsec and Railway Station.....	P. Comeau.....	2	2	9 "	30 00
Parents and Railway Station	M. Lebel.....	200 yds.	12	9 "	37 50
Passekeag, Ry. Stn. and Sherlock..	J. Macvey.....	$\frac{1}{2}$ & 5	12 & 1	9 "	67 50
Peel and Railway Station.....	E. A. Harmon.....	$\frac{1}{2}$	12	9 "	15 00
Peniac and Railway Station.....	C. T. Weade.....	$\frac{1}{2}$	12	9 "	45 00
Pennfield Ridge and Seely's Cove..	J. Bright.....	4	2	9 "	29 25
Penobscus and Railway Station.....	S. M. Freeze.....	$\frac{1}{2}$	12	9 "	56 25
Penobscus and Roxburgh.....	E. W. McNair.....	22	12	9 "	116 19
Perth and Railway Station.....	M. Larlee.....	$\frac{1}{2}$	12	9 "	93 75
Perth and Tilley.....	E. Lovely.....	17 $\frac{1}{2}$ & 8	2	9 "	98 95
Petersville and Welsford	G. R. Burton.....	10	2	9 "	112 50
Petersville Church & South Clones..	J. Chittick.....	4	1	9 "	19 50
Petit Rocher and Railway Station..	E. C. Boudreau.....	1 $\frac{1}{2}$	12	9 "	60 00
Piccadilly and Sussex Corner.....	E. Brown.....	3 $\frac{1}{2}$	2	9 "	22 50
Pigeon Hill and Shippigan.....	W. Chiasson.....	18	2 (s) 1	(w) 9 "	60 00
Pine Ridge and St. Norbert.....	J. M. Richard.....	2 $\frac{1}{2}$	3	9 "	33 75
Plaster Rock and Railway Station..	D. Fraser.....	$\frac{1}{2}$	12	9 "	11 25
Plaster Rock and Nictaux.....	J. H. Weaver.....	34	3	9 "	450 00
Pleasant Point and Railway Station	J. Irvine.....	3 $\frac{1}{2}$	12	9 "	187 50
Plourd and St. Jacques.....	P. Mornault.....	3	3	9 "	56 25
Point de Chene and Railway Station	T. McGrath.....	$\frac{1}{2}$	12	9 "	24 00
Poitras and Powers Creek.....	L. Poitras.....	2 $\frac{1}{2}$	2	9 "	25 00
Pollett River and Prosser Brook....	A. Lonsbury.....	10	3	9 "	112 50
Pollett River and Railway Station..	T. W. Colpitts.....	$\frac{1}{2}$	6	9 "	15 15
Port Elgin and Railway Station.....	G. Siddall.....	$\frac{1}{2}$	12	9 "	60 84
Port Elgin and Spences.....	T. L. Wood.....	17 & 15	6	9 "	362 70
Porton and Riceville	M. Dickinson.....	5	2	9 "	45 00
Powers Creek and Railway Station..	J. Corbin.....	$\frac{1}{2}$	12	9 "	37 50
Prince of Wales and Railway S n.....	J. Cairns.....	$\frac{1}{2}$	6	9 "	23 25
Prince William Station and Rail- way Station	W. G. Hatch.....	$\frac{1}{2}$	12	9 "	75 00
Queenstown and Upper Otnabog....	A. C. Fox.....	2 $\frac{1}{2}$	3	9 "	16 50
Read and Railway Station.....	W. T. Allen.....	2 $\frac{1}{2}$	6	9 "	23 47
Red Pine and Railway Station.....	E. N. Sutton.....	25 yds.	6	9 "	7 50
Red Rapids, Railway Siding and Birch Ridge	C. Roberts.....	$\frac{1}{2}$ & 5	3	9 "	93 75
Red Rapids Bridge, Railway Siding and Arthurette	H. Giberson.....	10 yds. & 3 m.	6 & 3	9 "	33 75
Rees and Young's Cove.....	R. Holmes.....	9	3	7 " (from Sept. 1, '06)	45 50
Renous Bridge and Railway Station..	T. H. Jardine.....	$\frac{1}{2}$	12	9 "	30 00
Rexton, Jardineville and Richibucto Village.....	J. Jardine.....	$\frac{1}{2}$ & 6	12 & 3	9 "	112 50
Rexton and Railway Station.....	W. S. Mallory.....	$\frac{1}{2}$	12	9 "	60 00
Rexton and Upper Rexton.....	W. Dykeman.....	4 $\frac{1}{2}$	3	9 "	61 59
Reynolds and Railway Station.....	M. Power.....	200 ft.	3	9 "	26 25
Richibucto and Railway Station.....	J. C. Vautour.....	$\frac{1}{2}$	12	9 "	36 00
Richibucto and St. Charles.....	T. Richard.....	8	3	9 "	61 87
Richmond Corner and Woodlawn.....	P. Fitzpatrick.....	6	3	9 "	150 00
River-des-Caches and Savoy.....	S. Savoy.....	5	1	9 "	19 50
River Glade and Railway Station....	T. Jones.....	$\frac{1}{2}$	12	9 "	18 75
River Louison and Railway Station..	J. Currie.....	$\frac{1}{2}$	12	9 "	45 45
River Louison and Sunnyside.....	R. Brimsade.....	7	2	9 "	66 00
Riverside and Railway Station.....	D. W. Stewart.....	$\frac{1}{2}$	12	9 "	66 00
Robertson's Point and White Cove..	G. W. Gunter.....	3	3	9 "	29 14
Robertville and Railway Station.....	F. W. Christie.....	3 $\frac{1}{2}$	6	9 "	90 00
Robertville and St. Rosette.....	W. F. Boudreau.....	4	1	9 "	18 75
Robichand and Upper Abougogin....	F. Robichand.....	15 & 10	2	9 "	101 25

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					£ cts.
Rockland, Upper Dorchester and Railway Station	J. Sutherland ..	4 $\frac{3}{4}$ & 6	6 & 12	9 months	240 75
Rockport and Sackville	A. Tower	16	1	9 "	48 75
Rogersville and Rosareville	A. A. Richard ..	10	1	9 "	45 00
Rogersville, Railway Station and Vienneau	F. Richard	5 $\frac{1}{2}$	2 & 12	9 "	104 00
Rolling Dam Station, Railway Station and Sorrell Ridge	H. Toal	6 & 12	12 & 2	9 "	131 25
Rosebank and Six Roads	M. Robichaud ..	4	1	9 "	18 75
Rosedale and Upper Woodstock	W. Hamilton ..	7 $\frac{1}{2}$ & 4 $\frac{1}{2}$	3	9 "	131 25
Rothsay and Railway Station	J. R. Robertson ..	50 yds.	30	0 "	56 25
Rothsay and Wells	J. McGuire	13 & 6	2	7 " (to Jan. 31, '07) ..	61 25
do do	J. B. Carpenter ..	13 & 6	2	2 " from "	25 00
Round Hill and Speights Corner ..	A. F. Speight ..	2	2	9 "	37 50
Rusagornis and Waasis Railway Stn.	J. Malone	3	3	9 "	36 37
Rusagornis Station and Railway Stn.	A. Mott	$\frac{1}{2}$	12	9 "	11 25
St. Almo, Railway Siding and Three Brooks	L. Reed	$\frac{1}{2}$ & 1 $\frac{1}{2}$	9	"	56 25
St. Andrews and Railway Station ..	R. Storr	$\frac{1}{2}$	as req.	9 "	66 00
St. Anne de Madawaska and Railway Siding	J. B. Martin ..	100 yds.	12	9 "	15 00
St. Anthony, Puellering and Renaud's Mills	L. J. Le Blanc ..	7 $\frac{1}{2}$ & 2 $\frac{1}{2}$	2	9 "	45 00
St. Anthony and Railway Station ..	T. Langis	$\frac{1}{2}$	12	9 "	15 00
St. Croix and Railway Station	M. J. Tracy	1	6	9 "	54 00
St. George and Railway Station	G. McGee	1	12	9 "	75 00
St. Isidore and Tracadie	F. Poulin	11	3	9 "	82 50
St. John Letter Carrier Service	S. John Ry. Co.	as req.	9	"	225 00
St. John and Railway Station	J. B. Hamm	$\frac{1}{2}$	"	9 "	1,076 91
St. John and St. John West	J. Campbell	1	30	9 "	150 00
St. John and St. Martins	H. Nugent	30	6	9 "	584 25
St. John and Sand Point Road	D. Peacock	3	3	9 "	30 00
St. John Street Letter and Parcel Boxes and Indiantown	P. McDevitt		37	9 "	615 75
St. John West and Street Letter Boxes	J. McG. Campbell ..	$\frac{1}{4}$	12	3 " (to Sept. 30, '06) ..	20 00
St. John West and Street Letter Boxes	T. C. Smith	$\frac{1}{4}$	12	6 " from "	50 00
St. John Special Parcel Delivery at Xmas	H. McDevitt				16 00
St. John and Wharf	J. S. Flaglor			Special trip	9 35
St. Leonard Station and Railway Station	D. O. Bourgoin ..	$\frac{1}{4}$	12	9 months	27 00
St. Leonard Station and Van Buren (Me)	do	1	6	9 "	56 25
St. Martins and Salmon River	J. Kennedy	9 $\frac{1}{2}$	6	9 "	232 50
St. Martins and Wood Lake	R. Hosford	6	1	9 "	22 73
St. Stephen and Calais (Me)	I. Bridges	1	12	9 "	75 00
St. Stephen and Ry. Stn. (C.P.R.) ..	W. E. McAlona ..	$\frac{1}{3}$	24	9 "	187 20
St. Stephen and Railway Stn. (G.S.)	J. E. Green	1	12	9 "	93 60
St. Thomas and Wilmot	J. H. McInnis ..	3	3	9 "	47 25
Sackville and Railway Station	A. W. Dixon	1	24	9 " and extra trips ..	126 79
Sackville and Second Westcock	J. Amos	8	1	9 "	33 75
Sackville and Upper Sackville	D. Wheaton	5	6	9 "	150 00
Sackville and Wood Point	C. Richardson ..	6	1	9 "	33 75
Salisbury and Railway Station	G. W. Gaynor	$\frac{1}{3}$	24	9 "	79 81
Salmondale and Railway Station ..	W. D. Patterson ..	$\frac{1}{3}$	3	9 "	30 75
Salt Springs and Titusville	J. A. Robertson ..	6	2	9 "	36 75
Scotch Settlement and Railway Stn.	D. McKinnon	$\frac{1}{3}$	6	9 "	18 75
Sea Side and Railway Station	S. Langhlan	$\frac{1}{3}$	6	9 "	22 50
Shediac and Railway Station	J. D. Meldon	$\frac{1}{3}$	48	9 "	72 00

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Shediac Bridge and Shediac River.	P. Robinson	2 1/2	1	9 months	18 75
Shediac Road and Railway Stn.	J. Walker	4	3	"	35 25
Shepody Road and Waterford.	O. Sear	10	1	"	36 00
Shippigan and Shippigan Gully.	C. P. Roussele.	4	2	"	30 00
Siegas and Railway Station.	M. Lynch	1 1/2	12	"	45 00
Silver Beach and Railway Siding.	A. Green	1 1/2	4	"	18 00
South Bay and Railway Station.	E. Long	1 1/2	12	"	12 00
South Nelson and Railway Station.	A. Carrigan	1 1/2	18	"	47 62
Spruce Lake and Railway Crossing.	M. Watson	1 1/2	6	"	22 50
Stanley and Railway Station.	W. Waugh.	6	6	"	123 75
Stanley and Tay Falls.	L. McKinnon.	5	2	"	41 40
Stanley and Woodlands.	M. Reardon	17	2	"	99 75
Stickney and Railway Siding.	A. L. Stickney.	20 ft.	6	"	11 25
Stone Ridge and Railway Station.	L. Brewer	1 1/2	12	"	15 00
Sussex and Railway Station.	C. Neill	as req	9	"	75 00
Sutton and Railway Station.	W. B. Bonnell.	12	9	"	15 00
Tankville and Railway Siding.	B. Steeves.	2	9	"	15 00
Tapley's Mills and Railway Crossing	M. Murray	4	9	"	26 25
Taymouth and Railway Station.	W. Munroe.	1 1/2	12	"	18 18
Tobique River and Railway Siding.	D. Curry.	1 1/2	3	"	15 00
Tracey Station and Railway Station	O. Tracey	1 1/2	12	"	30 00
Tracey Station and Traceyville.	A. O. Tracey.	4	1	"	18 00
Turgeon and Railway Station.	H. G. Poirier.	1	6	"	33 75
Turtle Creek and Railway Station.	V. C. Fillmore.	1 1/2	12	"	18 75
Upper Brighton and Railway Stn.	J. A. Pearson	100 yds.	6	"	11 25
Upper Cape and Railway Station.	D. R. Polley.	3	3	"	46 80
Upper Derby and Railway Station.	F. Parks.	1 1/2	12	"	30 00
Upper Keswick and Railway Station	C. W. Estey.	1 1/2	12	"	30 00
Upper St. Basil and Railway Station	P. Clavette.	1 1/2	12	"	60 00
Utopia and Railway Station	D. Spinney.	1 1/2	3	"	28 12
Waterside and Railway Station	T. H. Stevens	15 & 13	6	"	356 25
Waveig and Railway Station.	W. E. Armstrong	1 1/2	6	"	60 00
Welsford and Railway Station.	H. Johnston.	4	18	"	90 00
Westfield and Railway Station.	W. H. Lingley.	1	12 & 6	"	112 50
Westfield Centre and Railway Siding	R. T. Ballentine	1 1/2	12	"	18 75
Williamstown and Woodstock.	A. Gilman	17 & 15	6	"	675 00
Wisely and Railway Siding.	J. A. Hayward.	1 1/2	2	" (to Dec. 31, '06).	20 50
do do	F. T. Rowan.	1 1/2	2	" (from Dec. 31, '06).	13 00
Woodstock and Railway Station.	T. Baker.	1 1/2	36	"	185 62
Woodstock and Street Letter Boxes	C. D. Johnston.	1 1/2	12	"	79 67
Woodstock and Woodstock Rd. Stn.	T. Baker.	10	6	"	225 00
Young's Cove Road and Ry. Stn.	L. D. Ferris	50 yds.	6	"	18 75
Zealand Station and Railway Station	D. Jewett.	4	12	"	22 50
Taking Charge of Mails.					
Chatham Junction and Chatham					
Branch Railway	R. Dunbar.		9	"	18 75
Fredericton Junction.	A. L. Nutter		9	"	45 00
Norton Station.	W. H. Baxter.		9	"	78 75
Petitcodiac.	W. H. Price.		9	"	37 50
Point du Chêne.	J. T. White		Part of seasons 1906 & '07		26 29
Sackville.	W. Carter.		1 month (from Mch. 1, '07)		51 00
do	A. Phinney.		5 days (to Dec. 19, '06).		7 50
Vanceboro.	V. J. Woodrow.		4 months (to Oct. 31, '06)		52 50
do	J. H. O'Brien.		4 " (to ")		53 00
Total.					52,240 35
Less amount withdrawn from Guarantee Fund.					38 50
					52,201 85

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

QUEBEC POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, made within the Fiscal Year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					£ cts.
Adstock and Robertson Station...	L. Dubreuil....	9	3	9 months.....	130 50
Agnes and Railway Station, Q.C.	J. Berubé....	18½	12	9 "	84 24
do do C.P.R.	do	4	18	9 "	42 12
Agnes and Woburn.....	L. Lavigne....	18	3	9 "	169 00
Alain and Railway Station.....	J. Alain.....	100 yds.	6	9 "	18 75
Albanel and Doucet.....	P. Doucet....	7	2	7 " (from Sept. 1, '06.)	32 08
Allard and Nouvelle Railway Station.....	J. Keays, jr....	2	6	9 "	45 00
Allen's Mills and Railway Station..	D. Viré.....	100 yds.	6	9 "	23 40
Almaville and Shawenegan.....	J. Veilleux....	1	6	9 "	90 00
Amqui and Couturval.....	J. A. Couture..	5	2	9 "	45 00
Amqui and Railway Station.....	L. A. Pouliot..	100 yds.	12	9 "	45 00
Amqui and St. Leon le Grand.....	A. Lebrun.....	1	2	9 "	37 50
Ancienne Lorette and Champigny..	I. N. Drolé....	1	6	9 "	37 50
Ancienne Lorette, Quebec and Les Grands Desert.....	J. Cloutier....	10 & 3½	6 & 3	9 "	187 50
Armagh and Marceauville.....	P. Langlois....	3	3	9 "	26 25
Armagh and St. Philemon.....	P. Roy.....	9	6	9 "	104 25
Armagh and St. Raphael East.....	L. Boulanger..	12	6	9 "	109 50
Armand and Railway Station.....	P. Morin.....	3	12	9 "	105 00
Armstrong and St. Theophile.....	J. Richard....	2½	6	9 "	75 00
Arthabaska and North Ham.....	Z. Bergevin..	22	6	9 "	448 50
Arthabaska and Railway Station..	P. Bergeron....	2½	12	9 "	66 00
Arthabaska and Victoriaville.....	do	2½	6	9 "	58 50
Ashnapmouchnan and St. Prime.....	C. Garneau....	4	2	9 "	30 00
Assametsquaghan and Mail Catching Post.....	S. Poirier.....	250 yds.	6	9 "	22 50
Aston Junction and Railway Station.....	C. Vigneault....	15 yds., as req.	9	"	37 50
Aubert Gallion and St. George Beauce.....	M. G. Pozer....	3	6	9 "	30 00
Audet and Ferry.....	J. Côté.....	3½	3	9 "	93 75
Auvergne and Portneuf Station.....	L. Gignac.....	11½	6	9 "	168 00
Avignon and L'Immaculée Conception.....	T. C. Gallant..	6	2	9 "	37 50
Avignon and Matapédia.....	J. Poirier.....	7	6	9 "	187 50
Avignon and St. Francois d'Assises.	R. Poirier.....	8	2	9 "	60 00
Avon and New Ireland.....	A. Pelletier....	1	3	9 "	30 00
Bagotville and Grand Baie.....	C. Levesque....	3	as req.	Part of season 1906.	36 40
Bagotville and Wharf.....	do	½	as req.	do	18 20
Baie de la Trinité and Cariboo Island.....	J. B. Comeau..	7½	as req.	do	49 30
Baie de la Trinité and Pointe des Monts.....	J. A. Fafard....	8½	as req.	do	68 00
Baie St. Paul and Clairvaux de Charlevoix.....	J. Guay.....	7½	3	3 mos. (to Sept. 30, '06).	11 00
do do	E. Boivin.....	7½	3	6 " (from do ..	45 00
Baie St. Paul and Isle aux Coudres.	E. Dufour.....	9	3	9 "	112 50

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Baie St. Paul and La Petite Rivière					
St. Francois.....	T. Tremblay....	15	6	9 months	225 00
Baie St. Paul and Murray Bay.....	E. Bonchard....	30	6	9 "	1,034 00
Baie St. Paul and St. Tite des Caps.	L. Tremblay ...	26	6	9 " less fines.....	1,009 75
Baie St. Paul and St. Urbain de					
Charlevoix.....	T. Tremblay....	9	6	9 "	112 50
Baie St. Paul and Wharf.....	E. Conde.....	3	as req.	Part of Season, 1906.	86 88
Baillargeon and Craigs Road Station	D. Paquet-Huot.	3	3	9 months.....	45 00
Baker Brook and Railway Station...	A. McLean.....	6	12	9 "	262 50
Barachois de Malbay and Bridgeville	F. H. Hodgins..	3	2	4 " (to Oct. 31, '06) ..	16 66
do do do	do ..	3	6	5 " from " ..	62 50
Barachois de Malbay, Belle Anse, Point St. Peter, Grand Pabos, St. Adelaide de Pabos Newport, Newport Point, Port Daniel, Port Daniel East and Port Dan. Centre	Interprovincial Navigation Co. of Canada	4.3	4	Part of Season 1906	168 90
Barachois de Malbay and Vanquelin	F. Blondin	$\frac{1}{2}$	2	5 mos. (broken period)..	42 09
Batiscan and Railway Station	J. P. Laguerre..	$1\frac{1}{2}$			
Batiscan and St. Pierre les Becquets	O. Demoras.....	200 yds.	18	9 "	93 75
Beauce Junction and Ry. Station....	V. Bilodeau....	3	12 & 6	9 "	306 00
Beauce Junction and St. Anges....	E. Fontaine....	64 yds.	24	9 "	45 00
Beauceville Est and Marthieu.....	F. X. Lacombe..	$6\frac{1}{2}$	6	9 "	187 50
Beauceville Est and Rivière des		$5\frac{1}{2}$	2	9 "	52 11
Plantes.....	A. Raucourt....	$3\frac{1}{2}$	3	9 "	37 50
Beauceville Ouest and Ry. Station.	F. Rodrigue ..	$\frac{1}{2}$	18 & 24	9 "	76 00
Beaudoin and St. Ferdinand	I. Fortier.....	5	2	9 "	44 25
Beaulieu and Ste. Famille.....	P. Pichette....	13	3	9 "	135 00
Beaumont and St. Joseph de Levis..	F. Turgeon....	$6\frac{1}{2}$	6	3 " (to Sept. 30, '06) ..	55 29
do do do	F. H. Vien.....	$6\frac{1}{2}$	6	6 " from " ..	110 00
Beauport and Beauport East.....	J. Giroux	$1\frac{1}{2}$	6	9 "	52 50
Beauport and Laval.....	W. Brown.....	$13\frac{1}{2}$	6	9 "	168 75
Beaupré and St. Féréol.....	M. Bilodeau....	7	6	9 "	93 75
Beaurivage and Parkhurst.....	N. Brennan....	3	6	9 "	67 50
Beausejour and Rimouski.....	F. Alexander....	4	6	9 "	112 50
Becancour and Ste. Gertrude.....	P. Pellerion....	$10\frac{1}{2}$	6	9 "	225 00
Becancour and St. Gregoire.....	S. Charron.....	9	6	9 "	120 00
Beland and Jersey Mills.....	L. Gendreau....	5	3	9 "	56 25
Bennett and Maple Grove.....	R. Bennett....	$4\frac{1}{2}$	3	9 "	54 75
Bergerville and Quebec	J. Trudel.....	3	6	9 "	67 50
Bergerville and Sillery.....	G. Remillard..	1	12	9 "	56 25
Bernadette and St. Nicolas.....	J. E. Flamaud..	$3\frac{1}{2}$	3	9 "	40 50
Bersimis and Hamilton Cove.....	D. Fmond.....	37	2	9 "	875 00
Bersimis and Manicougan.....	D. Malouin....	30	1	9 "	225 00
Bersimis and Pointe des Monts....	D. Miller.....	99	as req.	Season of 1906-7	1,522 20
Berthier (en bas) and Ry. Station..	J. Blais.....	$2\frac{1}{2}$	18	9 months.....	78 75
Bic and Railway Station.....	J. Gagnon.....	200 yds.	as req.	9 "	79 28
Bic and St. Valerien de Rimouski..	C. Cimon.....	$3\frac{1}{2}$	6	9 "	73 50
Bishop's Crossing and Dndswell					
Centre.....	R. A. Grixton..	2	6	9 "	71 25
Bishop's Crossing and Ry. Station..	J. R. McFadden	125 yds.	12	9 "	37 50
Black Cape and Querry.....	V. LeBlanc....	$4\frac{1}{2}$	3	9 "	42 00
Black Cape and Railway Station...	H. M. Johnston.	1	12	9 "	68 76
Black Lake and Railway Station....	A. E. Hudon....	10 yds.	12	9 "	45 00
Black Lake and Richardville.....	E. Guirard....	7	6	9 "	157 50
Black Lake and St. Ferdinand.....	J. Drapeau....	$15\frac{1}{2}$	6	9 "	240 00
Blanchet and St. Lambert de Levis	J. Paquet.....	$\frac{1}{2}$	12	9 "	41 25
Blandford and Goupil	E. Goupil.....	$4\frac{1}{2}$	1	9 "	18 75

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Blandford and Stanfold	A. Després	6	6	9 months	146 04
Blouin and d'Artagnan.....	N. Kirouc	3	3	9 "	45 00
Boissonnault and Ste. Agathe de Lotbinière.....	O. Boissonnault.....	4	3	9 "	48 75
Boivin and St. Elzéar de Beauce...	H. Champagne.....	3	2	9 "	36 00
Bolduc and Railway Station	C. Blais	15	6	6 " (to Dec. 31, '06).....	105 00
do do	G. Morissette.....	15	6	3 " from "	81 25
Bolduc and St. Gedeon de Beauce...	H. Poulin.....	8	6	9 "	133 50
Bonaventure East and Catching Post	E. Bourdages.....	1	6	9 "	56 79
Bonaventure Island and Perce.....	G. Aubert	3	3 s. 1 w. 9 "	93 75	
Bonaventure River and Ry. Station	S. Bernard	1½	12	9 "	112 50
Bonaventure River and Thivierge..	L. Forest.....	3½	3	9 "	55 50
Bourgainville and St. George de Malbay	T. Lepage	2½	2	9 "	26 25
Bourg Louis and Railway Station..	P. Russell.....	3	6	9 "	56 25
Bracken and Inverness.....	T. McHogge.....	6	3	9 "	108 75
Breaults Mills and Railway Station	E. Richer.....	60 yds.	12	9 "	11 25
Broadlands and Catching Post.....	M. Adams	100 yds.	6	9 "	22 50
Broadlands and Kempt Road Hill..	J. Jamieson	5	2	9 "	39 00
Broughton Station and Railway Station.....	A. Fortin.....	150 yds.	12	9 "	37 50
Broughton Station and West Broughton	L. Gingras.....	6½	6	9 "	81 00
Brownleigh Place and Kingsey Falls	J. Brown.....	3	3	9 "	37 50
Buckland and St. Damien de Buckland	N. Laflamme	8	6	9 "	108 75
Bulstrode Station and Railway Station	J. N. Blanchet.....	208 yds.	12	9 "	30 00
Bureau du Moulin and Morin.....	A. Langlois.....	3	3	9 "	29 25
Cabano and Railway Station.....	J. Latulippe.....	1½	12	9 "	75 00
Cacouna and Cacouna South.....	A. Leveque	2	6	Season 1906.....	33 00
Cacouna and Railway Station.....	J. Rioux.....	2½	36	9 months	132 84
Cahoon and Black Lake Station.....	T. H. Crabtree.....	1¼	12	9 "	57 69
Campbell Corner and Inverness.....	J. Campbell	2	6	9 "	37 50
Campbellton and Cross Point	J. L. McDonald.....	1	12	Season 1906.....	50 40
Candiac and Ste. Foye.....	P. Martel.....	4	12	6 mos.(from Oct. 1, '06).....	87 50
Caplin River and Railway Station..	A. Audet.....	1	12	9 "	112 50
Caplin River and St. Alphonse de Caplin.....	A. Landry.....	8	6	9 "	225 00
Cap Madeleine and Trois Rivières..	M. Arcand.....	5	6	9 "	131 25
Cap Rouge and Quebec.....	J. Trudel.....	9	6	9 "	131 25
Cap St. Ignace and Railway Station	T. Guimont.....	¼	18	9 "	67 50
Cap Santé and Les Ecureuils	I. Godin.....	4½	6	9 "	148 50
Cap Santé and Portneuf.....	S. Brière.....	5	6	9 "	186 00
Carleton Centre and Railway Station	N. Leblanc.....	2½	12	9 "	102 00
Caron Brook and Railway Station..	R. Long.....	3	6	9 "	105 00
Casault and Railway Station	J. Ouellet.....	2	3	9 "	30 00
Castlebar and Danville.....	E. J. Connolly.....	6	6	9 "	142 50
Causapscal and Railway Station.....	J. Bouchard	1½	12	9 "	63 75
Cedar Hall and Railway Station.....	C. Rousseau.....	¾	12	9 "	45 00
Cedar Hall and Wallace Mills.....	P. Theriault.....	5	2	9 "	37 50
Chambord and Railway Station.....	D. Laforest	1	12 & 14	9 "	87 99
Champigny and Railway Station.....	I. N. Drolet.....	1	6	9 "	27 00
Champlain and Railway Station.....	H. Lamothe.....	1½	12	9 "	44 25
do do	do	1½	6	9 "	22 11
Charlesbourg and Railway Station..	F. X. Renaud	1	24	8 " (to Feb. 28, '07).....	66 66
do do	J. Deslauriers.....	1	24	1 " from "	8 33
Charlesbourg Ouest and Railway Station.....	F. Jobin.....	250 ft.	18	9 "	37 50
Charney and Railway Station	V. Filteau.....	300 yds.	12	4 " (from Dec. 1, '06).....	8 33

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Chaudiere Basin and St. Romuald d'Etchemin.	A. Couture.....	3	6	9 months.....	75 75
Chaudiere Curve and Railway Sta'n	J. E. Routhier.....	50 yds.	12	9 ".....	30
Chaudiere Mills and Railway Sta'n	G. Breakey.....	3½	6	9 ".....	74 88
Chaudiere Station and Railway Station.....	C. F. Coleman.....	300 yds.	12	9 ".....	45 00
Chamont and St. Agapit.....	F. Rousseau.....	3	3	9 ".....	36 75
Chemin Taché, Viger and St. Francois de Viger.....	A. Desbiens.....	6 & 12	4 & 2	9 ".....	213 75
Chicoutimi and Chicoutimi Ouest.....	E. Belley.....	14	12	9 ".....	75 00
Chicoutimi and Grande Baie.....	A. Gobeil.....	13	6	6 " (to Dec. 31, '06).....	219 10
do do.....	J. Leveque.....	13	6	3 " from ".....	117 00
Chicoutimi and Laterrière.....	L. Maltais.....	9½	6	9 ".....	209 25
Chicoutimi and Railway Station.....	T. Desbiens.....	13	13	9 ".....	154 80
Chitoutimi and Rivière du Moulin.....	T. Villeneuve.....		as req.	9 ".....	15 60
Chicoutimi and Tremblay.....	L. Boucher.....	2½	13	9 ".....	186 75
Chicoutimi and Wharf.....	T. Desbiens.....		as req.	Season 1906.....	47 00
Chlorodyrmes and Fox River.....	J. B. Pelletier.....	26	2	6 months (to Dec. 31, '06).....	200 00
do do.....	A. Dugas.....	30	3	3 " from ".....	218 75
Chlorodyrmes and Petite Madeleine.....	J. A. Gagnon.....	25	2	6 months (to Dec. 31, '06) less fine.....	218 00
do do.....	M. Richard.....	26	3	3 mos. (from Dec. 31, '06).....	250 00
Chrysotile and Coleraine Station.....	J. Philippe.....	5	6	9 ".....	75 00
Chute Peribonca and Peribonca.....	L. Brossard.....	9	3	4 " & 15 days (to Feb. 15, '07).....	125 00
do do.....	J. Bouchard.....	9	3	1 month & 13 days (from Feb. 15, '07).....	24 99
Chute Peribonca and Taillon.....	L. Neron.....	7	2 & 3	9 months.....	100 00
Clair and Railway Station.....	J. Lang.....	610 ft.	12	9 ".....	43 50
Clapham and Hill Crest.....	R. Kerr.....	3½	2	9 ".....	26 25
Clapham and Inverness.....	A. J. Porter.....	13½	3	9 ".....	237 00
Clapham and Jamieson.....	R. J. Forbes.....	2	3	9 ".....	36 00
Colbert and St. Raymond.....	C. Pare.....	3	2	9 ".....	39 00
Coleraine Station and Ry. Station.....	J. Roberge.....	67 yds.	12	9 " & arrears.....	70 10
Coleraine Station and Wolfstown.....	A. Rouleau.....	9	6	9 ".....	202 50
Connor and Railway Station.....	P. Boucher.....	½	12	9 ".....	23 25
Cococceache and LaTuque.....	W. Skene.....	48	1	9 ".....	187 00
Copperfield and West Broughton.....	P. Landry.....	2½	3	9 ".....	36 75
Corris and Railway Station.....	J. U. Messier.....	100 ft.	12	9 ".....	18 75
Cote's Mills and St. Fortunat.....	L. Lemay.....	2½	3	9 ".....	36 75
Craigs Road Station and Railway Station.....	N. Fournier.....	10 yds.	12	9 ".....	18 00
Crockett and Railway Station.....	P. Bérubé.....	50 yds.	6	9 ".....	18 75
Culdaff and St. Joseph Beauce.....	A. O'Brien.....	14	6	3 " (to Sept. 30, '06).....	110 00
do do.....	A. Lessard.....	14	6	6 " from ".....	220 00
Cumberland Mills and River Gilbert	T. J. Taylor.....	8	1	9 ".....	41 25
Danville and Pinnacle.....	M. Beauchesne.....	7	3	9 ".....	45 00
Danville and Railway Station.....	E. J. Connolly.....	1½	24	9 ".....	41 25
Danville and St. Camille.....	do.....	17	6	9 ".....	344 00
D'Artagnan and St. Henri de Levis.....	V. Bolduc.....	1	6	9 ".....	45 00
Davelneyville and Railway Station.....	A. Davelney.....	½	18	9 ".....	112 50
Delagrave and St. Pierre Railway Station.....	P. Letourneau.....	1½	12	9 ".....	22 50
Delisle and St. Joseph d'Alma.....	E. Renaud.....	12½	6	9 ".....	164 25
Delisle and Taillon.....	F. Larouche.....	12	4	9 ".....	144 72
Demeules and St. Felicien.....	A. Ward.....	2	6	6 " (to Dec. 31, '06).....	30 00
do do.....	P. Jalbert.....	2	6	3 " from ".....	22 50
Denison's Mills and Richmond.....	N. Ward.....	8	3	9 ".....	111 00
Dequen and Railway Station.....	E. Bilodeau.....	1	12	9 ".....	74 25

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Deschaillons and Frontenac.....	J. B. Fortier....	9½	6	9 months.....	123 75
Deschaillons and Gentilly.....	D. Delisle.....	16	6	9 ".....	262 50
Deschaillons and Lotbinière.....	J. Gailloux.....	10	6	9 ".....	236 25
Deschambault and Railway Station.....	A. Perrault.....	2½	18	9 ".....	43 75
D'Israeli and Railway Station.....	J. D. Adam.....	120 yds.	12	9 ".....	36 00
D'Israeli and St. Fortunat.....	L. Lemay.....	13	6	9 ".....	210 00
Douglstown and Douglas West....	C. Rooney.....	2½	2	9 ".....	21 00
East Broughton and Railway Stn..	J. Vallee.....	1½	12	9 ".....	67 50
Edmundson and Railway Station..	F. Hebert.....	4½	12	9 ".....	60 00
East Magdala and Ste-Anastasia..	L. Jeffrey.....	5½	1	9 ".....	48 00
Elgin Road and Railway Station..	S. Duval.....	1	3	9 ".....	26 25
Erle and St. Adolphe de Dudswell..	J. Ouellet.....	4	3	9 ".....	116 25
Escuminac and Fleurant.....	D. Campbell.....	8	1	9 ".....	27 00
Escuminac and Mail Catching Post.	D. Glover.....	85 yds.	12	9 ".....	51 00
Escuminac Flats and Rv. Station..	S. Pike, Sr.....	½	2 & 6	9 ".....	69 79
Esquimaux Point and Moisie.....	G. Flowers.....	121	10	Season 1906-'07.....	766 00
Esquimaux Point and Natashquan..	G. Curbis.....	100	6	Season 1906-'07.....	250 00
Father Point and Railway Station.	M. Beaudet.....	2¾	12 & 24	9 months.....	123 89
Fauvel and Railway Station.....	G. Marsh.....	1	6	9 ".....	37 50
Fir Grove and St. Odilon.....	A. Ferland.....	5	6	6 " (to Dec. 31, '06).....	50 00
do do.....	H. A. Lessard....	5	6	3 " from ".....	25 00
Fox River and Grande Grève.....	A. Samuel.....	20	3	8 " (to Feb. 28, '07).....	233 33
do do.....	H. Symett.....	20	6	1 month from ".....	66 66
Frampton and Mount Robson.....	F. Hince.....	6	2	9 months.....	45 00
Frampton and Ste. Henedine.....	J. Audet.....	13	6	9 ".....	187 50
Frampton and Springbrook.....	W. Miller.....	4	3	9 ".....	44 25
French Village and Richmond.....	F. H. Decoteau..	15	6	3 " and 28 d. (to Oct. 28, '06).....	97 82
do do.....	E. Desroches....	15	6	5 " 3 d. from ".....	168 71
Gagné and Maria.....	A. LeBlanc.....	3	6	9 ".....	73 50
Garneau Junction and Railway Stn.	J. Bordeleau....	200 yds.	12	9 ".....	15 00
Garthby Station and Garthby West.	A. Grenier.....	3	2	9 ".....	36 00
Garthby Station and Railway Stn..	T. Jacques.....	200 yds.	12	9 ".....	45 00
Garthby Station and Vezina Corner.	A. Coulombe....	8	1	9 ".....	37 50
Gaspé and Gaspé Bay South.....	C. F. Eden.....	4½	3	9 ".....	56 25
Gaspé and Grande Grève.....	T. J. Miller.....	15	6	9 ".....	552 75
Gaspé and Percé.....	M. J. Furlong...	36	6	9 " (less fines).....	2,292 75
Gaspé and Rosebridge.....	J. Stanley.....	11	3	9 ".....	84 36
Gaspé and Sandy Beach Centre.....	X. Morin.....	2½	1	27 trips.....	18 75
Gaspé and Sunny Bank.....	G. F. Patterson..	7	3	9 months.....	60 00
Gentilly and Three Rivers.....	T. L. Poisson....	16	6	9 ".....	277 25
Gingras and St. Antoine, Lotbinière	L. Rogers.....	3	3	9 ".....	30 00
Glen Lloyd and Glen Murray.....	H. A. Plummer...	4	3	9 ".....	87 75
Gosford and St. Raymond.....	C. Moisan.....	2	2	9 ".....	30 00
Grand Cascapedia and Cascapedia Station.....	R. Robertson...	60 yds.	12	9 ".....	54 00
Grande Baie and La Descente des Femmes.....	F. Boulianne....	18	1	9 ".....	50 00
Grande Baie, L'Anse St. Jean and Steamer Landing.....	R. Gagnon.....	54½	3w&4s	9 ".....	340 00
Grande Baie and Otis.....	P. Potvin.....	15	2	Season 1906.....	42 86
Grandes Piles and La Tuque.....	P. Chandonnet...	72½	1	9 months.....	468 75
Grandes Piles and Lac La Pêche....	W. H. Parker....	10	6	Season 1906.....	150 00
Grandes Piles and Railway Station.	H. F. Crête.....	½	12	9 months.....	37 50
Grandes Piles and St. Jean des Piles	U. Nault.....	½	6	Season 1906-'07.....	62 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Grandes Piles, Rivière Makinac and St. Joseph de Makinac	A. Gagnon	15 & 10	1	9 months	120 00
Grand Fond and Murray Bay	J. Otis	8	1	9 "	28 11
Grand Mère and Grand Mère Village	Laurentide Pulp Co	1	6	9 "	23 40
Grand Mère and Lac à la Tortue Railway Station	do do	2½	12	9 "	90 00
Grand Mère and Railway Station, G.N.	do do	1	12	9 "	70 20
Grand Metis, Metis Point and Campbell House	A. Dufour	6	6	Season 1906	82 50
Grand Metis and Railway Station	F. Chamberland	3	12	9 months	163 20
Grand Pabos and Grand Pabos, Ouest	J. Roy	2	2	3 " (from Jan. 1, '07) ..	13 00
Grand Rang and St. Abdon	O. Roy	4½	1	9 "	26 25
Green River, Railway Station and Rivière du Loup	L. Desrosiers	3½	6	9 "	111 75
Grenier and St. Elzéar de Beauce	A. Grenier	4½	2	9 "	26 25
Grondines and Grondines East	E. Courteau	3	6	3 " (to Sept. 30, '06) ..	7 50
do do	O. Delisle	3	6	2 " (to Nov. 30, '06) ..	16 96
do do	Z. Hamelin	3	6	4 " from "	30 00
Grondines and Portelance	A. Portelance	2½	2	9 "	18 75
Grondines and Railway Station	L. Perron	3½	18	6 " (to Dec. 31, '06) ..	147 50
do do	J. Letellier	3½	18	3 " from "	72 50
Guay and Levis.	J. Verreault	1½	13 & 19	9 "	56 25
Hadlow Cove and Railway Station	L. Samson ..	200 yds.	18	9 "	60 00
Hadlow Cove and St. David de Levis	N. Begin	1	12	9 "	60 00
Hamilton Cove and Les Escoumains	P. Bouchard ..	27½	3	9 "	267 00
Hauteur and St. Gabriel de Rimouski	J. B. Dubé	6	2	9 "	33 00
Hebertville and Lac Sec.	L. Pelote	9	3	9 "	87 63
Hebert and Main Post Road	A. Hebert	2	3	9 "	37 50
Hebertville and Railway Station	A. Tremblay	3½	12	9 " (to Sept. 30, '06) ..	71 25
Henderson's Vale and Millfield	F. Little	5	2	9 "	33 75
Heronville and Railway Station	N. Roberge	200 yds.	as req.	9 "	45 00
Hocquart and St. Clement	A. Ouellet	8	6	9 "	150 00
Honfleur and St. Anselme	J. Fournier	6	4 & 6	9 "	90 48
Indian Lorette and Lake St. Charles	F. Auclair	3	3	9 "	75 00
Inverness and Ste. Julie Station	O. Lapointe	11	7	9 "	150 00
Inverness and Woodside	G. Henderson ..	13¾	3	9 "	120 00
Isle aux Coudres and La Baleine	V. Perron	4	3	9 "	33 75
Isle aux Coudres and Pointe des Roches	E. Dupuis	5	3	9 "	41 25
Isle aux Grues and Montmagny	J. Lebel	6	3	3 " (to Sept. 30, '06) ..	74 75
do do	N. Lebel	6	3	6 " from "	151 50
Isle Verte and Notre Dame de l'Isle Verte	G. Marquis	6	2	9 "	112 50
Isle Verte and Railway Station	G. Ouellet	1	24 & 26	9 "	133 76
Isle Verte and St. Paul de la Croix	J. Côté	10	4	9 "	144 00
Ivry and Notre Dame du Lac	B. Leclerc	1½	12	9 "	54 00
Jetté and Railway Station	N. Beauchemin ..	6½	6	9 "	97 50
Jonquière and Railway Station	E. Gagnon	½	12	9 "	70 65
Jonquière and St. Cyriaque	N. Potvin	10	2	9 "	78 00
Julien and Mail Catching Post	F. Julien	2½	6	9 "	30 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Kamouraska and Railway Station..	G. Langlais.....	5	12	9 months	243 75
Kempt Station and Mail Catching Post.....	T. Theriault	250 yds.	6	9 "	18 75
Kenogami and Railway Station....	W. Larouche.....	20 yds.	6	9 "	7 50
King's Corners and Kinneer's Mills	B. G. King.....	4	2	9 "	52 50
Kingsey Falls and Lorne	G. Bouton.....	4	12	9 "	130 86
Kingsey Falls and Robson	O. Blake.....	9	2	9 "	60 00
Kinneer's Mills and Robertson Stn.	R. H. Scott.....	11	6	9 "	292 50
Kiskissink and Railway Station....	N. Simoneau.....	$\frac{1}{4}$	as req.	9 "	37 50
La Barre and Railway Station.....	T. Lavoie.....	300 yds.	12	9 "	18 75
Lac à la Tortue and Proulxville....	L. Masicotte.....	10	6	9 "	112 50
Lac à la Tortue and Railway Stn....	A. Bunelle.....	$\frac{3}{4}$	12	9 "	37 50
Lac à Laurent and L'Anse au Foin	A. Larouche.....	9	1	9 "	39 00
Lac au Sable and Lac au Sable Stn.	J. Frenette.....	$\frac{5}{8}$	12	9 "	37 50
Lac au Sable Station and Ry. Stn....	F. N. Lavoie.....	500 ft.	12	9 "	30 00
Lac au Saumon and Railway Stn....	L. St. Laurent.....	27 yds.	12	9 "	27 00
Lac Bouchette and Railway Station	J. Potvin.....	1	12	9 "	60 00
Lac Claire and Tremblay	J. Boullianne.....	18	1	9 "	41 25
Lac des Commissaires and Ry. Stn.	L. Montreuil	$\frac{4}{5}$	1	9 "	26 25
Lachevrotière and Lotbinière.....	A. Arcand.....	$\frac{5}{8}$	6	7 " (to Jan. 31, '07).	273 25
do do	J. de Villers.....	$\frac{5}{8}$	6	2 " from "	100 00
Lachevrotière and Railway Station	J. Sauvageau.....	$\frac{1}{4}$	12	8 " (to Feb. 28, '07)	71 25
do do	G. Trottier.....	$\frac{1}{4}$	6	1 " from "	4 00
Lac St. Joseph and Railway Station	L. Piché.....	100 yds.	12	9 "	26 25
La Decharge and Tremblay.....	G. Nepton.....	21	2 & 3	9 "	211 77
Lagacé and Matapédia	P. Lagacé.....	4	3	9 "	56 25
Lagacé and St. Andre de Restigouche	L. Leblanc.....	4	3	9 "	84 36
Lake Aylmer and Lake Weedon....	A. Proteau.....	12	6	9 "	147 75
Lake Beauport and Quebec	E. Brown.....	13	2	9 "	133 15
Lake Edward and Railway Station	A. J. Turner.....	$\frac{1}{3}$	12	9 "	75 30
Lake Etchemin and Langevin.....	A. Brochu.....	10	6	9 "	144 00
Lake Etchemin and Standon	F. Hebert.....	10	6	9 "	225 00
Lake View House, Lake St. Joseph and Railway Station	C. White.....	$2\frac{1}{2}$ & 3	12	Season 1906	25 00
Lake Weedon and Railway Station	R. Fortin.....	60 yds.	12	9 months ..	30 00
Lamartine, St. Cyrille de l'Islet and Railway Station.....	C. Normand.....	$2\frac{1}{2}$ & $5\frac{1}{4}$	6	9 "	211 98
Lambton and Railway Station.....	L. Langlois.....	$7\frac{3}{8}$	12	9 "	150 00
L'Anse à Giles and Railway Stn....	O. Langelier.....	2	6	9 "	42 00
L'Anse à Giles Stn. and Ry. Stn....	T. Theberge.....	$\frac{1}{3}$	6	6 " (from Oct. 1, '06)	25 00
L'Anse au Foin and Rivière au Moulin	E. Tremblay	3	6	3 " (to Sept. 30, '06).	40 00
do do	H. Tremblay	3	6	6 " from "	140 00
L'Anse St. Jean and Petit Saguenay	T. Bouchard.....	12	1 & 2	9 "	75 00
La Renadière and St. Pierre Montmagny	P. Lee.....	$2\frac{1}{2}$	6	9 "	37 50
Larochelle and St. Norbert d'Arthabaska.....	T. Boulanger.....	4	3	9 "	67 50
La Tuque Junction and Ry. Stn....	J. Paquet.....	100 ft.	12	9 "	15 00
Laurierville and Railway Station ..	P. Lapointe.....	$1\frac{1}{2}$	6	Season 1906	19 75
LeBras and Railway Station.....	M. Bolduc.....	1	12	9 months	18 75
Leeds Village and Lomesurier	W. C. Ross.....	5	3	9 "	67 11
Leeds Village and Lyster Station....	A. H. Majanry..	17	6	9 "	408 00
Leeds Village and Wilson's Mills....	H. McCutcheon..	$2\frac{3}{4}$	6	9 "	75 00
Lemieux and Railway Station	J. B. Beaudet.....	156 ft.	12	9 "	15 00
Les Eboulements and St. Hilarion..	O. Tremblay.....	8	6	9 "	168 00
Les Eboulements and Wharf	E. Tremblay.....	5	as req.	Part of season 1906	222 69
Les Escoumains and Tadoussac.....	F. Brisson.....	27	4	6 mos. (to Dec. 31, '06)..	250 09

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Les Escoumains and Tadousac.	A. Girard	27	4	3 mos. from Dec. 31, '06.	147 50
Lessard and St. Elzear de Beauce.	N. Langlois.	$\frac{1}{2}$	6	9 "	25 50
Levis, Branch Post Office and Street Letter Boxes	X. Guay		as req.	9 "	225 00
Levis and Railway Station	A. Ouellet	$\frac{1}{2}$	as req.	9 "	108 00
do do	G. Chamberlain.	$\frac{1}{2}$	9	9 "	112 50
Levis, St. Joseph de Levis and Street Letter Box	Levis County Railway	3	18	9 "	217 50
Lime Ridge and St. Adolphe de Dudswell	J. Ouellet	1	6	9 "	45 00
Limoulin and Railway Station	H. Talbot	1250 yds.	24	9 "	90 00
Linière, Metgermette and St. Zacharie	J. Boily	$9\frac{1}{2}$	6 & 3	9 "	223 86
Linière and Railway Station	do	$18\frac{1}{2}$	6	5 " and 16 days (to Dec. 16, '06)	229 61
Linière and St. George East.	do		3	" and 15 dys. (from Dec. 16, '06)	72 69
Linière and U.S. Boundary Line	G. Rhéaume	21 $\frac{1}{2}$	6 & 3	9 "	236 25
L'Islet and Railway Station	A. Leclerc	2 $\frac{1}{2}$	18	9 "	206 25
L'Islet Station and Railway Station	C. Gagnon	$\frac{1}{2}$	6	9 "	23 40
Little Metis and Railway Station	D. Tuggey	6	13 & 6	Season 1906	99 06
Little River East and St. Isidore de Gaspé	S. Lancup	5	1	9 "	37 50
do do	A. Marquis	5	1	9 "	37 50
Lorette and Railway Station	J. B. Linteau	$\frac{3}{4}$	18	9 "	75 00
Lorne and Railway Station	C. E. Pope	200 yds.	12	9 "	51 00
Lotbinière and Rivière Bois Claire.	P. Belanger	8	6	9 "	198 00
Lotbinière and Ste. Croix	M. Laliberté	14	6	9 "	281 25
Lourdes and Plessisville	F. Bouchard	$9\frac{1}{2}$	6	9 "	115 50
Lourdes du Blanc Sablon and Natashquan	J. Hebert	271	4	Season 1906-07	400 00
Lourdes du Blanc Sablon and Sablon	J. V. Legresley	3	1	9 months	9 36
Lower Island and Thetford Mines..	J. Bullard	12 $\frac{1}{2}$	2	9 "	74 88
Manceau and Railway Station	J. B. Laferté	500 ft.	12	9 "	30 35
do do	J. B. W. Girouard			Compensation for cancellation of contract	2 91
Marcel and St. Godfroi	L. Huard	$5\frac{1}{2}$	3	9 months	42 75
Maria and Maria Railway Station..	A. LeBlanc	$3\frac{1}{2}$	12	9 "	54 00
Maria Cape and Mail Catching Post	B. Degrace	$\frac{1}{3}$	12	9 "	60 00
Maria East and Irishtown Railway Station	L. Thibodeau	$\frac{1}{3}$	12	9 "	30 30
Matane and Railway Station	T. Gagné	32	6	9 "	487 50
Matane and Ste. Anne de Monts.	A. Verreault	57	3	9 "	748 34
Matane and Ste. Félicité	L. Turcotte	9	3	3 " (to Sept. 30, '06).	21 25
do do	T. Lefrançois	9	3	6 " from "	57 00
Matane and St. Luc de Matane	F. Imbeau	7	3	9 "	58 50
Matapedia and Railway Station	E. Doiron	200 yds.	12	9 "	135 00
Matapedia and Runnymede	J. Lawlor	12	1 & 2	9 "	90 23
Mercier and Notre Dame du Rosaire	P. Morin	6	6	9 "	118 50
Metabechouan and Railway Station	E. Singalais	$\frac{1}{4}$	12	9 "	84 42
Metabechouan and St. Hilaire du Lac St. Jean	A. Michaud	13 $\frac{1}{2}$	2	9 "	90 00
Methots Mills and St. Agathe	A. Payeur	8	6	9 "	133 50
Miguasha and St. Jean Evangeliste	A. Labillois	5	1 & 2	9 "	63 33
Miguasha West and St. Jean Evangeliste	M. Norton	4	1	9 "	22 50
Miguick and Miguick Railway Stn.	J. Boisselle	10 yds.	3	3 " (to Sept. 30, '06)	3 75

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Millstream and Railway Station...	J. F. McDonald	30 ft.	6	9 months	22 50
Mistassini and Normandin.....	S. Guimant.....	20	3	9 "	206 25
Mistassini and Peribonca.....	J. Girard.....	20	2	3 " (to Sept. 30, '06)	40 00
Moi ic and Pte des Monts.....	L. Langlois.....	121	10	Season 1906-07.....	975 78
Moisie and Seven Islands.....	do			Special trips.....	16 50
Montagne Ronde and Tring Junction.....	E. Lagneux.....	5	2	9 "	30 00
Montauban and Railway Station...	J. Rousselle.....	1	12	9 "	36 75
Mont Carmel and Railway Station.	A. Langelier.....	3	12	9 "	102 00
Montnagny and Railway Station...	A. Gamache.....	1	12	9 "	54 00
do do	do	1	12	9 "	52 50
Montnagny and Rocher de la Chapelle.....	J. C. LeBrun.....	3	3	9 "	37 50
Morigeau and St. François de Montnagny Railway Station.....	O. Tremblay.....	2	12	9 "	60 00
Moulin Desbiens and Railway Stn.	M. Boivin.....	200 yds	6	9 "	45 00
Moulin Dubois and Main Post Road	F. Simoneau.....	1	6	9 "	18 75
Moulin Fontaine and Weedon Stn.	N. Gagnon.....	5	3	9 "	63 75
Moulin Migueault and Railway Stn.	O. Migneault.....	75 yds.	6	9 "	18 75
Moulin Tetu and St. Agapit.....	J. Gosselin.....	3	6	9 "	73 50
Mount Murray and Murray Bay...	O. Duchesne.....	5	14	Season 1906.....	115 50
Mulock and Catching Post.....	E. F. Roy.....	60 ft.	6	3 mos. (to Sept. 30, '06)	3 75
Murray Bay and St. Agnes de Charlevoix.....	J. Gaudreault.....	9	6	9 "	175 50
Murray Bay and St. Simeon.....	F. Tremblay.....	20	6	9 " (Less fine) ..	275 75
Murray Bay and Wharf.....	L. Trudel.....	3	as req.	9 "	368 10
New Armagh and St. Sylvester West.....	J. Machell.....	4	3	9 "	39 00
Newbois and Scott Junction.....	P. Delage.....	11½	6	9 "	225 00
New Liverpool and St. Romuald d'Etchemin.....	G. Cadorette.....	2	12	3 " (to Sept. 30, '06)	33 75
New Liverpool and St. Romuald d'Etchemin.....	H. McReady.....	2	12	6 " from "	67 50
Newport Point and Paspébiac.....	A. Grenier.....	34	6	9 "	1,497 50
Newport Point and Percé.....	A. Langlois.....	34	6	9 " (Less fines) ..	1,449 50
New Richmond and New Richmond Centre.....	W. McColm.....	3½	2	9 "	56 25
New Richmond and Railway Stn.	J. Brash.....	4	12	8 " and 3 days (to Mar. 3, '07).	176 74
do do	J. Cyr.....	4	12	28 days from "	23 18
Nicolet and Railway Station...	P. Houle.....	½	12	9 "	54 75
Nicolet and St. Gregoire.....	J. Page.....	8	12	9 "	0 72
Normandin and St. Felicien.....	T. Larouche.....	21	6	9 "	370 50
North Ham and Vezina Corner...	L. Juneau.....	8	1	9 "	55 50
North Wolfstown and Wolfstown.	D. Larkin.....	3	3	9 "	41 25
Nouvelle and Catching Post.....	J. Keays.....	¼	12	9 "	45 00
Notre Dame de Rimouski and Railway Station.....	A. Parent.....	½	12	9 "	56 25
Notre Dame du Lac and Railway Station.....	E. Cloutier.....	1½	12	9 "	129 00
Notre Dame du Lac and St. Eusebe	J. St. Pierre.....	8	3	9 "	90 00
Notre Dame du Portage and Railway Station.....	E. Michaud.....	7	6	9 "	147 75
Notre Dame du Portage and St. Patrick.....	M. Pelletier.....	3	6	Season 1906.....	26 40
Oak Bay Mills and By. Station....	J. D. Sowerby...	150 yds.	12	9 months.....	56 25
O'Farrell and St. Malachie.....	P. O'Farrell.....	5	3	9 "	56 25

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Old Lake Road and Railway Station	A. Belanger	4	6	9 months	45 00
Ouatchouan and Railway Station	P. Desbiens	4	6	9 "	46 80
Panet and St. Magloire	J. Bilodeau	9	3	9 "	93 75
Paspebiac and New Carlisle	A. Grenier	4	6	9 "	227 25
Pelletier's Mills and Ry. Station	J. H. Pelletier	4	6	9 "	127 50
Penticost River and Pointe aux Anglais	L. Langlois	1	as req.	Season 1906	45 00
Peribonca and Petite Peribonca	J. Bouchard	4	2	6 mos. (from Oct. 1, '06).	48 10
Perthuis and Railway Station	C. J. Godin	50 ft.	12	9 "	37 50
Petit Bonaventure and Catching Post	J. Gallagher	1	6	9 "	22 43
Petite Madeleine and Rivière à Claude	L. Lemieux	28	3	3 " (from Jan. 1, '07)	156 25
Petite Madeleine and Ste. Anne des Monts	A. Servant	56	2	6 " (to Dec. 31, '06, and one month for compensation of cancellation of contract; less fine)	450 08
Petit Saguenay and St. Stanislaus de Chicoutimi	J. de Gagné	6	1	2 months (to Aug. 31, '06)	15 00
Petit Village and St. Ephrem de Tring	W. Poirerleau	2½	3	9 "	52 50
Pintendre and St. Henri Station	J. Carrier	2	6	9 "	69 00
Plessisville, Letter Box and Railway Station	F. Boulé	1 & ½	12 & 6	9 "	75 00
Plessisville and St. Ferdinand	T. Huard	15½	6	9 "	260 25
Plessisville and St. Pierre Baptiste	C. Boulanger	11½	6	9 "	235 20
Pointe à la Garde and Ry. Station	J. G. Fair	½	6	4 " (to Oct. 31, '06)	17 33
do do	J. Fair	½	6	5 " from "	33 33
Pointe aux Orignaux and Rivière Ouelle	A. Michaud	5	12 & 6	9 "	71 25
Pointe aux Trembles and Pointe aux Trembles Ouest	A. Morissette	3	3	9 "	30 00
Pointe aux Trembles and Ry. Station	H. Beland	10½	6	9 "	150 00
Pointe Blue and Roberval	W. Connolly	5	3	9 "	82 50
Pointe des Monts and Cariboo Islands	P. Z. Comeau			Special trip	2 50
Point de la Moreau and Portneuf Station	A. Gauthier	2	3	9 months	45 00
Pont Rouge and Railway Station	E. Godin	¾	as req.	9 "	103 50
Portneuf and Railway Station	S. Brière	1	12	9 "	55 50
do do	do	1	6	9 "	27 75
Précieux Sang and Ry. Station	O. Prince	3½	6	9 "	60 00
Price and St. Octave Station	D. Dechene	3	12	9 "	133 50
Providence and St. Victor de Tring	R. Plante	4½	3	9 "	41 34
Quai de Rimouski and Rimouski	P. Fournier	2	6	9 "	71 25
Quebec Branch Post Offices and Letter Boxes	E. Savard	371	31	9 "	1,234 50
Quebec Immigration Letter Box	J. Dery	1	as req.	Season 1906	30 00
Quebec Letter Carrier's Service	Quebec Ry. Light & Power Co.		as req.	9 months	562 50
Quebec Railway Stations and Wharf	A. Gagné	97	as req.	9 "	1,954 85
do do	N. Brindamour	½	1	Season 1906	12 00
Quebec and Ste. Foye	J. Trudel	5	6	3 months (to Sept. 30, '06)	31 25
Quebec and St. Jean d'Orleans and St. Francois d'Orleans	E. Chabot	2 & ¾	6 & 3	9 "	675 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Quebec and Sillery.	M. J. Aubin....	6	12	9 months.....	187 50
Quebec and Stoneham	W. Craig.....	17	2	9 "	105 00
Radnor Forges and Railway Station	J. J. Drummond	$\frac{1}{2}$	24	3 " (to Sept. 30, '06).	15 00
do do	G. Drysdale....	$\frac{1}{2}$	24	6 " from " ..	50 00
Rang Mathias and Railway Station	G. Harvey.....	200 ft.	12	9 "	11 25
Rang St. Achille and St. Ubalde...	A. Gernain.....	5	3	9 "	41 25
Ravignau and Ste. Rose de Watford	T. Bedard.....	$8\frac{1}{2}$	1	9 "	30 00
Reid's Station and Railway Station	W. Bellemare...	200 ft.	12	9 "	15 00
Restigouche and Cross Point Stat'n	J. E. Olscamp...	4	12	9 "	131 25
Richmond and Railway Station....	S. Cross.....	$\frac{1}{2}$	6	9 "	45 00
Rimouski and Railway Station....	P. Fournier....	$\frac{1}{2}$	as req.	9 "	142 50
Rimouski and Ste. Blandine.....	C. Martin.....	9	4	9 "	111 00
River Gilbert and Railway Station	M. Laflamme...	200 yds.	6 & 12	3 " & 15 days (from Dec. 17, '06) ..	8 72
Rivière Gilbert and St. Benjamin...	C. Perras.....	$11\frac{1}{2}$	6	9 "	187 50
Rivière à Claude and Ste. Anne des Monts	W. Deschene....	35	3	3 " (from Jan. 1, '07)	212 50
Rivière à l'Ours and Ry. Crossing.	L. P. Godin....	4	3	9 "	128 75
Rivière à Pierre and Ry. Station...	J. Perron.....	$\frac{1}{2}$	20	9 "	112 50
Rivière au Doré and St. Felicien...	A. Fraser.....	12	2 & 3	9 "	162 50
Rivière aux Pins and St. Gabriel Station	M. Hayes.....	9	2	9 "	93 45
Rivière Blanche and St. Alban....	J. Perron.....	4	3	9 "	45 00
Rivière du Loup, en bas, Letter Box and Railway Station.....	M. L. G. Marchand.....	$1\frac{1}{2}$	as req.	9 "	600 00
Rivière du Loup en bas and Ry. Stn.	F. Meunier....	$1\frac{1}{2}$	12	9 "	93 75
Rivière du Loup and Wharf....	C. P. Pinze....	3	as req.	Season 1906.....	108 90
Rivière Noire and Railway Station	A. E. Beauchemain.....	1	12	3 mos. (to Sept. 30, '06).	7 50
do do	N. Gingras....	1	12	6 " from " ..	15 00
Rivière Ouelle, Wharf and Ry. Stn.	D. Guy.....	$\frac{1}{2}$	12	9 "	7 50
Rivière Ouelle and Railway Station	S. Lebrun.....	5	12	9 "	225 00
Rivière Ouelle Junction and Ry. Stn.	E. Plourde....	20 ft.	12	6 " (from Oct. 1, '06)	15 00
Rivière Ste Marguerite and Tadoussac	P. Hervieux....	21	3	9 "	150 00
Rivière Sauvage and Mail Catching Post	J. Cormier....	$\frac{1}{2}$	6	9 "	27 75
Rivière Trois Pistoles and Ry. Stn.	C. Morency....	$\frac{1}{2}$	12	9 "	21 75
Robertson Station and Ry. Station	A. Talbot.....	50 yds.	12	9 "	30 00
Robertson Station and Sacré Cœur de Marie.....	J. Bilodeau....	3	6	9 "	82 50
Roberval and Railway Station....	J. Bolduc.....	$\frac{1}{2}$	as req.	9 "	150 00
Roberval and Roberval Ouest.	F. Chiasson....	7	2	9 "	60 00
Roberval and St. Felicien.....	A. Côté.....	19	6	9 "	337 50
Roberval Hotel and Railway Station	H. B. Locke....	200 ft.	as req.	Season 1906.....	8 25
Robitaille and Catching Post	E. Quinn.....	1	12	9 mos.	44 25
Rousseau's Mills and Railway Stn.	E. Vallee.....	30 yds.	3 & 6	9 "	7 50
Rousseau Le Blanc and Catching Post	J. G. Cyr.....	180 yds.	12	9 "	26 25
St. Adolphe de Champlain and St. Thècle Station.....	N. Trepanier....	8	6	9 "	180 00
St. Adolphe de Dudswell and Marbleton Station.....	J. Onellette....	$3\frac{1}{2}$	12	9 "	93 75
St. Adrien and Wotton.....	N. Dubois.....	$13\frac{1}{2}$	6 & 1	9 "	298 81
St. Agapit and Railway Station....	G. Olivier.....	$\frac{1}{2}$	12	9 "	36 00
St. Agapit and St. Sylvester, East.	M. Vaillancourt.	20	6	9 "	367 50
St. Agapit Station and Ry. Stn....	G. Oliver.....	600 ft.	6	9 "	22 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ste. Agathe de Lotbiniere and Ste. Agathe, East	J. Boulanger....	4½	3	9 months	56 25
St. Alban and Railway Station	T. Allard.....	7	12	9 "	225 00
St. Alexandre de Kamouraska and Railway Station	R. Ouellet.....	4	18	9 "	45 00
St. Alexandre de Kamouraska and St. Eleuthere	M. Blier.....	24	2	9 "	180 00
St. Anaclet and Railway Station	A. Banville.....	1½	12	9 "	82 50
St. André de Kamouraska and Railway Station	H. Michaud....	5	12	9 "	201 75
St. André Station and Ry. Station	J. Albert.....	4½	6	9 "	26 25
Ste Angele de Laval and Ry. Stn.	J. Coulombe....	4	12	6 " (to Dec. 31, '06).	24 00
do do	A. D. Thibodeau	4	12	3 " from " "	12 50
Ste Angele de Rimouski and St. Joseph de Lepage	A. Levesque....	6½	6	9 "	187 50
Ste. Anne de la Pêrade and Ry. Stn.	A. Picard.....	1½	18	9 "	40 50
Ste. Anne de la Pêrade and St. Prosper	F. H. Cossette..	7	6	9 "	112 50
Ste. Anne de la Pocatiere and Railway Station	C. Ouellet.....	1	as req.	9 "	112 50
St. Apolline de Paton and St. Paul du Buton	J. Bernier.....	12	2	9 "	111 75
St. Anselme and St. Anselme Railway Station	L. V. Bernier....	1	18	9 "	78 75
St. Antoine Lotbiniere and Ry. Stn.	X. Lafleur.....	8½	6	9 "	156 00
St. Antonin. Railway Station, and Old Lake Road	N. Thibeault....	4½	6	9 "	92 43
St. Arsene and Railway Station	T. Labrie.....	500 yds.	12	9 "	33 75
St. Arsene and Viger	do	7	6	9 "	111 75
St. Aubert and Railway Station	P. St. Pierre....	1½	18	9 "	112 50
St. Aubert and St. Pamphile	E. Tremblay....	31	3	6 " (to Dec. 31, '06).	150 00
do do	M. Vaillancourt	31	6	3 " from " "	187 25
St. Bazile and Railway Station	F. Paquet.....	2½	12	9 "	120 00
St. Bazile Station and Railway Stn.	C. Leclerc.....	250 yds.	6	3 " (to Sept. 30, '06).	4 50
do do	J. Leclerc.....	250 "	6	6 " from " "	12 50
St. Benoit Labre and Railway Stn.	G. Busque.....	6	6	9 "	108 75
Ste. Brigettes des Saules and Railway Station	J. Parenteau....	4½	6	9 "	93 75
St. Bruno de Kamouraska and St. Pascal	O. Bonenfant....	7	6	9 "	105 00
St. Bruno Lac St. Jean and Hébertville	J. Tremblay....	2	5	9 "	48 75
Ste. Camille de Bellechasse and Ste. Magloire	T. Morin.....	8	3	9 "	112 50
Ste. Camille and Sherbrooke	J. Cote.....	26	1	9 "	43 50
St. Casimir and Railway Station	A. Bourassa....	4½	18	9 "	94 50
St. Casimir and St. Thuriere	U. Gendron....	4½	6	9 "	90 00
St. Casimir and St. Ubalde	T. Naud.....	11	6	9 "	142 50
St. Charles de Caplan and Caplan Station	A. Bourdages....	½	12	9 "	44 25
Ste. Catherine and Railway Station	J. Henchey.....	1	6	9 "	67 50
Ste. Catherine Station and Railway Station	do	20 yds.	18	9 "	7 50
St. Celestin and Railway Station	E. Arseneault....	1½	6	9 "	45 00
St. Charles de Bellechasse and Railway Station	J. Lapointe....	1	6	9 "	33 75
Ste. Claire and St. Anselme Station	N. Langlois....	5	6	9 "	75 00
Ste. Claire and St. Malachie	A. Turgeon....	10	6	9 "	104 25
St. Claude and St. Cyr	F. Gagnon.....	5	4	9 "	144 32
St. Clement and St. Eloi	L. Roy.....	12	6	9 "	325 86
Ste. Clothilde and Victoriaville	J. Poisson.....	18	6	9 "	141 75

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Croix and Railway Station....	E. Fraser.....	8½	6	9 months.....	164 25
St. Cyr and Railway Station.....	S. St. Pierre.....	300 yds.	12	9 ".....	37 50
St. Cyrille del Isles and St. Marcel.	E. Belanger.....	15	3	9 ".....	206 25
St. Damase de Rimouski and St. Moise Station.....	A. Paquet.....	7	6	9 ".....	120 00
St. Damien de Buckland and St. Lazare de Bellechasse.....	G. Larochelle.....	9	6	9 ".....	112 50
St. Denis de la Bonteillerie and Railway Station.....	J. Paradis.....	4½	18	9 ".....	163 11
St. Donat and St. Gabriel de Rimouski.....	S. Clouthier.....	9	6	9 ".....	187 50
St. Donat and Ste. Luce Station ..	A. Deniers.....	6½	6	9 ".....	127 50
Ste. Elizabeth de Warwick and Warwick.....	J. W. Cantin.....	7	6	9 ".....	105 00
St. Eloi and Railway Station.....	J. Rioux.....	3	6	9 ".....	55 50
St. Elzear de Beauce and Ste. Marie Beauce.....	L. Rouleau.....	3	6	9 ".....	105 00
St. Ephrem de Tring and Railway Station.....	J. A. Hamel.....	3	12	9 ".....	17 97
St. Evariste de Forsyth and Railway Station.....	X. Blais.....	2	12	9 ".....	97 50
St. Evariste de Forsyth and St. Hilaire de Dorset.....	A. Begin.....	8½	1	9 ".....	33 75
St. Fabien and Railway Station.....	J. Cote.....	1	12	8 " (to Feb. 28, '07).	40 00
do do.....	F. Boucher.....	1	12	1 " from "...	5 00
Ste. Flavie, Ste. Flavie Station and Railway Station.....	L. Levesque.....	3	6 & 24	9 ".....	195 41
St. Flavie, Ste. Flavie Station and St. Joseph de Lepage.....	D. Gagné.....	14	6	9 ".....	37 50
St. Flavien and Railway Station.....	A. Cote.....	2½	6	9 ".....	74 25
Ste. Florence and Beauvillage Stn..	J. A. Thibault.....	50 yds.	6	9 ".....	36 75
Ste. Flore Station and Railway Stn.	M. Marcoullier.....	150 yds.	12	9 ".....	37 50
St. Francois de Madawaska and Railway Station.....	N. St. Pierre.....	3½	12	9 ".....	67 50
Ste. Francoise and Trois Pistoles..	M. Berubé.....	7½	6	9 ".....	129 75
St. Francois de Montmagny and Railway Station.....	A. Jean.....	1½	18	9 ".....	90 00
St. Francois Xavier de Viger and Viger.....	J. B. Chouinard.....	6	4	9 ".....	93 75
St. Frederic and Tring Junction Railway Station.....	W. Baillargeon.....	3	6	9 ".....	131 25
St. Gabrielle Station and Railway Station.....	L. Toutant.....	3	12	9 ".....	75 00
St. Gedeon and Railway Station....	E. Simard.....	1	as req.	9 ".....	105 00
St. Genevieve de Batiscan and Railway Station.....	N. Paquette.....	4	12	9 ".....	93 75
St. Genevieve de Batiscan and St. Stanislaus de Champlain.....	J. Dery.....	8	6	9 ".....	90 00
St. George Beauce and Railway Stn.	J. Boily.....	1½	18	3 " and 15 days (from Dec. 17, '06) ..	55 24
St. George East and St. Prosper de Dorchester.....	J. Rodrique.....	12½	6	9 ".....	224 25
St. Germain de Kamouraska, Railway Stn. and Pointe Seche.....	J. Potvin.....	2½	12-6	9 ".....	67 50
Ste. Gertrude and St. Joseph Nicolet	G. Lavigne.....	2½	3	9 ".....	28 50
St. Gervais and Railway Station....	A. Belanger.....	5½	12	9 ".....	87 50
St. Gervais and St. Lazare de Bellechasse.....	A. Blouin.....	6	6	3 " (to Sept. 30, '06).	20 00
do do.....	E. Gosselin.....	6	6	6 " from "...	37 00
St. Gilbert and Deschambault Stn.	H. Paquin.....	5	6	9 ".....	88 50
St. Helene de Chester and St. Norbert D'Arthabasca.....	B. Poisson.....	9½	6	9 ".....	225 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Hélène de Kamouraska and Railway Station.....	G. Caron.....	$\frac{1}{3}$	18	9 months.....	39 36
St. Henedine and Railway Station..	J. Corriveau.....	$\frac{1}{3}$	as req. 9	".....	41 25
St. Henri de Lévis and Railway Stn.	F. X. Ferland..	$\frac{1}{3}$	as req. 9	".....	56 25
St. Henri de Lévis and St. Lambert de Lévis.....	G. Bourget.....	10	6	9 ".....	150 00
St. Henri de Lévis and Railway Stn.	O. Vallières.....	$\frac{1}{4}$	12	9 ".....	52 50
St. Irene, St. Irene les Bains and Wharf.....	G. Girard.....	1,300 yd.	as req.	Season 1906.....	55 34
St. Isidore, Dorchester and Railway Station.....	H. Guay.....	6	6	9 months.....	104 25
St. Jacques and Railway Station....	J. A. Charest....	$2\frac{1}{2}$	12	9 ".....	56 25
St. Jean Chrysostome and St. Romuald d'Etchemin.....	J. Carrier.....	3	6	9 ".....	71 25
St. Jean de Dieu and Trois Pistoles.	A. Morency.....	13	6	9 ".....	281 25
St. Jean l'Evangeliste and Nouvelle Railway Station.....	J. Nadeau.....	1	12	9 ".....	48 00
St. Jean, Port Joli and Railway Stn.	J. Pelletier.....	$1\frac{1}{2}$	18	9 ".....	110 25
St. Joachim de Montmorency and St. Tite des Caps.....	F. Filion.....	7	6	9 ".....	225 00
St. Joseph d'Alma and Railway Stn.	J. Tremblay.....	9	7	9 ".....	189 06
St. Joseph de Beauce and Railway Station.....	T. Nolet.....	$\frac{1}{2}$	as req. 9	".....	101 25
St. Leandre and Tessierville.....	J. Bérubé.....	8	2	9 ".....	87 67
St. Leonard d'Aston and Railway Station.....	J. Hebert.....	600 yds.	12	9 ".....	37 50
St. Leonard de Portneuf and Railway Station.....	L. Lesage.....	$1\frac{1}{2}$	6	9 ".....	52 50
St. Louis de Ha Ha, Railway Station and St. Louis Station.....	Temiscouata Ry. Co.....	$\frac{3}{4}$ & $\frac{1}{4}$	12-6	9 ".....	172 50
St. Louise and Railway Station.....	A. Chrétien.....	$1\frac{1}{2}$	18	9 ".....	48 30
St. Luce and Railway Station.....	J. Tremblay.....	2	12	9 ".....	168 75
St. Ludger and St. Samuel Railway Station.....	E. Beaudoin.....	$17\frac{3}{4}$	6	9 ".....	281 25
St. Magloire and St. Philemon.....	G. Goulet.....	11	6	9 ".....	187 50
St. Magloire and Ste. Sabine.....	F. Maurice.....	8	3	2 " (from Feb. 1, '07)	16 50
St. Malachie and St. Nazaire de Buckland.....	A. Pelchat.....	8	3	9 ".....	90 00
St. Malachie and Standon.....	A. Gagnon.....	13	6	9 ".....	258 00
Ste. Marie Beauce and Railway Stn.	J. Gregoire.....	$\frac{1}{8}$	24	9 ".....	75 00
Ste. Marie de Blandford and Railway Station.....	E. Boudreault..	4	6	9 ".....	93 00
St. Mathieu and Railway Station....	A. Theberge.....	3	6	9 ".....	74 25
St. Maurice and Railway Station....	F. Thibodeau....	1	12	9 ".....	56 25
St. Maxime and Scott Junction.....	F. Morin.....	$1\frac{1}{2}$	6	9 ".....	37 50
St. Michel de Bellechasse and Railway Station.....	J. Martineau....	5	12	9 ".....	105 00
St. Modeste and Railway Station.....	M. Beaulieu.....	$4\frac{1}{2}$	6	9 ".....	101 25
St. Moise and Railway Station.....	C. St. Amand....	$2\frac{1}{2}$	6	9 ".....	93 75
St. Moise Station and Ry. Station....	J. Michaud.....	64 yds.	12	9 ".....	34 50
St. Monique de Nicolen and Railway Station.....	N. Provéncher..	$2\frac{3}{4}$	12	9 ".....	146 25
St. Narcisse and Railway Station....	F. Nobert.....	$3\frac{1}{2}$	12	9 ".....	112 50
St. Nérée and St. Raphael East.....	A. Ray.....	$6\frac{1}{2}$	6	9 ".....	111 00
St. Nicolas and Railway Station.....	J. E. Flamand..	$4\frac{1}{2}$	6	9 ".....	108 00
St. Nicolas and St. Nicolas East....	A. Plante.....	$2\frac{1}{2}$	3	9 ".....	37 50
St. Norbert d'Arthabaska and Standfold.....	E. Juneau.....	5	6	9 ".....	130 50
St. Omer and Catching Post.....	J. Allard.....	$\frac{1}{3}$	12	2 " (to Aug. 31, '06).	20 00
do do.....	N. Arseneau....	$\frac{1}{3}$	12	7 " from ".....	37 79

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
St. Onézime and Railway Station...	M. S. Pelletier..	5	6	9 months	105 00
St. Pacôme and Railway Station...	J. Chamberland..	1½	18	9 "	106 86
St. Pascal and Railway Station...	N. Bernier	200 ft.	12	9 "	42 30
St. Patrick and Railway Station...	J. LeBel.....	4	12	Season 1906.....	72 00
St. Paul du Buton and St. Pierre Montmagny.....	F. Côté.....	17	6	9 months	337 50
St. Pierreles Becquets and St. Sophie Levrard	T. J. Demers....	18	6	9 "	190 00
St. Pierre Montmagny and Railway Station.....	E. Adam.....	1½	18	9 "	90 00
St. Raphael Est and Ry. Station...	A. Labrecque....	7	12	9 "	75 00
St. Raymond and Railway Station...	C. Angers.....	¼	24	9 "	134 82
St. Remi de Tingwick and Warwick	E. Peloquin.....	14½	6	9 "	241 50
St. Roch de Quebec and Stadacona.	F. Cliche.	1½	6	9 "	56 25
St. Romuald d'Etchemin and Railway Station.....	L. Lambert....	1	as req.	9 "	148 50
St. Rosaire and Railway Station...	L. Beaudoin....	5	6	9 "	108 75
Ste. Rose de Watford, Post Road and Lac au Vase	J. L. Lamontagne	6	6	9 "	97 50
Ste. Rose du Degelé and Railway Station.....	A. Soucy.....	½	12	9 "	45 00
St. Samuel de Horton and St. Wenceslas Station.....	D. Bergeron....	7	6	9 "	186 00
St. Samuel Station and Ry. Station	J. Rodrigue....	200 yds.	6	9 "	18 00
St. Sauveur de Quebec and Sans Bruit.....	L. Guignard....	1	12	9 "	67 50
St. Sebastien de Beauce and Railway Station.....	S. Boutin.....	3	12	9 "	78 00
St. Sebastien Station and Railway Station.....	P. Marceau....	150 yds.	12	9 "	55 00
St. Severin de Beauvillage and Tring Junction Station.....	H. Lachance....	5½	6	9 "	135 00
St. Siméon and Tadousac.....	D. Savard	25½	4 & 3	9 "	674 00
St. Simon de Rimouski and Railway Station.....	C. Gauvin.....	1	12	6 (to Dec. 31, '06).	25 00
do do	E. Caron.....	1	12	3 " from "	23 75
St. Sylvere and Davelneyville Railway Station.....	W. Faucher....	6	6	9 "	112 50
St. Thécle and Railway Station...	L. Grenier.....	1	12	9 "	60 00
St. Tite and Railway Station.....	F. Cossette....	¾	12	9 "	60 00
St. Valère de Bulstrode and Rivière Noire Railway Station.....	N. Dureault....	4½	6	9 "	86 25
St. Valier and Railway Station...	E. Chabot.....	2	12	9 "	75 00
St. Victor de Tring and Ry. Station	R. Plante.....	1	12	9 "	37 50
St. Wenceslas and Railway Station.	T. Frechette....	3	12	9 "	93 75
Sayabec and Railway Station.....	L. Joubert	1½	12	9 "	56 25
Scott Junction and Railway Station	G. Garon.....	¼	18	9 "	78 75
Sellarville and Catching Post.....	H. Sillars.....	½	6	9 "	60 60
Shannon and St. Gabriel Station...	J. Griffin, jr....	7	1	8 " & 17 days (from July 15, '06)....	9 2
Seven Islands and SS. 'Montcalm'.	P. E. Vignault..			Special trip.....	3 00
South Dudswell and Westbury Basin Railway Station.....	O. Lepitre	3½	6	9 months	75 00
South Ham and Weedon Railway Station.....	J. Camire.....	2½	9	12 6 9 "	182 25
South Quebec and Railway Station.	P. Bernier.....	¼	36	9 "	62 87
Stanford and Railway Station.....	N. Lacourse....	250 yds.	12	9 "	27 00
Stoneham and Tewkesbury.....	G. Falardeau....	7½	2	9 "	48 75
Sybil Cove and Wharf.....	A. Lorrain.....	350 yds.	6	Season 1906.....	0 92

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Tadousac and Wharf.....	H. Marquis.....	1	as req.	Season 1906.....	89 10
Thetford Mines and Railway Stn..	V. Hebert	1	12	5 months (to Nov.30, '06)	58 33
do do ..	G. Brousseau...	1	12	4 " from " ..	50 00
Thetford Mines West and Railway Station.....	P.W. M. Lafleur	500 yds.	12	2 " (from Feb. 1, '07)	14 44
Thibaudeau and Railway Station..	J. Desrochers...	5	6	9 " ..	93 00
Three Rivers and Valmont.....	H. Sigman.....	15	6	9 " ..	243 75
Tring Junction and Railway Station	E. Lagneux.....	130 yds.	24	9 " ..	22 50
Trois Pistoles and Railway Station.	T. Paradis	$\frac{1}{2}$	24 & 26	9 " ..	94 26
Trois Sammons and Railway Stn...	F. Caron.....	2	6	9 " ..	60 00
Valcartier and Railway Station. .	J. McBain.....	6	6	9 " ..	142 94
Van Bruysseels and Railway Station	F. Faure.. ...	100 ft.	12	9 " ..	0 75
Village des Aulnaies and Railway Station.....	J. B. Sirois.....	5	18	9 " ..	175 50
Villeroy and Railway Station.....	E. F. Roy	60 ft.	6	6 " (from Oct. 1, 06).	7 50
Vincennes and Railway Station....	L. Dessureault..	4 $\frac{1}{2}$	6	9 " ..	73 86
Walkers Cutting and Railway Stn.	E. C. Labrecque	188 yds.	12	9 " ..	24 00
Warwick and Railway Station.....	L. Triganne ...	200 "	6	9 " ..	13 50
Whitworth and Railway Station...	J. D. Amiro....	125 "	12	9 " ..	15 00
Transfer of Mails at Lévis and Rimouski.....	J. H. Dorion....			Season 1906.....	333 33
Transfer of Mails at Lévis.....	A. Ouellet.....			9 months.....	405 00
Transfer of Mails at Matapedia....	L. E. D'Anjou..			6 " (from Oct. 1, 06).	72 00
Transfer of Mail at Richmond.....	P. Healy.....			9 " ..	225 00
Total.....					\$1,963 14
Less amount withdrawn from Guarantee Fund.....					63 14
					\$1,900 00

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APPENDIX B—Continued.

MONTREAL POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, made within the Fiscal Year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Pauline.....	J. P. Rocheleau..	3	3	9 months	51 00
Abbotsford and Railway Station..	P. St. Pierre....	$3\frac{1}{2}$	12	9 "	54 00
Abenakis Springs and Railway Stn.	R. G. Kimpton....	22	18	9 "	225 00
Abercorn and East Pinnacle.....	M. P. Galer.....	$33\frac{1}{2}$	3	9 "	70 50
Abercorn and Railway Station.....	M. L. Jenne.....	$33\frac{1}{2}$	12	9 "	60 00
Acton Vale and Railway Stations..	E. Haineault....	$4\frac{1}{2}$	18	9 "	56 25
Acton Vale and St. Théodore.....	J. Bousquet.....	4	7	9 "	100 62
Adamsville and Railway Station..	D. Larivee.....	$4\frac{1}{2}$	12	9 "	66 75
Ahuntsic and Pont Viau	A. Pruneau.....	$4\frac{1}{2}$	12	9 "	45 00
Aird, Clarenceville and Miranda..	M. J. Burwort..	4	4	9 "	93 75
Allans Corners and Railway Station	P. Barr.....	1	12	9 "	60 00
Alva and Sutton	H. G. Bates.....	$3\frac{1}{2}$	3	9 "	58 50
Anderson's Corner and Dewittville	J. Boyd.....	4	3	9 "	75 00
Ange Gardien and Railway Station	R. Beaudry....	$\frac{1}{2}$	12	9 "	28 50
Angeline and St. Alphonse de Granby.....	E. E. Forgues....	4	6	9 "	75 00
Arundel and Crystal Falls.....	J. Riddle.....	7	3	9 "	112 50
Arundel and Railway Station.....	M. Thomson....	$11\frac{1}{2}$	6	9 "	70 20
Arundel and Rouge Valley.....	H. Beauchamp..	$51\frac{1}{2}$	2	9 "	56 25
Arundel Station and Mail Car.....	E. Deschamps....	$51\frac{1}{2}$		9 "	45 00
Ascot Corner and Railway Station..	E. L. Darche....	$\frac{3}{4}$	12	9 "	41 25
Ascot Corner and Westbury.....	S. E. Lothrop....	4	3	9 "	36 00
Athelstan and Railway Station.....	M. Saunders....	$11\frac{1}{2}$	6	9 "	30 00
Avoca and Point au Chêne.....	A. McPhee.....	7	3	9 "	56 25
Ayers Cliff and Kingscroft.....	D. Trappier....	6	3	8 " (to Feb. 28, '07)	66 66
do do	W. Demeret....	6	3	1 " from " ..	8 34
Ayers Cliff and Railway Station..	A. E. Hurd.....	$\frac{1}{2}$	18 & 12	9 "	52 50
Baie d'Urfe and Railway Station..	A. Vallee.....	$3\frac{3}{4}$	12	Season 1906	15 00
Baldwins Mills and Corliss.....	W. K. Baldwin..	3	6	9 months	75 00
Bas de Ste. Rose and Ste. Rose....	E. Gascon.....	4	2	9 "	37 50
Bas du Sault and Sault au Recollet	A. Delorme.....	3	3	3 " (to Sept. 30, '06)	16 25
do do	O. David.....	3	3	6 " from " ..	40 00
Bayonne and St. Elizabeth.....	F. X. Joly.....	$31\frac{1}{2}$	6	9 "	108 75
Beaconsfield and Railway Station..	L. Legault.....	100 yds.	12 & 24	4 " (to Oct. 31, '06)	8 33
do do	C. Legault.....	100 yds.	12 & 24	5 " from " ..	10 42
Beauharnois and Melocheville.....	D. Brunet.....	3	6	9 "	105 00
Beauharnois and Railway Station..	do	$\frac{1}{2}$	24	9 "	93 75
Beauharnois and St. Etienne.....	P. Tessier.....	5	6	9 "	134 25
Beaurepaire and Railway Station..	J. Legault.....	1	12	Part of season 1906.....	37 50
Beaver and Railway Station.....	P. H. McIntosh..	$1\frac{1}{2}$	6	9 months	22 50
Bedford and Mystic.....	R. McKee.....	$2\frac{1}{2}$	6	9 "	93 75
Beebe Plain and Railway Station..	C. H. McClintock	$\frac{1}{2}$	12	9 "	56 25
Beith and Trout River Railway Stn.	M. Hamilton....	7	6	9 "	227 25
Belises Mills and Railway Station..	I. Deschamps....	50 yds.	12	9 "	26 25
Bellerive and Valleyfield	E. Rapin.....	$1\frac{1}{2}$	6	9 "	36 75
Belœil Station and Railway Station	A. D. Goulet....	$1\frac{1}{2}$	30	9 "	37 50
Belœil Village and St. Hilaire Stn.	F. Leduc.....	1	12	9 "	146 25
Beranger and Dunham.....	S. Cook.....	4	2	9 "	50 00
Berthier and Berthier Junction....	F. X. Piche.....	$2\frac{1}{2}$	1	9 "	10 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Berthier and Railway Station.....	F. X. Piche	$\frac{1}{2}$	24	9 months	93 60
Berthier and St. Ignace.. .. .	P. Moreau.	$3\frac{1}{2}$	6	9 "	97 50
Berthier and Sorel	E. Valois.	5	7 & 12	9 "	530 25
Berthier Junction and Fernetville..	L. Brissette....	1	6	9 "	56 25
Bethany and Roxton Falls.....	W. Lancaster..	$5\frac{1}{2}$	3	9 "	75 00
Birchton and Railway Station.....	R. Bridgette....	$\frac{1}{10}$	12	9 "	56 25
Birchton and Sand Hill	R. E. Laberee ..	4	3	9 "	70 20
Bishop's Crossing and Brookbury..	J. H. Leonard..	$7\frac{1}{2}$	6	9 "	183 75
Bissonnette and Railway Station..	E. Brouillette..	1 acre	12	9 "	9 00
Blue Bonnets and Railway Station.	M. Doré.	$\frac{1}{2}$	12	9 "	78 75
Bois Blanc and Railway Station....	E. P. Lafrenère.	$\frac{1}{2}$	12	9 "	18 75
Boisbriand and Railway Station....	J. M. Faubert..	$2\frac{1}{2}$	12	7 " & 26 dys. (from Aug. 6, '06)...	81 48
Bois de Filion and Rosemere	M. Chapleau....	4	2	9 "	30 00
Bolton Forest and Eastman	A. Dingman....	2	3	9 "	37 50
Bolton Glen and Knowlton.....	M. H. Hunt....	4	3	9 "	56 25
Bon Bonseil, Carmel and Railway Station	C. Boisvert....	$3\frac{1}{2}$ & $\frac{3}{4}$	12 & 6	9 "	168 75
Bondville and Foster.....	W. D. Soles	4	6	9 "	140 61
Bord à Plouffe and Bord à Plouffe West.....	O. Lavoie.	2	6	9 "	37 50
Bordeaux and Railway Station	G. Picard.....	150 yds.	24	9 "	39 99
Bordeaux and Ste. Dorothée.	R. Seers.....	$7\frac{1}{2}$	6	9 "	243 75
Bordeaux and Sault au Recollet....	D. Picard	$2\frac{3}{4}$	12	9 "	150 00
Botraux and Ormstown.....	O. Bergerin....	$4\frac{1}{2}$	2	9 "	31 50
Boucherville and Railway Station..	A. Bemeur.....	133 yds.	18	9 "	54 00
Boulevard St. Paul and St. Paul..	A. Daoust	$\frac{3}{4}$	6 & 12	9 "	50 00
Boulogne and St. Eugene.....	L. Carpentier..	$4\frac{1}{2}$	6	9 "	75 00
Bournival and St. Barnabé.....	M. Grenier....	3	3	9 "	56 25
Bout de l'Isle and Maisonneuve.....	Montreal Term-inal Ry. Co....	$11\frac{1}{2}$	12	9 "	375 00
Boynton and Brown's Hill.....	J. Waite	5	3	9 "	56 25
Boynton and Fairfax.....	D. C. Waite....	$4\frac{1}{2}$	3	8 " (to Feb. 28, '07).	49 33
do	J. Waite	$4\frac{1}{2}$	3	1 " from "	7 91
Boynton and Railway Station	A. R. Hills.....	$\frac{1}{4}$	12	9 "	45 00
Bown and Robinson.	H. C. Bown	$4\frac{1}{2}$	3	9 "	76 05
Brigham and Farnham Centre.....	R. Clark.	2	6	9 "	75 00
Brigham and Railway Station.....	J. Harrison....	$\frac{1}{2}$	12	9 "	36 00
Britannia Mills and Railway Stn..	N. Guilbert....	60 yds.	12	9 "	18 75
Britonville and Hazel Land	J. Pollock.....	$2\frac{1}{4}$	2	9 "	25 74
Britonville and Morin Flats.....	do	$3\frac{1}{2}$	3	3 " (to Sept. 30, '06).	12 00
do	T. Pollock....	$3\frac{1}{2}$	3	6 " from "	36 00
Brodeur and St. Cesaïre.....	J. Viens.	4	3	9 "	67 50
Brome and Railway Station.....	O. Lachambre ..	$\frac{1}{2}$	12	9 "	82 25
Brome and Turkey Hill.....	G. Pettes	5	2	9 "	37 50
Brome Centre and West Brome.....	E. Devlin	5	6	9 "	135 00
Brompton and Bromptonville	H. Addison....	4	3	9 "	60 00
Bromptonville and Côte St. Joseph.	N. Boisvert....	5	2	9 "	60 00
Bromptonville and Railway Station.	J. Cartier.....	400 yds.	12	6 " (from Oct. 1, '06)	49 50
Brosseau Station and Railway Stn..	Z. Dumontet ..	$\frac{1}{2}$	12	9 "	33 75
Brownsburg and Mount Maple....	A. Tomalty	$3\frac{1}{2}$	2	1 " & 11 dys. (to Aug. 11, '06) ..	9 15
do	do	$3\frac{1}{2}$	2	7 " & 20 dys. (from Aug. 11, '06) ..	10 83
Bulwer and Railway Station.	A. W. Wheeler..	30 yds.	12	9 "	37 50
Burrill's Siding and Railway Stn..	R. D. C. Côte..	200 yds.	12	9 "	7 50
Cabane Ronde and Railway Station	E. Dubé.....	$\frac{1}{2}$	6	9 "	37 50
Cairnside and Bryson Railway Stn.	W. J. Cairns ..	$2\frac{1}{2}$	6	9 "	71 25
Calumet and Railway Station	E. C. Whinfield.	100 yds.	24	9 "	45 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Call's Mills and West Brome.....	L. C. Hollingsworth.....	2½	3	3 mos. (from Jan. 1, '07)	15 00
Canterbury and Scotstown.....	J. F. Groom.....	5	2	9 "	60 00
Capelton and Enstis.....	M. Barrett.....	2¼	12	9 "	114 75
Capelton and Railway Station.....	E. Galvin.....	¾	24	9 "	60 00
Cap St. Martin and Village Belanger	M. Despres.....	1	12	9 "	18 75
Carillon and Lachute.....	M. Comeau.....	10½	6	9 "	225 00
Carillon and Monalea.....	J. Fitzgerald.....	2	2	9 "	27 00
Carillon, Point Fortune and Rail- way Station.....	O. Desjardins.....	1	11 & 6	9 "	148 50
Carillon and St. Andrews.....	M. Campeau.....	2	5	9 "	56 25
Carlins Corners and Pine Hill.....	T. Carlin.....	3	1	9 "	29 25
Cartier and Emdar.....	C. Daoust.....	2	2	9 "	18 75
Cartier and Valleyfield.....	do.....	5	2	9 "	39 00
Cascades Point and Vaudreuil Sta- tion.....	J. C. Demontigny.....	5½	6	9 "	135 63
Caughnawaga and Adirondack Junction.....	N. A. Giasson.....	1½	6	9 "	52 50
Cavagnal and Como.....	M. Castonguay.....	3	3	5 " (from Nov. 1, '06)	31 25
Caxton and St. Barnabé.....	C. Garceau.....	5½	2	9 "	46 50
Cazaville and May Bank.....	J. McGibbon.....	2¼	6	9 "	45 00
Cazaville and White's Station.....	J. T. Dupuis.....	4½	6	9 "	87 00
Cedars and Railway Station.....	A. Poirier.....	3	12	9 "	111 00
Chambly and Railway Station.....	A. Allard.....	¼	18	9 "	52 50
Chambly Canton and Railway Sta- tion.....	P. Ulric.....	¼	18	9 "	90 00
Chantelle, Rawdon and St. Theo- dore.....	E. Rowan.....	14 & 3	6 & 3	9 "	299 25
Charlemange and Lachenaie.....	E. Beaupre.....	4	6	9 "	90 00
Charlemange and Railway Station.....	D. Seguin.....	1	24	9 "	108 00
Charrington and East Clifton.....	H. E. Carins.....	4½	2	9 "	42 90
Chartierville and La Patrie.....	E. Ferland.....	9	6	9 "	135 00
Chatboro and St. Philippe.....	J. Donaldson.....	2½	3	9 "	34 50
Chateauguay and Railway Station.....	A. Desparois.....	14	18	9 "	127 50
Cherry River and Magog.....	C. Smith.....	4	3	9 "	52 50
Christieville and Railway Station.....	A. E. Newton.....	½	6	9 "	22 50
Chute Ste. Ursule and St. Ursule.....	E. Gagnon.....	3½	3	9 "	45 00
Clairvaux de Bagot and Ry. Station	U. Durocher.....	¾	12	9 "	23 25
Clarenceville and Railway Station.....	M. J. Burwort.....	¾	12	9 "	56 25
Clarenceville and Wolfe Ridge.....	do.....	4½	3	9 "	56 25
Coaticook and Gosselin's Mills.....	J. Gosselin.....	12	6	0 "	236 25
Coaticook and Ladd's Mills.....	M. J. Ladd.....	2¾	3	9 "	37 50
Coaticook and North Coaticook.....	J. Meade.....	1½	12	9 "	63 75
Coaticook and Rivard's Corners.....	J. B. Lizotte.....	11	6	1 " (to July 31, '06)..	27 08
do do do.....	L. Thibodeau.....	11	6	5 " (to Dec. 31, '06)..	135 42
do do do.....	A. Huot.....	11	6	3 " from " ..	81 25
Coaticook and Railway Station.....	C. G. Johnson.....	¼	12	9 "	36 00
Coaticook and Rock Island.....	H. A. Channell.....	20	6	9 "	337 50
Coffey's Corners and Maplemore.....	M. W. Lechy.....	1½	6	9 "	33 75
Como and Oka.....	H. Laberge.....	1	6	6 " 20 d. (from Sept. 11, '06).....	79 50
Como and Railway Station.....	F. N. Chipman.....	1	12	9 "	45 00
Compton and Martinville.....	C. M. Little.....	6	6	6 " (to Dec. 31, '06)..	90 00
do do do.....	D. C. Pierce.....	6	6	3 " from " ..	45 00
Compton and Railway Station.....	R. L. Craig.....	1½	6	9 "	22 50
Contrecoeur and Railway Station.....	U. St. Jean.....	¼	18	9 "	90 00
Cookshire and Flanders.....	A. J. Harvey.....	4½	3	9 "	48 75
Cookshire and Island Brook.....	A. Miller.....	10	6	9 "	130 50
Cookshire and Railway Station.....	S. J. Osgood.....	¼	30	9 "	75 00
Corbin and Cowans.....	J. Bouchard.....	2	2	9 "	22 50
Corbin and Frontier.....	J. C. Gordon.....	2	6	9 "	52 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cornwall and St. Regis.....	L. Thomas.....	6	2	4 mos. (to Oct. 01, '06)..	33 33
do do	do	6	2	2 " (to Dec. 31, '06)..	12 66
do do	M. George.....	6	2	3 " from " ..	19 00
Coteau du Lac and Railway Station	A. Dumesnil....	$2\frac{3}{4}$	24	9 " ..	139 50
Coteau Landing and Ry. Station...	E. Gauthier....	2	25	9 " ..	146 25
Côte des Corbell, St. Augustin and Railway Station...	E. Meilleur....	$1\frac{1}{4}$ & $6\frac{1}{2}$	12 & 6	9 " ..	174 15
Côte des Neiges and Montreal.....	L. Lamoureux...	4	6	3 " (to Sept. 30, '06)	46 25
Côte des Neiges Ouest and St. Lambert	do	2	6	3 " to " ..	26 25
Côte des Perron and Ste. Rose.....	J. A. Young....	4	3	9 " ..	18 75
Cote Rouge and Cote St. Vincent..	M. St. Jacques..	$5\frac{1}{2}$	6	9 " ..	168 00
Cote St. Emanuel and Pont Chateau	O. H. Besner....	2	3	9 " ..	26 25
Cote St. Louis and Villeray.....	D. Lanoix	3	6	9 " ..	81 00
Cote St. Therese and Railway Station	N. Lanctot.....	125 yds.	12	9 " ..	30 00
Covey Hill and Vicars.....	M. V. Orr	2	6	9 " ..	46 95
Cowansville and Railway Station...	R. Courley.....	$\frac{1}{4}$	24	9 " ..	108 00
Cowansville and Sweetsburg.....	C. S. Boright....	$1\frac{1}{2}$	6	9 " ..	56 25
Crabtree Mills and Railway Station	E. Crabtree & Sons.....	$\frac{1}{4}$	12	9 " ..	30 00
Crossbury and Robinson.	M. J. Stokes....	3	2	9 " ..	30 00
Dalesville and Lachute.....	C. Vary.....	6	6	9 " ..	126 00
Dalesville and Louisa.....	W. Watchorn....	5	2	9 " ..	39 00
Dalesville and St. Michel de Wendover.....	W. Gagne.....	11	2	9 " ..	82 50
Dalbousie Station and Railway Station.....	I. Brodie.....	120 yds.	12	9 " ..	33 75
Dalling and Racine.....	T. Carlin.....	$8\frac{1}{2}$	3	9 " ..	123 75
Danby and Ste. Christine.....	J. C. Fagnan....	$4\frac{1}{2}$	6	9 " ..	150 00
Davidson Hill and South Durham..	J. Mallette....	$7\frac{3}{4}$	3	3 " (to Sept. 30, '06).	31 00
do do	J. Proulx....	$7\frac{3}{4}$	3	6 " from " ..	62 00
Danville and St. George de Wendover.....	L. Roy.....	$11\frac{1}{2}$	6	9 " ..	292 50
Dell and Scotstown.....	M. J. McDonald	$5\frac{1}{2}$	2	9 " ..	60 00
Derby Line, Rock Island and Railway Station.....	H. A. Channell.	$4\frac{1}{2}$	24 & 12	9 " ..	56 25
Dewittville and Railway Station...	J. Holiday....	$\frac{3}{4}$	12	9 " ..	75 00
Dieppe and St. Alexandre d'Iberville.....	N. Brault.....	5	2	9 " ..	48 75
Dixville and Railway Station....	B. R. Baldwin..	$\frac{1}{2}$	18 & 12	9 " ..	45 00
Doncaster and Railway Station....	A. Vadnais.....	5 ac.	12	6 " and 26 dys. (from Sept. 6, '06)...	9 25
Dorval and Railway Station.....	M. Descary....	$1\frac{1}{4}$	12	9 " ..	87 50
Douglasburg and Napierville.....	N. Paré.....	2	3	9 " ..	30 00
Dozois and Girard.....	S. Palin.....	4	3	9 " ..	51 75
Drummondville and Melbourne...	A. Cote.....	24	6	9 " ..	343 55
Drummondville and Railway Station (C.P.R.).....	J. F. Picotin....	$\frac{1}{3}$	12	9 " ..	37 50
Drummondville and Railway Station (I.C.R.)	do	$\frac{1}{3}$	30	3 " 19 dys. (to Oct. 19, '06)..	40 24
Drummondville and Railway Station (I.C.R.).....	do	$\frac{1}{3}$	31	5 " 12 dys. (from Oct. 19, '06).....	61 84
Drummondville and St. Bonaventure.....	P. H. Blanchette	12	6	9 " ..	243 75
Drummondville and Wickham Falls.....	do	7	2	9 " ..	58 50
Duncan Station and Railway Station.....	P. Paul.....	125 yds.	6	9 " ..	15 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dundee and Railway Station.....	J. Tyo	$\frac{3}{4}$	12	9 months	75 00
Dundee Centre and St. Agnes Rail- way Station.....	T. Rowley.....	$5\frac{1}{2}$	6	9 "	119 16
Dunham, Upper Bedford and Stranbridge Station.....	H. J. Winckler.....	$13\frac{3}{4}$	6	9 "	394 50
Dunham and Sweetsburg.....	E. Dalpe.....	$7\frac{1}{2}$	6	9 "	225 00
Dunkin and Mansonville.....	R. G. Crowell.....	3	6	9 "	56 25
Eastman and Railway Station.....	C. H. Dingman.....	$\frac{1}{2}$	24	9 "	30 00
Eastman and St. Etienne de Bolton	P. Decelles.....	5	6	9 "	112 50
East Angus and Linda.....	D. B. Hall.....	$1\frac{1}{2}$	3	9 "	37 50
East Angus and Railway Station.....	J. Planché.....	$\frac{1}{4}$	12	9 "	30 00
East Bolton, Bolton Centre and Channell.....	R. C. Gilman.....	$3\frac{3}{4}$	6 & 3	9 "	225 00
East Clifton and Railway Station.....	H. E. Cairns.....	$2\frac{1}{2}$	6	9 "	84 00
East Dunham and Sweetsburg Rail- way Station	T. Bryce.....	$6\frac{3}{4}$	6	3 " (to Sept. 30, '06).	61 75
East Dunham and Sweetsburg Rail- way Station	M. A. Pollender.....	$6\frac{3}{4}$	6	6 " from "	127 50
East Farnham and Railway Station	W. E. Hall.....	1	12	9 "	105 00
East Hereford and Railway Station	J. A. Laverdière.....	$\frac{1}{4}$	12	9 "	41 25
Eaton and Railway Station.....	H. H. Winslow.....	$\frac{1}{4}$	12	9 "	90 00
Echo Vale and Railway Station.....	J. P. Jones.....	33 yds.	12	9 "	18 75
Egypte and St. Ephrem d'Upton.....	J. N. Fontaine.....	$8\frac{1}{2}$	6	9 "	180 00
Emileville and St. Pie.....	E. Morrisette.....	1	6	9 "	39 00
Farndon and Railway Station.....	G. Kennedy.....	250 ft.	12	3 " (to Sept. 30, '06).	17 67
do do	L. Cameron.....	250 ft.	12	6 " from "	35 34
Farndon and Stanbury.....	J. Kennedy.....	6	4	9 "	108 75
Farnham and Magenta.....	P. Desourdy.....	5	2	9 "	39 00
Farnham and Railway Station.....	P. Landry.....	200 yds.	54	9 "	135 00
Farnham and St. Sabine.....	J. Barrière.....	6	6	9 "	150 00
Fontenoy and Melbourne.....	W. J. Fraser.....	6	2	9 "	36 00
Foster and Railway Station.....	E. C. Inglis.....	$\frac{1}{4}$	24	9 "	30 00
Franklin Centre and Hemmingford	C. McGinnis.....	$16\frac{3}{4}$	6	3 " (to Sept. 30, '06).	100 00
do do	G. M. Martin.....	$16\frac{3}{4}$	6	6 " from "	187 50
Franklin Centre and Huntingdon	G. Hawes.....	$20\frac{1}{2}$	6	9 "	324 75
Franklin Centre and Starnesboro	S. Huét.....	2	6	9 "	52 50
Frelighsburg and North Pinnacle	F. N. Robert.....	$6\frac{1}{2}$	6	9 "	254 25
Frelighsburg and St. Amand Station	T. Leroux.....	16	6	3 " (to Sept. 30, '06).	112 50
do do	E. Chevalier.....	16	6	6 " from "	225 00
Frelighsburg and Railway Station	W. L. Sager.....	$\frac{1}{4}$	12	9 "	90 00
Frost Village and Waterloo.....	A. McKinney.....	$2\frac{1}{2}$	6	9 "	72 00
Fulford and Laroche.....	R. Armstrong.....	3	3	9 "	44 25
Fulford and Railway Station.....	H. Booth.....	$\frac{1}{2}$	12	9 "	45 00
Galson and Gould.....	M. Morrison.....	$5\frac{1}{8}$	2	9 "	45 00
Gamelin and Terminal Station.....	E. Proulx.....	$\frac{1}{8}$	24	5 " 10 days (from Oct. 22, '06)..	4 42
Gasparine and Holton.....	F. Delage.....	$3\frac{1}{2}$	2	9 "	25 50
Genoa and St. Hermas.....	J. Gordon.....	$3\frac{1}{2}$	3	9 "	56 25
Georgeville and Magog.....	O. H. Hutchins.....	10	6	9 "	281 25
Georgeville and Magoons Point.....	G. A. Boynton.....	$5\frac{1}{2}$	2	3 " (to Sept. 30, '06).	13 00
do do	I. Merrill.....	$5\frac{1}{2}$	2	6 " from "	26 00
Georgeville and Smiths Mills.....	O. Hutchins.....	12	6	3 " (to Sept. 30, '06).	87 50
do do	L. C. Stowell.....	12	6	6 " from "	200 00
Georgeville and Wharf.....	D. A. Bullock.....	100 yds.	12	Season 1906	15 00
Geraldine and Stockwell.....	E. McDowell.....	$3\frac{1}{2}$	2	9 months	24 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Girard and Railway Station.....	D. Signori.....	70 yds.	12	3 mos. (to Sept. 30, '06).	6 00
do do	C. Gagnon	70 yds.	12	6 " from " ..	12 00
Glen Sutton and Railway Station.....	S. Courser.....		12	9 "	75 00
Glen Iver and Sherbrooke.....	J. McIver.....	7 1/2	6	9 "	131 25
Gore and Railway Station.....	F. W. Burrill.....		12	9 "	58 50
Goshen Road and Windsor Mills.....	E. Bisson	6 1/2	2	9 "	46 80
Gould and North Hill.....	N. McDonald.....	4 1/2	2	9 "	39 00
Gould and Red Mountain.....	A. G. McKay.....	5	2	9 "	45 00
Gould and Scotstown.....	A. Morrison.....	7 1/2	12	9 "	255 75
Gould Station and Railway Station.....	M. Morrison.....		12	9 "	45 00
Graham and Railway Station.....	W. Graham		12	9 "	45 00
Granboro and Granby.....	G. W. Williams.....	12 1/2	3	6 " (to Dec. 31, '06).	50 00
do do	P. Goyette.....	12 1/2	3	3 " from " ..	28 75
Granby and Railway Station.....	C. H. Murray		18	9 "	102 00
Granby and Ste. Cecile de Milton.....	W. T. Norris.....	9	6	9 "	150 00
Granby and Shefford Mountain.....	G. W. Williams.....	6 3/4	3	9 "	86 25
Grand Chicot and St. Eustache.....	S. Legault.....	4	2	9 "	45 00
Grand Ligne and St. Blaise.....	J. Perron.....	1	12	9 "	67 50
Grand Mere and St. Flore.....	B. Lampron.....	4	6	9 "	111 00
Greenlay and Windsor Mills Rail- way Station.....	G. Morin.....	1 1/2	6	9 "	37 50
Grenville and Harrington East.....	S. Caillier.....	22	3	9 "	221 25
Grenville and Railway Station.....	L. Champagne.....	2	18	9 "	112 50
Hallerton and Hemmingford.....	T. Kenney.....	4 3/4	3	9 "	56 25
Hall's Stream and Hereford.....	W. J. Ellis.....	5 1/2	2	9 "	78 42
Hall's Stream and Railway Station.....	J. Heath.....	30 rods.	12	9 "	24 00
Hardwood Flat and Robinson.....	W. R. Todd.....	3 1/2	2	9 "	45 45
Harwood and Vaudreuil Station.....	F. Daoust.....	2	6	3 " (from Jan. 1, '07)	18 75
Harrington and Rivington.....	D. McIntosh.....	5	3	9 "	58 50
Hatley and Railway Station.....	M. Finn.....	1 1/2	6	9 "	65 00
do do	T. D. Hunter.....	3 1/2	6	3 " (from Jan. 11, '07)	50 00
Hatton and Ogilvie's Corners.....	M. Finn.....	1 1/4	6	3 " from " ..	37 50
Helena and White's Station.....	H. J. Donnelly.....	4	6	9 "	108 00
Hemmingford and Roxham.....	A. Tennyson.....	6	2	9 "	50 61
Hemmingford and Railway Station.....	G. M. Martin.....	1/2	6	9 "	35 10
Henrysburg and Lacolle.....	M. Garceau.....	8 1/2	6	9 "	150 00
Henryville and Railway Station.....	A. Lemieux.....	1 1/4	12	3 " (to Sept. 30, '06).	12 00
do do	F. L'Ecuier.....	1 1/4	12	6 " from " ..	49 00
Holton and Ste. Clothilde.....	F. Dextras.....	2	6	9 "	67 50
Honoreville and St. Cesaire.....	H. Neven.....	3	3	9 "	56 25
Howard Valley and Morin Flats.....	O. Wood.....	4	2	9 "	37 50
Howick and St. Chrysostome and Railway Station.....	J. A. R. Beaudin.....	9 & 1/4	6 & 18	9 "	225 05
Huberdeau and Railway Station.....	J. Plouffe.....	1 1/4	6	9 "	52 50
Hudson and Railway Station.....	A. Vipond.....	1 1/4	12	9 "	30 60
Hudson, Hudson Heights and Rail- way Station.....	J. W. Mullan.....	3/4 & 1/4	24 & 12	9 "	56 25
Huntingdon and Ry. Stn. (G.T.R.).....	J. C. McMillan.....	1 1/2	18	3 " (to Sept. 30, '06).	31 25
do do	J. E. Taylor.....	1 1/2	18	6 " from " ..	62 50
do do (N.Y.C.).....	F. Allard.....	1 1/2	6	9 "	41 25
Huntingdon and Kelvin Grove.....	D. A. Macfarlane.....	3 1/2	6	9 "	75 00
Huntingdon and St. Anicet.....	Z. Richer.....	13	6	9 "	299 25
Iberville and Railway Stations.....	A. Courtois.....	1 3/4	36	9 "	112 50
Iron Hill and West Shefford.....	A. W. Beard.....	6 1/4	6	9 "	150 00
Island Brook and New Mexico.....	H. McNaughton.....	4 1/2	3	9 "	44 70
Isle aux Noix and St. Valentin.....	W. Hetier.....	3	12	9 "	76 50
Isle Bizard and Railway Station.....	I. Boileau.....	3 1/2	12	9 "	131 25
Isle Perrot and Ste. Anne de Belleuvre.....	F. C. Montpetit.....	5 1/4	6	9 "	135 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Jette and La Visitation	D. Lafond	6 $\frac{1}{2}$	6	9 months	137 25
Johnville and Railway Station	A. Lindsay	12	9	"	36 00
Joliette and Railway Station (C.P.)	A. Tremblay	12	9	"	112 50
do do (G.N.)	J. Desormier	12	9	"	93 75
do do (G.N. Ry. P.O.)	A. Tremblay	12	9	"	93 75
Joliette and St. Melanie	G. Perreault	14	6	9 "	260 25
Joliette and St. Paul d'Industrie	A. Perreault	4	6	9 "	45 00
Katevale and Magog	C. G. Tremblay	6	6	9 "	142 50
Keith and Robinson	D. McLennan	8 $\frac{1}{2}$	3	9 "	97 50
Kildare and Ste. Beatrix	A. Dalphond	17 $\frac{1}{2}$	6	9 "	288 48
Killowen and Ste. Hermas	G. Giroux	3 $\frac{1}{2}$	4	5 " (to Nov. 30, '06.)	51 25
do do	D. Lalonde	3 $\frac{1}{2}$	4	" from "	49 33
Kingsbury and Melbourne Ridge	E. Mignault	3 $\frac{1}{2}$	3	9 "	112 50
Kingsbury and New Rockland	R. Crack	2	6	9 "	73 50
Kingsbury and Railway Station	do	1 $\frac{1}{2}$	12	9 "	33 75
Knowlton and Railway Station	J. W. Robinson	7	24 & 18	9 "	102 18
Knowlton and Sutton Junction	G. G. McFarlane	1	6	9 "	210 60
Knowlton and West Bolton	S. P. Stone	3	3	9 "	48 75
Knowlton Land'g and South Bolton	O. E. Bracey	5	6	9 "	123 75
Knowlton Landing and Wharf	L. P. Knowlton	$\frac{1}{2}$	12	Season of 1906	30 00
La Baie and Nicolet	D. Martel	9	6	9 "	96 75
La Baie and Pierreville	do	9	6	9 "	160 02
La Baie and Shawenegan Ry. Station	D. Thibodeau	14	6	9 "	97 50
Laberge and Primeauville	J. P. Primeau	2 $\frac{1}{2}$	3	9 "	37 50
L'Acadie and Railway Station	F. Bourgeois	$\frac{1}{2}$	12	9 "	67 50
Lac Bellemare and Shawenegan	S. Dufresne	9	6	9 "	240 00
Lac Chapelle and St. Jerome Railway Station	N. Bouvrette	3	6	9 "	75 00
Lac Charlebois and Lac Masson	P. Gauthier	6	6	Part of season, 1906	56 25
Lachine and Convent Ry. Station	E. Richer	$\frac{1}{2}$	12	9 months	117 36
Lachine and Dominion Ry. Station	J. B. Richer	1 $\frac{1}{2}$	6	9 "	56 25
Lachine Locks and Railway Station	do	$\frac{1}{2}$	12	9 "	56 25
Lachine Rapids and Ry. Station	D. Dunberry	2	6	9 "	75 00
Lachine Station letter-boxes and Railway Station	W. E. Boyes		12	9 "	22 50
Lachute and Lachute Mills	J. Quesnelle	1	18	9 "	97 50
Lachute and Lakefield	F. Rogers	9	3	9 "	83 25
Lachute and Railway Station	H. M. Gall	1	24	9 "	54 00
Lachute and Shrewsbury	G. B. Robinson	14 $\frac{1}{2}$	3	9 "	117 00
Lac Manitou and Railway Station	D. Levert	$\frac{1}{2}$	6	9 "	37 50
Lac Manitou South and St. Agathe	A. Lallier	4	3	Part of season 1906	15 00
Lac Masson, Lac Charlebois and St. Emile de Montcalm	A. Daoust	10 & 5.	3	9 months	90 00
Lac Masson and Railway Station	W. Lacasse	4 $\frac{1}{2}$	6	9 "	90 00
Lac Mercier and Railway Station	J. Dufour	50 yds.	6	9 "	22 50
Lac Nantel and Railway Station	D. Whelan	100 yds.	12	9 "	26 25
Lacolle and Odelltown	J. Gray	3	3	9 "	45 00
Lacolle Station and Ry. Station	J. C. Boudreau	$\frac{1}{2}$	8	9 "	93 75
La Guerre and Carr's Crossing	J. Duherne	12	6	9 "	262 50
Lake Megantic and Railway Station	J. Beauchêne	$\frac{1}{2}$	18	9 "	108 75
do do (C.P.)	J. Berubé	$\frac{1}{2}$	12	9 "	46 50
Lake Megantic Stn. and Mail Car	A. B. Gendreau		12	9 "	75 00
Lakefield and North Gore	S. Kerr	3 $\frac{1}{2}$	2	9 "	37 50
Landreville, Ormstown and Railway Station	J. C. Murphy	4 & $\frac{1}{2}$	6 & 18	9 "	219 75
Landoraie and Railway Station	R. Boucher	6	6	9 "	56 25

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
L'Annonciation and L'Ascension....	D. Beauchamp....	12	3	9 months.....	193 80
La Patrie and Notre Dame des Bois....	J. St. James....	9	6	9 " ".....	150 00
La Patrie and Scotstown.....	S. Poulin.....	9	12	9 " ".....	262 50
La Patrie and West Ditton.....	J. Lambert.....	3½	1	9 " ".....	9 00
La Plaine and Railway Station....	A. Gauthier.....	12	9	9 " ".....	54 00
Laprairie and Railway Station....	J. Brisson.....	18	9	9 " ".....	111 75
La Presentation and St. Hyacinthe....	L. Desmarais....	6	6	9 " ".....	225 00
Larose Station and Lost River.....	R. J. McKenzie....	10	3	3 " (to Sept. 30, '06).	58 50
Larose Station and Railway Station....	A. Larose.....	125 yds.	12	1 month 11 days (to Aug. 11, '06).....	4 56
L'Artifice and St. Chrysostome....	S. Renaud.....	5½	6	9 months.....	112 50
L'Assomption and Railway Station....	H. Thouin.....	1	24	9 " ".....	112 50
L'Assomption and St. Sulpice.....	J. Giard.....	5	6	9 " ".....	103 86
La Trappe and Oka.....	N. Fauteux.....	3½	6 & 12	9 " ".....	93 75
Laurel and Lost River.....	M. McCluskey....	6	2	9 " ".....	45 00
Lawrence and Ruisseau St. George....	L. J. A. Robill'rd	2	3	9 " ".....	30 00
Laurentides and Railway Station....	J. Gauthier.....	1¾	12	9 " ".....	52 50
Lavaltrie and Railway Station....	A. Perrault.....	8	6	9 " ".....	131 25
Lavaltrie Station and Ry. Station....	J. E. Lasalle....	.....	12	9 " ".....	13 50
Lawrenceville and Railway Station....	P. Hamel.....	2½	12	9 " ".....	28 50
Lawrenceville and Rochelle.....	M. Guilmain.....	3	6	9 " ".....	120 00
Leadville and Mansonville.....	W. S. Brown....	7	3	3 " (to Sept. 30, '06).	22 50
do do.....	do.....	8	3	6 " from ".....	77 50
Lennoxville and Milby.....	E. Burton.....	5	6	9 " ".....	112 50
Lennoxville and Railway Stations.....	(C.P. & G.T.) W. H. Abbott....	70 yds.	12	9 " ".....	45 00
do do (C.P. & B. & M.).....	do.....	220 yds.	36	9 " ".....	108 00
Lennoxville and Spring Road.....	I. Parnell.....	4	2	9 " ".....	49 23
Leopold and Morin Flats.....	J. Riddell.....	10	2	9 " ".....	45 00
L'Epiphanie and Railway Stations....	A. Gagné.....	6	12	9 " ".....	180 00
L'Epiphanie and St. Roch.....	C. Perrault.....	¾	6	9 " ".....	82 50
Les Dalles and St. Jacques.....	L. Desroches....	4	6	9 " ".....	117 36
Longueuil and Railway Station....	A. Trudeau.....	1¼	24	9 " ".....	93 75
Longue Pointe and Railway Station....	J. Chevalier....	4¼	12	9 " ".....	187 50
Lost River and Weir.....	A. Larose.....	10	3	5 " 22 days (from Oct. 10, '06)....	65 00
Louisville and Nancy.....	R. Caron.....	6	2	9 " ".....	37 50
Louiseville and Railway Station....	P. Lefebvre.....	1½	19	9 " ".....	110 46
Louiseville and St. Paulin.....	A. Paille.....	15	6	9 " ".....	172 50
Louiseville and Ste. Ursule.....	C. Trudel.....	5½	6	9 " ".....	130 50
McLeods Crossing and Railway Stn....	J. A. McDonald....	¾	6	9 " ".....	37 50
Mabel and Ogdensburg.....	F. Lahaie.....	2½	3	9 " ".....	78 75
Mabel and Staynerville.....	do.....	3	3	9 " ".....	33 75
Magog and Railway Station....	J. E. Taylor.....	1¾	12	9 " ".....	75 00
Maisonneuve and Montreal.....	A. Meunier.....	3½	18	9 " ".....	450 00
Malmaison and N.D. de Stanbridge....	H. Gervais.....	3	6	3 " (to Sept. 30, '06)	22 50
do do.....	L. Belisle.....	3	6	6 " from ".....	45 00
Malvina and Railway Station....	F. Roy.....	¾	6	9 " ".....	36 00
Mandeville and St. Gabriel de Brandon..	A. Bussiere.....	7	4	9 " ".....	86 62
Mansonville and Province Hill....	W. S. Brown....	4	3	3 " (to Sept. 30, '06)	16 25
Mansonville and Railway Station....	S. H. Botterill..	2½	6	9 " ".....	45 00
Mansonville and Vale Perkins.....	G. W. Jewett....	5½	6	9 " ".....	129 09
Mansonville Stn. and Railway Stn....	C. Gilman.....	1½	12	9 " ".....	30 00
Maple Leaf and Sawyerville.....	C. H. Loveland..	4¾	6	9 " ".....	127 50
Marieville and Railway Station....	R. Boulais.....	1¾	18	9 " ".....	62 50
Marlington and Stanstead Junction....	W. H. Gay.....	4¾	6	9 " ".....	140 25
Mascouche and Mascouche Rapids....	J. Carmichael....	3½	3	9 " ".....	67 50
Mascouche and Railway Station....	J. Briere.....	1¼	18	9 " ".....	67 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount
					\$ cts.
Melbourne and Richmond.....	S. Cross.....	11 ³ / ₄	12	9 months.....	148 50
Melbourne and Upper Melbourne..	W. Davis.....	13	9	".....	63 75
Menard Corner and St. Jean.....	J. Menard.....	3	9	".....	56 25
Menardville and Railway Station..	C. Lamoureux.....	6	3	(to Sept. 30, '06)	6 25
do do.....	A. Touchette.....	6	6	from ".....	25 00
Milan and Railway Station.....	J. D. Morrison.....	12	9	".....	18 00
Milan and Valvacine.....	S. Barsalou.....	9	3	".....	146 25
Milan and Whitwick.....	D. P. McDonald.....	5	2	".....	37 50
Mile End and St. Jean de la Croix.	M. A. Campeau.....	6	9	".....	117 00
Miletta and Railway Station.....	M. A. Murray.....	143 yds.	6	".....	7 50
Mille Isles and St. Jerome.....	W. Elliott.....	12	3	".....	150 00
Minton and North Hatley.....	A. Johnstone.....	2 ³ / ₄	3	".....	45 00
Mirable and St. Hermas R'y. Stn..	M. Desrosiers.....	1 ³ / ₂	6	".....	48 45
Mitchell Station and Railway Stn..	J. Beaulieu.....	12	9	".....	30 00
Mongenais, St. Justin and R'y. Stn	S. Lanthier.....	3 & 1 ³ / ₄	6 & 12	".....	175 50
Montcalm and Rawdon.....	H. Hanna.....	6	6	".....	150 00
Montcalm and Railway Station.....	E. Vincent.....	14	12	".....	105 00
Montfort and Railway Station.....	M. Boulaire.....	12	9	".....	27 00
Montreal and Mount Royal Vale ..	N. Desforges.....	4 ³ / ₄	24	".....	468 75
Montreal and Mile End.....	L. Lamoureux.....	2	12	3 " 16 d. (from Dec. 15, '06)...	177 71
Montreal and Railway Stn (C.P.)..	W. Heelan.....	as req.	9	".....	3,863 25
do do (G.N.)..	M. A. Campeau.....	2 ¹ / ₂	12	".....	540 00
Montreal P.O. Receiving Houses and Street Letter Boxes.....	Can. Transfer Co.....	as req.	9	".....	6,598 00
Montreal-Conveyance and Letter Carriers.....	Montreal Street Railway Co.....	9	".....	".....	2,658 04
Montreal-Transfer of Mails at Bonaventure Depot.....	Grand Trunk Railway Co.....	9	".....	".....	450 00
Montreal P.O. and Bonaventure Depot (I.C.R. mails).....	do.....	as req.	25	".....	708 44
Montreal Xmas Delivery.....	J. H. Galarneau.....	as req.	25	".....	261 05
do do.....	Can. Transfer Co.....	as req.	25	".....	21 70
Montreal and Ste Cunegonde.....	J. O'Dowd.....	1 ¹ / ₂	24	4 " 5 d. (to Nov. 5, '06).....	184 34
do do.....	do.....	1 ¹ / ₂	30	4 " 26 days (from Nov. 5, '06)...	244 61
Montreal and St. Eustache.....	W. Viau.....	21 ¹ / ₂	6	9 ".....	483 75
Montreal and Wharf.....	W. Heelan.....	¹ / ₂	12	Part of season 1906.....	198 83
Montreal and St. Laurent.....	L. Lamoureux.....	6	6	6 mos. (from Oct. 1, '06)	200 00
Montreal and St. Leonard de PortM	A. Desautels.....	8 ³ / ₄	6	9 ".....	206 25
Montreal P. O. and Station 'B'...	Can. Transfer Co.....	as req.	9	".....	1,200 75
Montreal and Youville.....	J. Richard.....	5	6	9 ".....	45 00
Montreal South and Railway Stn..	F. X. Duquette.....	3 ³ / ₁₀	12	9 ".....	30 00
Montreal West and Railway Station	D. J. Munro.....	230 yds.	24	9 ".....	80 00
Montreal West and Upper Kensington.....	W. Stafford.....	1 ¹ / ₂	6	7 " and 16 dys. (from Aug. 15, '06)...	47 07
Morin Flats and Railway Station..	F. E. Sadler.....	¹ / ₅	12	9 ".....	36 00
Morrison Station and Railway Stn.	C. Thibault.....	26 yds.	6	9 ".....	15 00
Moulin Chaurette and Railway Stn.	J. de Charette.....	¹ / ₄	12	9 ".....	45 00
Moulin Chaurette and St. Barnabé.	T. Boucher.....	5	6	5 " (from Nov. 1, '06)	41 05
Moulin Lacroix and St. Calixte de K	N. Lacroix.....	4	2	9 ".....	58 50
Mount Johnson and St. Gregoire	do.....	as req.	25	".....	708 44
Railway Station.....	N. Bessette.....	¹ / ₂	12	9 ".....	37 50
Mount Oscar and Verte Vallee.....	T. Aubry.....	2	6	9 ".....	56 25
Napierville and Stottville.....	P. Bourgeois.....	7	12	9 ".....	180 00
New Erin and Railway Station.....	J. Walsh.....	¹ / ₂	12	9 ".....	45 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
New Glasgow and Railway Station.	A. Nickel.....	$\frac{1}{2}$	12	9 months	39 00
North Georgetown and Ry. Station.	C. Turcot.	$\frac{1}{2}$	6	9 "	45 00
North Hatley and Railway Station.	B. A. Blossom...	$\frac{1}{2}$	31 s.	18 w. 4 "	150 00
North Hatley and Reed's Crossing.	J. H. Turner...	$\frac{1}{2}$	12	2 " (from Feb. 1, '07)	6 33
North Stanbridge and Ry. Station.	D. Guillotte....	$\frac{1}{2}$	12	6 "	70 50
North Stukely and Railway Station.	J. Marchessault.	$\frac{1}{2}$	12	9 "	93 75
North Sutton and West Brome...	M. E. Darbe....	$\frac{1}{2}$	3	9 "	48 75
Norton Creek, St. Rémi and Railway Station.	D. Tremblay....	9 & $\frac{1}{2}$	6 & 24	9 "	337 50
Notre Dame de L'Esperance and Ste. Julie de Vercheres.	N. Williams....	5	3	8 " (from Aug. 1, '06)	33 33
Notre Dame de la Mercie and St. Donat de Montcalm.	W. Ritchie.....	11 $\frac{3}{4}$	2	5 " (to Nov. 30, '06).	47 91
Notre Dame de la Mercie and St. Emile de Montcalm.	J. Beaulien....	9	2	3 " (to Sept. 30, '06).	31 56
Notre Dame de la Mercie and Ste. Lucie de Doncaster.	C. Crepeau....	10	3	6 " from " ..	80 00
Noyau and Railway Station.	W. J. Derick....	1	12	9 "	117 38
Outremont and Outremont Junction	W. Gauthier....	1 $\frac{1}{2}$	6	9 "	57 50
Paquette and Railway Station.	A. Choquette....	1 $\frac{3}{4}$	6	9 "	75 00
Parc Laval and Railway Station.	D. Vanier.....	50 yds.	12	9 "	37 50
Pearceton and Stanbridge East Railway Station.	A. Barber	4	6	9 "	87 00
Petite Cote, Ste. Rose and Ste. Rose	D. Labelle....	3	2	9 "	18 75
Petite Mascouche and Ry. Station.	E. Gagnon	100 ft.	12	9 "	27 60
Peveril and Ste. Justine Station.	D. Menard.....	2 $\frac{1}{2}$	6	9 "	75 00
Philipsburg and St. Armand Station	F. Cadorette....	2	12	9 "	142 50
Piedmont and Railway Station.	P. Charbonneau.	$\frac{1}{2}$	12	9 "	75 00
Pierreville and Pierreville Mills	L. C. Gauthier..	4 $\frac{1}{2}$	6	9 "	131 05
Pierreville and Railway Station.	A. Gill.....	500 yds.	18	9 "	154 44
Pierreville and St. Zephirin.	D. Chase.....	13	6	9 "	356 25
Pincourt and Terrebonne.	A. Gauthier....	4	2	9 "	36 00
Piopolis and Echo Vale Ry. Station	J. Gosselin....	8	6	3 " (to Sept. 30, '06).	105 00
do do	L. Levesque....	8	6	6 " from " ..	210 00
Pointe à Calumet and St. Joseph du Lac.	V. Labelle....	2	6	9 "	56 25
Pointe au Chêne and Ry. Station.	A. Mathews....	33 yds.	12	9 "	22 50
Pointe aux Trembles and Rivière des Prairies.	F. Roy.....	6 $\frac{1}{4}$	6	9 "	112 50
Pointe Claire and Railway Station.	A. Brisebois...	1	18 s.	12 w. 9 "	67 50
Point du Jour and St. Thomas d'Aquin.	A. Chabot.....	3 $\frac{1}{4}$	2	9 "	33 75
Pointe du Lac and Railway Station.	A. Biron	1	12	2 " (to Aug. 31, '06).	6 75
do do	N. Dural.....	1	12	7 " from " ..	23 33
Pont Chateau and St. Clet	O. H. Besner....	2	6	9 "	63 00
Pont de Maskinonge and Railway Station.	A. Laurent.....	$\frac{1}{2}$	18	9 "	85 40
Pont de Maskinonge and St. Justin.	E. Vermette....	5	6	9 "	112 50
Racine and Railway Station.	L. Belisle.....	$\frac{1}{2}$	12	9 "	37 50
Racine and South Ely.	N. Darby.....	$\frac{1}{2}$	6	9 "	64 25
Rang des Dusseau and St. Alexandre Station.	A. Goyette....	3 $\frac{1}{2}$	2	9 "	37 50
Rang Portage and St. Didace.	C. Coutu	5	3	9 "	56 25
Repentigny and St. Paul l'Ermite.	A. Perreault....	2	6	9 "	60 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Riceburg and Railway Station.....	M. C. Chrysler..	$\frac{1}{4}$	6	9 months	30 00
Rigaud and Railway Station.	J. Charlebois ..	$\frac{1}{4}$	12	9 "	50 00
Rigaud and St. Redempteur.....	A. Quesnel	6	6	9 "	127 50
Rivière Baule and St. Faustin Stn.	H. A. Maltby ..	5	2	9 "	45 00
Rivière des Feves and St. Urbain..	Z. Bergevin.....	2	3	9 "	37 50
Robinson and Railway Station.....	E. Lockett.....	$\frac{1}{4}$	12	9 "	54 75
Rock Forest and Railway Station...	J. Simpson.....	$\frac{1}{4}$	6	9 "	30 42
Rock Forest and Suffield	E. E. Bean.....	3	3	9 "	68 25
Rolland and Railway Station.....	J. O. Proteau....	$\frac{1}{4}$	12	9 "	22 50
Rosemere and Railway Station.....	A. Labelle.....	$\frac{1}{4}$	12	9 "	18 75
Rougemont Station and Railway Station.....	C. Ostigny.....	$\frac{3}{4}$	6	3 " and 15 d. (from Dec. 17, '06) ..	14 53
Roxton East and Roxton Falls.....	E. Dalpe	5	2	9 "	45 00
Roxton Falls and Acton Railway Station.....	F. X. Legrand ..	6	6	9 "	225 00
Roxton Falls and Railway Station.	J. Massé	$\frac{1}{4}$	12	9 "	30 00
Roxton Pond and Granby Railway Station.	E. Lussier	7	6	9 "	131 25
Russelltown and St. Chrysostome..	W. J. Costello..	3	6	9 "	60 00
St. Adele and Railway Station....	J. L. Aubert....	$1\frac{1}{2}$	12 & 18	9 "	105 00
St. Adolph de Howard and Ste. Agathe des Monts.	H. V. Brayley ..	$7\frac{1}{2}$	6s. 3w.	9 "	150 00
Ste. Agathe des Monts and Railway Station.....	N. Meunier.....	$\frac{3}{4}$	12, 18 & 24 ft'nly.	9 "	174 67
Ste. Agathe des Monts and St. Agricole.....	M. Piché	15		9 "	45 82
Ste. Agathe des Monts and Ste. Lucie de Doncaster	G. Grenier.....	10	6s. 3w.	9 "	167 30
St. Aimé and Railway Station....	E. Danis	$\frac{1}{3}$	12	9 "	51 00
St. Alexandre and Railway Station.	A. Lanier.....	1	12	9 "	75 00
St. Alexis des Monts and St. Paulin.	A. Paille	10	6	9 "	150 00
St. Angele de Monnoir and Railway Station.....	J. E. Boulais ..	$\frac{1}{2}$	12	9 "	45 00
Ste. Anne de Bellevue and Railway Station.....	A. Lavigne.....	1	18	9 "	70 20
Ste. Anne des Plaines and Railway Station.....	F. X. Gaudette..	$\frac{1}{4}$	12	9 "	56 25
Ste. Anne de Sorel and Sorel	C. Baron.....	3	6	9 "	52 50
Ste. Barbe and St. Stanislas de K.	A. Raymond....	$4\frac{1}{2}$	6	9 "	90 00
St. Barnabe and Railway Station..	C. Langelier....	$\frac{1}{2}$	12	9 "	22 50
St. Barnabe and Yamachiche	J. Pelletier.....	12	6	9 "	234 00
St. Barthelemi and Railway Stn...	T. Julien	$11\frac{1}{2}$	18	9 "	95 61
St. Barthelemi and St. Edmond...	R. Mayer.....	$10\frac{1}{2}$	2	6 " (to Dec. 31, '06)..	49 00
St. Barthelemi Stn. and Railway Station.....	M. Lemarbre....	$\frac{1}{3}$	6	9 "	18 75
St. Bazile le Grand and Railway Station.....	E. Lalumiere....	$1\frac{1}{4}$	7	9 "	37 50
St. Bonaventure and St. François du Lac.....	M. Bourgeois ..	12	6	3 " (from Jan. 1, '07)	94 50
St. Bonaventure and St. Pie de Guire	T. Pronlx.	4	6	6 " (to Dec. 31, '06).	63 00
St. Brigide and Railway Station...	P. Saurette.....	$13\frac{3}{4}$	12	9 "	105 00
St. Bruno and St. Julie de Vercheres	A. Hebert.....	6	7	9 "	131 25
St. Calixte de Kilkenny and Railway Station	G. Therrien.....	$7\frac{1}{2}$	6	9 "	180 00
Ste. Cécile de Whitton and Railway Station.....	J. Belleau	$\frac{3}{4}$	12	9 "	45 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ste. Cecile Station and Railway Station.....	F. Leblond.....	150 yds.	12	9 months	15 00
St. Cesaire and Railway Station....	J. A. Robidoux..	$\frac{1}{2}$	12	9 "	30 00
St. Cesaire and Rougemont Railway Station.....	"	3	6	3 " and 15 d. (from Dec. 17, '06) ..	40 70
St. Charles, St. Hilaire Station and St. Denis.....	H. Audette	10 $\frac{1}{2}$	12 & 6	9 "	450 00
St. Charles and St. Marc.....	E. Fontaine.....	14 $\frac{1}{2}$	12	9 "	103 50
St. Cleophas and Railway Station....	S. Derosier.....	$\frac{1}{2}$	12	9 "	49 50
St. Clet and Railway Station.....	M. Besner	$\frac{1}{2}$	24	9 "	67 50
St. Clet and Ste. Marthe.....	H. Campeau	8	6	9 "	180 00
St. Columbin and Ste. Scholastique	M. J. Phelan....	14	6	9 "	303 75
St. Côme and Ste. Emelie.....	G. Grignon.....	9	6	9 "	209 25
St. Constant and Railway Station..	O. Robert	$\frac{1}{2}$	18	9 "	75 00
St. Cuthbert and Railway Station..	A. Lessard	3	12	9 "	150 00
St. Cuthbert Station and Railway Station.....	J. N. Belhumeur	$\frac{1}{2}$	12	9 "	15 00
St. Cyrille de W. and Railway Stn.	F. Bourgeois....	$\frac{1}{2}$	24	9 "	90 00
St. Cyrille de W. and St. Joachim de C.....	D. Martel.....	7 $\frac{1}{2}$	3	3 " (to Sept. 30, '06).	27 50
do do	A. Goudreau....	7 $\frac{1}{2}$	3	6 " from "	49 00
St. Cyrille de W. and St. Lucien ..	D. Salois.....	10	2	9 "	106 11
St. Damase and Railway Station....	M. Chouinere		12	9 "	45 00
St. Damien de B. and St. Gabriel de B.	A. Denomme....	6	6	6 " (to Dec. 31, '06).	73 50
do do	P. Dufresne	6	6	3 " from "	36 75
St. David and Yamaska East.....	J. Langlais.....	6	6	9 "	92 50
St. Denis and Coutrecoeur Railway Station.....	E. Fontaine	8 $\frac{1}{2}$	12	9 "	235 11
St. Didace and St. Gabriel de Brandon	L. Jacques.....	6	6	9 "	74 61
St. Dominique and St. Hyacinthe..	R. Paradie.....	5 $\frac{1}{2}$	7	9 "	245 85
St. Donat de Montcalm and Ste. Lucie de Doncaster.....	C. Villeneuve ..	15	6 s, 3 w	9 "	266 66
St. Edmond de B. and St. Gabriel de B.....	R. Lauzon	9	3	3 " (from Jan. 1, '07)	36 75
St. Edouard and St. Michel de N. .	V. Poissant.....	4 $\frac{1}{2}$	6	9 "	93 00
St. Elie and Railway Station.....	M. Garceau.....	4 $\frac{1}{2}$	6	9 "	93 75
St. Elizabeth and Railway Station..	M. Joudain	$\frac{1}{2}$	12	9 "	54 00
St. Elzear de Laval and St. Martin Junction.....	O. Ouimet	2	6	9 "	86 25
Ste. Emelie de l'Energie and St. Jean de Matha.....	M. Durand.....	12 $\frac{1}{2}$	6	9 "	186 75
Ste. Emelie de l'Energie and St. Michel des Saints.....	H. Basinet.....	33	3	9 "	430 50
Ste. Emelie Junction and Railway Station.....	A. Robillard.....	$\frac{1}{2}$	6	9 "	26 25
St. Emile de M. and St. Theodore..	L. Giguere.....	8 $\frac{1}{2}$	2	5 " (to Nov. 30, '06).	45 83
St. Esprit and Ste. Julienne Railway Station.....	H. Duquette	5	6	9 "	93 75
St. Etienne des G. and Trois Rivières	O. Bellemare....	15	6	9 "	225 00
St. Eugene de Grantham and Railway Station.....	O. Marin.....	3 $\frac{1}{2}$	12	9 "	135 00
St. Eugene de G. and S. Guillaume Station.....	C. Chamberland	8	6	3 " (to Sept. 30, '06).	74 50
do do	J. Arpin.....	8	6	6 " from "	149 00
St. Eustache and Railway Station..	G. Lauzon.....	$\frac{1}{2}$	18	9 "	54 00
St. Eustache and St. Joseph du Lac	V. Labelle	11	6	9 "	225 00
St. Faustin and Railway Station....	J. A. Dansereau	1	6	2 " (to Aug. 31, '06).	16 66
do do	O. Paré.....	1	6	7 " from "	49 58

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Faustin Station and Railway Station.	N. Belanger....	4	6	9 months	18 75
St. Felix de Valois and Railway Station.	G. Gravel	$\frac{1}{2}$	24	9 "	150 00
St. Felix de Valois and St. Jean de Matha	M. Houle	8	6	6 " (to Dec. 31, '06).	74 50
do do	A. Ducharme....	8	6	3 " from " ..	37 25
St. Francois de Sales and Railway Station.	S. Charbonneau.		12	9 "	33 75
St. Francois du Lac and St. Pie de Guire	T. Proulx.....	8	6	6 " (to Dec. 31, '06).	87 00
St. Francois Xavier de B. and Windsor Mills	J. Labbé.....	4	6	9 "	112 50
St. Gabriel de Brandon and Railway Station.	E. Beausoleil.	$\frac{1}{2}$	24	9 "	135 00
St. Genevieve and Saraguayville.	I. Boileau	3	3	9 "	37 50
St. Gerard d'Yamaska and Railway Station.	O. Nadeau	2	6	3 " (from Mch. 1, '07)	5 83
St. Germain de Grantham and Railway Station.	P. Houle.....	1	12	9 "	54 00
St. Guillaume and Railway Station.	H. Chamberland	$\frac{1}{2}$	12	3 " (to Sept. 30, '06).	25 00
do do	J. Arpin.....	$\frac{1}{2}$	12	6 " from " ..	50 00
St. Helene and Railway Station.	L. Dery.....	$\frac{1}{3}$	12	9 "	22 50
St. Henri de Montreal and Railway Station.	J. B. Breault....	$\frac{1}{4}$	48 & 42	9 "	186 57
St. Hernas and Railway Station.	J. Lacombe....	$\frac{1}{4}$	6	9 "	56 25
St. Hermenegilde and Vilette....	C. Morin.....	3	3	9 "	55 50
St. Hilaire Station and Railway Stn.	F. Martin	100 yds.	42	9 "	87 48
St. Hilaire Station and St. Jean Baptiste de Rouville.	E. Lemonde....	5	12	9 "	168 75
St. Hyppolyte de Kilkenny and Shawbridge	N. Nadon	$\frac{5}{8}$	6s. 3w.	9 "	131 25
St. Hubert and Railway Station.	A. David.....	$\frac{1}{2}$	7	9 "	48 75
St. Hugues and Railway Station.	A. Houle.....	$\frac{1}{2}$	12	9 "	58 50
St. Hyacinthe and Railway Stn. (C.P.)	M. Cordeau....	$\frac{1}{4}$	12	9 "	75 00
do do (I.C.R.)	do	$\frac{1}{2}$	12	9 "	36 75
do do (G.T.)	U. H. Robert..	$\frac{1}{2}$	12 & 14	9 "	60 30
do do (Q.S.)	Cadorette & Beaupré....	$\frac{1}{2}$	18 & 24	9 "	103 42
St. Hyacinthe and Street Letter Boxes	M. Cordeau....	$\frac{1}{2}$	12	9 "	154 50
St. Ignace du Lac and St. Zenon ..	I. Charette....	12	1	6 " (from Oct. 1, '06)	40 00
St. Isidore and Railway Station.	J. A. Gregoire..	$\frac{2}{3}$	18	9 "	81 00
St. Isidore Junction and Railway Station.	F. Baillargeon..	100 ft.	12	9 "	21 00
St. Jacques and Ste. Marie Salomé Station.	G. Forest.....	11 r. t.	12	9 "	337 50
St. Jacques le Mineur and St. Philippe	A. Duchene....	5	6	9 "	126 00
St. Jacques Nord and Railway Stn.	C. Pelletier....	1	12	9 "	67 50
St. Janvier and Railway Station.	M. Sauriol....	$\frac{1}{4}$	12	9 "	45 00
St. Jean and Railway Stations.	J. Barsalon....	$\frac{1}{3}$	62	9 "	443 94
St. Jean and St. Luc	M. Marsan....	6	6	9 "	135 00
St. Jerome and Railway Stn. (C.P.)	A. Charbonneau	$\frac{1}{3}$	24	9 "	75 00
do do (G.N.)	do	$\frac{1}{3}$	12	9 "	18 75
St. Joachim de B. and Railway Stn.	J. Allard.....	$\frac{1}{2}$	12	9 "	27 66
St. Joachim de Shefford and Warden	M. B. Bachand..	7	6	9 "	195 00
St. Joseph de Sorel and Sorel	F. Pelouquin..	$\frac{1}{4}$	6	9 "	37 50
St. Jovite and Railway Station.	J. Meilleur....	$\frac{1}{2}$	6	9 "	41 25
St. Jovite Station and Railway Stn.	J. Longpre....	83 yds.	6	9 "	15 00
St. Jude and Railway Station.	F. X. Leblanc..	$\frac{1}{6}$	12	9 "	22 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Julienne and Railway Station..	D. Ethier.	1½	12	9 months	93 75
St. Lambert and Railway Station...	D. O. Davies...	1½	12	9 "	27 00
St. Lazare and Railway Station...	O. Pilon.....	2	12	9 "	105 00
St. Lazare and Railway Station....	T. Lapointe....	1½	12	9 "	105 00
St. Louis de Bonsecours and Railway Station	A. St. Martin...	¾	12	9 "	30 00
St. Louis de Gonzague and Railway Station	E. Campbell....	4	12	9 "	202 50
St. Louis Station and Railway Stn.	A. Roy	110 yds.	12	9 "	26 25
Ste. Madeleine and Railway Station	I. D. Rainville..	18	9	"	67 50
St. Malo and Railway Station..	C. Breault.....	6	9	"	90 00
St. Marcel and Cavignac Railway Station	G. Dumaine ...	4	6	9 "	149 61
Ste. Marguerite Station and Railway Station	J. B. I. Prefontaine	150 ft.	12	9 "	9 00
Ste. Martine and Railway Station..	C. Primeau....	18& 24	4	" (to Oct. 31, '06)..	39 14
do do	P. Bedard	5	"	from " ..	21 66
St. Mathias and Village Richelieu..	J. B. Adam ...	3½	6	9 "	93 75
St. Michel de Rougemont and Railway Station	C. Ostigny.....	170	12	9 "	60 00
St. Michel Station and Railway Station	E. Lahaie ...	200 ft.	6	9 "	22 50
Ste. Monique and St. Augustin Railway Station	L. Langevin....	2	6	9 "	97 50
St. Nazaire and Railway Station...	O. Vertefeuille..	3½	7	9 "	87 48
St. Norbert and Railway Station...	H. Rondeau....	3	12	9 "	129 75
St. Ours and Railway Station.....	T. Peloquin....	2½	12	9 "	56 25
St. Ours and St. Ours Lock	A. Proulx	1½	6	9 "	56 25
St. Paul and Railway Station.....	E. Latour.....	1	18	9 "	90 00
St. Paul l'Ermite and Railway Stn.	C. Seguin.....	1 3	24	9 "	112 50
St. Paulin and Railway Station and Hunterstown	P. Giguere.....	3	12 & 6	9 "	112 50
St. Philippe d'Argenteuil and Railway Station	M. Leclair	1	12	9 "	67 50
St. Philippe de Laprairie and Railway Station	G. A. LeBlanc..	1	18	9 "	54 54
Ste. Philomene and Railway Sta'n..	F. Labrie	2½	6	9 "	70 11
St. Pie and Railway Station	J. Laperle.....	1	12	9 "	27 00
St. Pierre de Sorel and Sorel	S. Salvail.....	4	2	9 "	37 50
St. Placide and Ste. Scholastique..	B. Groulx	11½	6	9 "	224 25
St. Polycarpe and Railway Station.	M. Cote	1 2	24	9 "	52 50
St. Polycarpe Junction and Railway Station	F. Brouillard...	100 yds.	12	9 "	11 25
St. Robert and Railway Station...	H. Dupré.....	1 6	12	9 "	22 50
St. Romain and St. Sebastien Railway Station	A. Collette.....	8	6	9 "	120 00
Ste. Rosalie and Railway Station...	D. Vertefeuille .	12	9	"	48 75
Ste. Rose and Railway Station	J. Robert.....	18	9	"	60 00
St. Sauveur and Railway Station...	E. Aubrey.....	12	9	"	27 75
Ste. Scholastique and Railway Sta'n	A. Cyr.....	24	9	"	60 00
St. Sebastien and Stanbridge Sta'n.	E. Dupont.....	6½	12	9 "	328 65
St. Sebastien and Venice	T. Hunter.....	3½	2	9 "	37 50
St. Simon and Railway Station....	J. A. Beauchamp	1	12	9 "	101 25
Ste. Sophie du Lac and Railway Station	P. Traversy....	1 6	12	9 "	37 50
St. Stanislas de K. and Railway Station	A. Raymond....	1 6	12	9 "	30 00
St. Telesphore and Railway Station	E. Daoust	14	12	9 "	105 00
Ste. Theodosie and Vercheres.....	W. Chagnon....	6	6	9 "	120 00
Ste. Therese and Railway Station..	M. Desjardins..	2 2	29	9 "	135 00

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Thomas de Joliette and Railway Station.....	H. Coutu.....	$\frac{1}{2}$	12	9 months.....	70 41
St. Timothee and Railway Station.....	C. Leboeuf.....	$1\frac{1}{2}$	18	9 ".....	100 11
St. Urbain and Railway Station.....	G. Bergevin.....	4	6	9 ".....	116 25
Ste. Victoire and Sorel.....	A. Paulhus.....	9	6	9 ".....	202 50
St. Vincent de Paul and Railway Station.....	C. Hogue.....	$\frac{3}{4}$	18	9 ".....	96 36
St. Zotique and Railway Station.....	A. Leger.....	2	12	9 ".....	75 00
Sabrevois and Railway Station.....	A. M. White.....	$\frac{1}{2}$	12	9 ".....	37 50
Savage's Mills and Railway Station.....	H. T. Tamlin.....	$\frac{1}{2}$	6	9 ".....	52 50
Sawyerville and Railway Station.....	H. H. Hunt.....	$\frac{1}{2}$	12	9 ".....	37 50
Scotch Weedon and Weedon Station.....	D. T. McDonald.....	$5\frac{1}{2}$	2	9 ".....	39 00
Scotstown and Railway Station.....	R. B. Scott.....	$\frac{1}{2}$	12	9 ".....	56 25
Shawbridge and Railway Station.....	D. Shaw.....	$\frac{1}{2}$	12	9 ".....	71 25
Shawenegan and Railway Station.....	P. Lapoince.....	1	12	9 ".....	112 50
Shawenegan Falls and Railway Station.....	T. Lambert.....	$\frac{1}{2}$	18	9 ".....	112 50
Shawenegan Junction and Railway Station.....	L. Goulet.....	$\frac{1}{2}$	12	9 ".....	18 75
Sherbrooke and Railway Station &c.	D. W. Armstrong.....	$\frac{1}{2}$	as req.	9 ".....	660 00
Sherbrooke and Stoke Centre.....	J. Malenfant.....	$9\frac{1}{2}$	5	9 ".....	195 00
Sherrington and Railway Station.....	F. X. Tremblay.....	$2\frac{1}{4}$	12	9 ".....	63 00
Sixteen Island Lake and Railway Station.....	T. Gandon.....	$\frac{1}{4}$	12	9 ".....	7 50
Slatington and Windsor North.....	P. Brouillard.....	$\frac{1}{2}$	3	9 ".....	56 25
Smith's Mills and Railway Station.....	C. A. Jenkins.....	$\frac{1}{2}$	12	9 ".....	47 25
Sorel and Railway Stations.....	J. B. Cournoyer.....	$\frac{1}{2}$	18 & 12	9 ".....	199 95
South Bolton and Eastman Junction	S. W. Foster.....	$10\frac{1}{2}$	6	9 ".....	13 50
South Bolton and Mansonville Railway Station.....	C. G. Greene.....	$12\frac{1}{2}$	6	9 ".....	202 50
South Roxton and Railway Station.....	A. D. Savage.....	75 yds.	12	9 ".....	15 00
South Stukely and Railway Station.....	W. R. Johnston.....	$\frac{1}{2}$	6	9 ".....	45 00
Spring Hill and Railway Station.....	D. M. McDonald.....	250 yds.	12	9 ".....	30 00
Spring Hill and Sornoway.....	C. Bourque.....	9	6	9 ".....	171 00
Stanbridge East and Railway Station.....	R. Kidd.....	43 rods	12	9 ".....	60 00
Stanstead and Railway Station.....	H. A. Channell.....	$\frac{1}{2}$	24	9 ".....	37 50
Stanstead Junction and Railway Station.....	H. I. Bullock.....	60 yds.	24	9 ".....	36 00
Staynerville and Railway Station.....	N. Leclair.....	30 yds.	18	9 ".....	202 50
Stonefield and St. Philippe Ry. Stn	H. J. B. Chambers.....	9	6	3 " (to Sept. 30, '06)	75 00
do do	G. Owen.....	9	6	6 " from " "	179 40
Stonefield and Stonefield Heights.....	R. C. Brown.....	$1\frac{1}{2}$	3	9 ".....	29 25
Sornoway and Tolsta.....	A. McDonald.....	4	2	9 ".....	32 25
Summerlea and Dixie Railway Stn.	S. Constantineau.....	$\frac{3}{4}$	12	9 ".....	56 25
Sutton and Railway Station.....	D. S. Richford.....	$\frac{1}{10}$	12	9 ".....	45 00
Sutton and West Sutton.....	J. B. Strong.....	$3\frac{1}{2}$	3	9 ".....	45 00
Sutton Junction and Railway Stn.	A. W. Westover.....	30 yds.	12	9 ".....	56 25
Sweetsburg and Railway Station.....	J. Powers.....	$\frac{3}{4}$	12	9 ".....	56 25
Terrebone and Railway Station.....	O. Lebeau.....	$\frac{1}{2}$	24	9 ".....	99 99
Tretauville and Terminal Station.....	O. Richard.....	63 yds.	12	6 " (from Oct. 1, '06)	17 50
Titus Station and Railway Station.....	T. Ward.....	$\frac{1}{2}$	12	9 ".....	37 50
Trois Rivières and Railway Stn.....	T. Chevalier.....	$\frac{3}{4}$	49	9 ".....	286 80
Trois Rivières & Street Letter Boxes	do.....	$3\frac{1}{4}$	18	9 ".....	90 00
Valcourt and Railway Station.....	J. Bisailon.....	$1\frac{1}{4}$	12	9 ".....	73 50
Valcourt and West Ely.....	N. Moffatt.....	7	6	9 ".....	127 50
Valleyfield and Railway Stations.....	E. Rapin.....	$\frac{3}{4}$ & $\frac{1}{2}$	30 & 24	9 ".....	148 47

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Valleyfield and Street Letter Boxes	E. Desparois...	$\frac{3}{4}$	6	9 mos. (to Sept. 30, '06)	9 00
do do	J. B. Laniel	$\frac{3}{4}$	6	6 " from " ..	35 00
Valmorin and Railway Station...	E. H. Dunham	$\frac{1}{4}$	6	9 " ..	64 55
Valois and Railway Station.....	P. H. Valois....	$\frac{1}{4}$	12	9 " ..	45 00
Varennes and Railway Station....	A. Malo.....	$\frac{1}{4}$	18	9 " ..	55 50
Vaucluse and Railway Station.....	M. Turcotte...	$\frac{1}{4}$	6	9 " ..	75 00
Vaudreuil and Railway Station....	E. Gauthier	$\frac{1}{4}$	12	9 " ..	52 50
Vercheres and Railway Station....	L. Dulude.....	$\frac{1}{4}$	18	9 " ..	54 00
Versailles and Railway Station....	N. Choquette....	$\frac{1}{4}$	12	9 " ..	46 80
Village Richelieu and Railway Stn.	Z. Bessette.....	$\frac{1}{4}$	18	9 " ..	50 67
Village St. Onge and Railway Stn.	J. Marchand....	$\frac{1}{4}$	12	9 " ..	55 50
Warden and Railway Station ...	L. E. Richardson	$\frac{1}{4}$	12	9 " ..	75 00
Waterloo and Railway Stations....	J. P. Heath	$\frac{1}{4}$	24	9 " ..	67 50
Waterville and Railway Station....	T. E. Hottham & Co.....	$\frac{1}{4}$	12	9 " ..	46 95
Weir and Railway Station.....	C. M. Davis.....	50 yds. $\frac{1}{4}$	6	9 " ..	7 50
West Brome and Railway Station...	C. E. Pettes....	$\frac{1}{4}$	12	9 " ..	58 50
West Shefford and Railway Station	W. J. Glasscott..	$\frac{1}{4}$	12	9 " ..	37 50
White's Station and Railway Stn..	W. Watson.....	100 ft. $\frac{1}{4}$	6	3 " (to Sept. 30, '06)	6 25
do do	W. H. Crawford	100 ft. $\frac{1}{4}$	6	6 " from do ..	12 50
Wickham West and Railway Stn..	F. Cormier.....	$\frac{1}{4}$	12	9 " ..	33 75
Windsor Mills and Ry. Stn. (G. T.)	P. L. McCabe...	400 ft. $\frac{1}{4}$	12	9 " ..	93 60
do do	M. Pye.....	400 ft. $\frac{1}{4}$	6	9 " ..	48 00
do do (O. M.)	do	$\frac{1}{4}$	12	9 " ..	135 00
Woodlands and Railway Station...	G. Faubert.....	$\frac{1}{4}$	12	9 " ..	45 00
Yamachiche and Railway Station...	N. Gelinas.....	$\frac{1}{4}$	12	9 " ..	41 25
Yamaska and Railway Station....	A. B. Robidoux..	$\frac{1}{4}$	18	9 " ..	56 25
Yamaska East and Railway Station	A. Lassalle.....	63 yds. $\frac{1}{4}$	18	9 " ..	33 75
Total					\$79,861 51
Less amount withdrawn from Guarantee Fund.....					124 03
					\$79,737 48

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

OTTAWA POSTAL DIVISION.

DETAIL of all Payments for Mail Transportation in Ottawa Postal Division, made within the Fiscal Year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Admaston, McDougall and Railway Station.	H. Munhall.	6 & 2	3	6 months (from Oct. 1, '06)	190 00
Alexandria and Kirkhill.	J. Dewar.	11	6	6 " and 18 days (to Feb. 18, '07). ..	162 20
do do	A. McMillan ...	11	6	1 month and 10 d. (from Feb. 18, '07) ..	52 50
Alexandria and McCrimmon.	M. McLeod.	9	6	9 months	285 00
Alexandria and Railway Station.	A. J. McDonald.	1	24 & 18	9 " and extra trips.	104 81
Alfred and Montebello.	O. Larocque.	11	6	9 "	296 25
Alfred and Railway Station.	H. Pilon.	3	12	9 "	75 00
Algonquin and Brockville.	A. Throop.	10½	6	9 "	281 25
Algonquin and Glenmore.	C. J. Johns.	3	3	9 "	90 00
Algonquin Park and Railway Stn.	G. Bartlett.	40 yds.	12	9 "	7 50
Alice and Pembroke.	A. F. Stresman.	11	1	9 "	41 25
Allumette Island and Pembroke.	M. McGuire.	7	2	9 "	85 50
Almonte and Clayton.	R. T. Whalen.	10	6	9 "	164 25
Almonte and McKinlay.	T. Dutrisac.	20 r. t.	3	9 "	131 25
Almonte and Railway Station.	H. Cochran.	½	36	9 "	112 32
Althorpe and Maberly.	W. J. Norris.	10½	2	9 "	88 75
Angers and Cousineau.	B. Valliere.	6	2	3 " (to Sept. 30, '06). ..	12 50
do do	L. Campeau.	6	2	6 " from " ..	25 00
Angers and Railway Crossing.	V. Moncion.	½	12	9 "	67 50
Apple Hill and Martintown.	M. J. McMartin.	5	6	9 "	150 00
Apple Hill and Railway Station.	D. D. Grant.	½	24	9 "	107 64
do do (C.P.).	J. D. McDonald.	3	3	3 " (from Jan. 1, '07) ..	18 75
Appleton and Carleton Place.	E. Kuts.	4½	12	9 "	138 00
Archer and Bouck's Hill.	J. Warren.	8½	3	9 "	63 00
Arkan and Rosetta.	T. Young.	3	2	9 "	23 40
Arnprior and Railway Stations.	J. J. Grace.	¼ & ½	12 & 30	9 "	326 25
do do (C.P.).	A. Doolan.	½	12	9 "	150 00
Arnprior and White Lake.	A. McNab.	12	6	9 "	298 50
Ashdad and Railway Station.	T. Brydges.	25 feet.	3	9 "	18 75
Ashton and Prospect.	W. Burrows.	11	3	8 " (to Feb. 28, '07)..	132 00
do do	do	11	6	1 " from " ..	37 50
Ashton and Railway Station.	N. H. Conn.	2	6	9 "	75 00
Astorville and Wisawasa.	N. Ouellete.	6	3	9 "	117 00
Augsburg and Eganville.	J. Wodtke.	3	3	9 "	52 50
Aultsville and Bush Glen.	G. Summers.	10	2	9 "	68 79
Aultsville and East Williamsburg.	W. Pruner.	4½	3	9 "	56 25
Aultsville and Nuddle Bush.	H. L. Casselman.	4	3	9 "	33 75
Avonmore and Railway Station.	S. E. Shaver.	½	24	9 "	150 00
Aylwin and Railway Station.	H. Anderson.	2	12	9 "	150 00
Bainsville and Curry Hill.	J. E. Curry.	3	3	9 "	60 00
Bainsville and Railway Station.	D. D. McCuaig.	½	12	6 " and 14 days (to Jan. 14, '07). ..	32 33
do do	do	½	24	2 " and 17 dys. (from Jan. 14, '07). ..	25 33
Balderson and Prestonvale.	W. McFarlane.	5	3	9 "	52 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Balvenie and Strain's Corners	J. Holly.....	1	4	9 months.....	30 00
Barb and Railway Station.....	A. A. LeRoy.....	3	6	9 ".....	152 58
Bark Lake and Barry's Bay	R. Skuce.....	5½	1	9 ".....	30 00
Barry's Bay and Railway Station...	W. Kirwin.....	300 yds.	11	9 ".....	46 80
Barryvale and Railway Station	J. Barry.....	150 yds.	6	3 " (to Sept. 30, '06).	8 75
do do	J. Wilson.....	¼	6	1 month and 15 days, (broken period).	3 90
do do	J. Barry.....	150 yds.	6	1 " and 5 days (to Dec. 31, '06)....	3 90
do do	F. Smith.....	¼	6	2 months and 25 d. (from Jan. 7, '07), ...	8 17
Baskatong and Maniwaki.....	A. Nault.....	36	1	9 ".....	131 25
Bassin du Lievre and Railway Stn.	L. Proulx.....	½	6	9 ".....	37 50
Beachburg and Railway Station...	J. E. Thacker...	13	6	9 ".....	288 00
Bearbrook and Vars.....	I. H. Lemond...	3	6	9 ".....	105 00
Bell Mount and Otter Lake.....	J. J. Dagenais..	12	3	9 ".....	234 00
Bell Rapids and Purdy.....	J. Hicks.....	8	1	8 ".....	56 25
Bell's Corners and Ottawa.....	T. W. Benn.....	10	6	3 " and 15 dys. (from Dec. 17, '06).	114 85
Belmeade and Reid's Mills	J. D. McPhail..	3½	3	9 ".....	58 50
Berwick and Glenpayne.....	J. D. McInnis..	3½	3	9 ".....	60 00
Berwick and Railway Station	J. W. Hutt.....	¾	12	9 ".....	53 82
Bishop's Mills and Prescott.....	W. Baker.....	16	6	9 ".....	366 75
Bissett's Creek and Railway Station	B. Barlow.....	200 yds.	12	1 " 16 days (to Aug. 16, '06).....	3 20
do do	R. B. Corrigan.	200 yds.	12	1 " 14 days (to Sept. 30, '06).....	3 04
do do	A. J. Stewart..	200 yds.	12	6 " from Sept. 30, '06	12 48
Blackburn and Orleans	J. Farmer.....	3	2	6 " (to Dec. 31, '06)	27 77
do do	M. Moss.....	3	2	3 " from " ..	13 88
Black Donald and Mount St. Patrick	J. Moore.....	10	1	9 ".....	45 00
Black River Depot and Dumoine ..	R. A. Ralph.....	22	1	3 " (from Jan. 1, '07)	31 25
Blakeney and Railway Station.....	R. F. Stewart ..	9 16	6	9 ".....	48 75
Blue Sea Lake and Railway Station	J. St. Jean.....	1	6	9 ".....	27 00
Boileau and St. Remi de Amherst..	G. C. Bellenger..	11	3	9 ".....	105 00
Boileau and Vernet.....	O. Charron.....	3	2	9 ".....	37 50
Bois Franc and Maniwaki.....	H. Dufour.....	9	1	9 ".....	33 75
Booth and Dumoine.....	J. R. Booth.....	48	1	6 " (to Dec. 31, '06)	125 00
Booth and Schyan	do	40	1	3 " from " ..	43 75
Bonfield and Chiswick	B. Perron.....	10	2	9 ".....	120 00
Bonfield and Railway Station.....	M. Cahill.....	1	12	9 ".....	112 50
Bonnechere and Killaloe Station...	W. A. George ..	25½	2	9 ".....	315 00
Borromee and Orleans	T. Vachon.....	4	1	9 ".....	26 25
Bouchette, Railway Station and Six Portages.....	F. Nault.....	5 & 2	7 & 6	9 ".....	100 50
Bouck's Hill and Froatburn.....	A. Froats.....	4	2	9 ".....	26 25
Bowesville and Railway Station	H. Graham.....	3	6	9 ".....	90 06
Braeside and Railway Station.....	J. Gillies.....	1 16	12	9 ".....	37 50
do do	Gillies Bros.....	1 16	12	9 ".....	0 75
Bradley Creek and Lemieux.....	J. Leroux.....	3½	3	9 ".....	30 00
Bray's Crossing and Ry. Crossing..	E. Kelly.....	300 yds.	2	9 ".....	15 00
Bradalbane and Vankleek Hill	C. Campbell.....	5	3	9 ".....	56-25
Brennan and Railway Station.....	A. Robinson	300 yds.	12	3 " 3 days (to Oct. 3, '06).....	15 49
do do	M. Smith.....	300 yds.	12	5 " 28 days (from Oct. 3, '06)....	9 84
Bristol and Railway Station.....	J. Laird.....	3½	6	9 ".....	103 29
Bristol Mines and Wyman	J. Ade.....	4½	6	9 ".....	105 00
Bristol Ridge and Caldwell	S. A. W. Horner	2½	3	9 ".....	37 50
Britannia Bay and Railway Station	B. McAmmond..	185 yds.	18	3 " (to Sept. 30, '06)	9 37

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Britannia Bay and Railway Stn....	L. Wood.....	185 yds.	18	6 mos. from Sept. 30, '06	18 76
Brockville and Morristown.....	R. H. Eyre.....	2	6	"	123 75
Brockville and Ry. Stn. (C.P.R.)	W. J. Clow.....	1	26	6 " (to Dec. 31, '06)	72 00
do do	W. Lee.....	1	26	3 " from "	36 00
Brockville—Transfer of mails.....	W. J. Clow.....	20 yds.	24	6 " (to Dec. 31, '06)	125 00
do do	W. Lee.....	20 yds.	24	3 " from "	75 00
Brockville and Street Letter Boxes.	J. McKenna.....	3 $\frac{3}{4}$	12	"	112 50
Brodie and Glen Robertson.....	W. Sabourin.....	5	6	"	151 50
Bromley and Douglas.....	A. W. Ross.....	2 $\frac{3}{4}$	3	"	60 00
Brooke and Wemyss.....	E. Donnelly.....	3	2	"	36 75
Brudenell and Killaloe Station.....	R. Acton.....	9 $\frac{3}{4}$	6	1 " (to July 31, '06)	32 50
do do	T. Hagarty.....	9 $\frac{3}{4}$	6	8 " from "	260 00
Brulé Lake Station and Ry. Stn....	T. H. Barnet.....	150 yds.	12	"	22 50
Bryson and Portage du Fort.....	J. Brownlee.....	8	6	"	90 00
Bryson and Railway Station.....	do.....	5	12	"	74 25
Buchanan and Chalk River.....	I. J. Walker.....	10	1	"	60 00
Buckingham and Mayo.....	J. O'Callaghan.....	8	3	"	102 75
Buckingham and Notre Dame de la Salette.....	G. Latour.....	18	6s. 3w.	9 " (less fine).....	347 50
Buckingham and Railway Station.	C. W. Pearson.....	3	24	"	225 00
Budd Mills and Golden Lake.....	J. W. Budd.....	4 $\frac{1}{2}$	2	"	63 75
Burk's Corners and North Nation Mills.....	J. Bricault.....	5	1	"	32 75
Burnstown and Renfrew.....	J. Harris.....	8	6	"	129 75
Burnstown and Springtown.....	A. Wilson.....	5 $\frac{1}{2}$	3	"	67 50
Burritt's Rapids and North Montague.....	H. Thompson.....	7	2	"	75 00
Calabogie and Railway Station...	T. H. Baxter.....	$\frac{1}{2}$	12	"	65 52
Caliwell and McKee.....	R. Horner.....	1	6	"	37 50
Caldwell's Mills and Railway Stn.	M. McDonald.....	$\frac{3}{4}$	12	"	45 00
Caledonia Springs and Railway Stn.	I. Lalonde.....	350 yds.	18 & 12	"	78 75
Caledonia Springs and Ritchance..	do.....	1 $\frac{1}{2}$	6	"	45 00
Calumet Island and Dunraven.....	J. O'Hare.....	1 $\frac{1}{2}$	6	"	88 50
Calumet Island and Railway Stn....	J. E. Cahill.....	1 $\frac{1}{2}$	13	"	67 49
Calvin and Wilson's Spur.....	J. Wilson.....	250 yds.	3	"	45 00
Cambridge and Railway Station....	O. Maybotte.....	50 yds.	6	"	18 75
Campbell's Bay and Railway Stn....	T. E. Mousseau.....	40 yds.	12	"	18 75
Campbell's Bay and Smith's Corners	D. D. Smith.....	3	2	"	37 56
Canaan and Sarsfield.....	N. Daoust.....	3	6	"	67 50
Cannamore and Chesterville.....	M. Robinson.....	11	6	"	225 00
Cantley and Kirk's Ferry.....	M. Reid.....	3	6	"	120 00
Cantley and Lucerne.....	C. Paquin.....	16 $\frac{1}{2}$	2	"	187 50
Cardinal and Railway Station.....	T. J. Dillon.....	1	14	"	75 35
Cardinal and Shanly.....	C. E. Bush.....	8 $\frac{1}{2}$	6	"	225 00
Carleton Place and McCreary.....	D. Sinclair.....	4	6	"	142 50
Carleton Place and Railway Station.	J. McFarlane.....	3 $\frac{1}{2}$	48	"	230 63
do do	P. P. Salter.....	3 $\frac{1}{2}$	6	"	58 75
Carlsbad Springs and Railway Stn.	J. Boyd.....	40 yds.	12	"	51 48
Carp and Huntley.....	W. H. Bleeks.....	4 $\frac{1}{2}$	6	"	165 00
Carp and Railway Station.....	do.....	4 $\frac{1}{2}$	12	"	60 84
Carsonby and North Gower.....	B. Eastman.....	3 $\frac{1}{2}$	3	" (to Sept. 30, '06).	15 00
do do	do.....	3 $\frac{1}{2}$	6	" from "	50 00
Carswell and Railway Station.....	A. Stewart.....	500 yds.	3	"	37 50
Cascades and Railway Station.....	S. E. Wilson.....	1 $\frac{1}{2}$	12	"	45 00
Cashion's Glen and Cornwall.....	T. Laplante.....	12 $\frac{1}{2}$	3	"	212 10
Casselman and Lemieux.....	J. Leroux.....	8 $\frac{1}{2}$	3	"	165 00
Casselman and Railway Station....	A. Lalonde.....	250 yds.	24 & 18	" and extra trips..	26 23
Casselman and St. Albert.....	J. Chartrand.....	6 $\frac{1}{2}$	6	3 " (to Sept. 30, '06).	47 50
do do	J. B. Ouimet.....	6 $\frac{1}{2}$	6	6 " from "	95 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Castile and Rochefort.....	T. Mullen.....	4	3	9 months.....	87 75
Castleford and Castleford Station..	W. J. Humphries.....	2 $\frac{1}{2}$	6	9 ".....	142 50
Castleford Station and Railway Stn.	G. McLaren.....	200 yds.	12	9 ".....	45 00
Cawood and Danford Lake.....	G. Foster.....	8	12	9 ".....	78 00
Cedar Hill and Pakenham.....	H. H. Connery.....	5 $\frac{1}{2}$	3	3 " (to Sept. 30, '06).	26 25
do do.....	J. Connery.....	5 $\frac{1}{2}$	3	6 " from ".....	52 50
Chalk River and Railway Station..	T. Field.....	200 yds.	3	9 ".....	45 00
Chapeau and Waltham Station.....	A. S. Maloney.....	9 $\frac{1}{2}$	6	9 ".....	151 50
Chard and Pendleton.....	M. I. Brown.....	4	3	9 ".....	37 50
Charlton and Heaslip.....	J. K. Dugan.....	8 $\frac{3}{4}$	3	2 " (to Aug. 31, '06).	50 00
do do.....	C. Burnham.....	8 $\frac{3}{4}$	3	7 " from ".....	224 58
Charteris and Greer Mount.....	S. Harrison.....	8	4	9 ".....	168 75
Chartrand and Navan.....	E. Chartrand.....	3	6	9 ".....	75 00
Chelsea and Old Chelsea.....	B. Kenny.....	14	6	9 ".....	37 50
Chelsea and Railway Station.....	H. B. Prentiss.....	14 $\frac{3}{4}$	12	9 ".....	90 00
Cheneville and Duhamel.....	J. Carriere.....	13	2	9 ".....	78 00
Cheneville and Papineauville.....	J. Lisette.....	22	6	9 ".....	299 25
Chesterville and Crysler.....	P. Onderkirk.....	12	6	3 " (to Sept. 30, '06).	61 25
do do.....	D. I. Empey.....	12	6	6 " from ".....	156 50
Chesterville and Morrisburg.....	R. McDonnell.....	18 $\frac{3}{4}$	6	9 ".....	292 50
Chesterville and Railway Station..	T. Flynn.....	4	24	9 ".....	150 00
do do (night service).....	J. Foster.....	4	12	3 " (to Sept. 30, '06).	30 00
do do do.....	T. Flynn.....	4	12	2 " (to Nov. 30, '06).	18 33
do do do.....	F. Dwyer.....	4	12	4 " from ".....	52 00
Chichester and Nichabau.....	J. Dunn.....	5	2	9 ".....	58 50
Christys Lake and Manion.....	A. D. Chaplin.....	7	3	9 ".....	74 25
Chute aux Bluets and St. Jovite..	J. Therien.....	7	3	9 ".....	75 00
Clarence and Railway Station.....	N. Lavergne.....	3	12	9 ".....	266 25
Clarence Creek and Orient.....	E. Lalonde.....	5	2	9 ".....	45 00
Clarence Creek and Railway St'n.	P. Brunette.....	1	36	9 ".....	82 50
Clarence Creek and Vinette.....	E. Vinette.....	3 $\frac{1}{2}$	2	9 ".....	30 00
Clayton and Halpenny.....	N. Halpenny.....	5	1	9 ".....	25 50
Clayton and Rosetta.....	J. Nolan.....	9 $\frac{3}{4}$	3	9 ".....	121 87
Clayton and Tatook.....	N. J. Rintoul.....	11	3	9 ".....	84 75
Clement and Wright.....	T. Clement.....	8	1	5 " (from Nov. 1, '06).	35 00
Clontarf and Cormac.....	R. Milroy.....	10	3	9 ".....	210 00
Cobalt and Giroux Lake.....	J. J. Edwards.....	4	6	9 ".....	300 00
Cobalt and Railway Station.....	J. F. Presley.....	100 yds.	12	9 ".....	45 00
Cobden and Osceola.....	J. Ross.....	22	3	6 " (to Dec. 31, '06).	107 50
do do.....	T. Bates.....		3	6 " from ".....	74 50
Cobden and Railway Station.....	N. S. Campbell.....	4	24	6 " (to Dec. 31, '06).	36 50
do do.....	J. Ross.....	4	24	3 " from ".....	31 00
Colquhoun and Dunbar.....	J. J. Colquhoun.....	11 $\frac{1}{2}$	3	9 ".....	136 50
Combermere and Craigmont.....	J. P. O'Brien.....	7	3	9 ".....	37 50
Combermere and Railway Station..	J. C. Hudson.....	13	6	9 ".....	75 75
Corbeil and Railway Station.....	M. Nelan.....	1 $\frac{3}{4}$	3	9 ".....	30 00
Cornwall and Railway St'n. (G.T.)	J. McFarlane.....	1	1	9 ".....	15 00
do do (N.Y. & O.).....	D. J. McDonald.....	1 $\frac{1}{4}$	12	9 ".....	187 50
Cornwall and St. Andrews W.....	J. N. Crawford.....	8	3	9 ".....	112 50
Cornwall and Street Letter Boxes.	D. J. McDonald.....	4	12	9 ".....	189 75
Cornwall and Warina.....	J. N. Crawford.....	20	3	9 ".....	168 75
Cornwall Centre and Millerches..	P. Tyo.....	21 $\frac{1}{2}$	3	9 ".....	51 00
Conttsville and Thornloe.....	F. Coutts.....	3	2	9 ".....	56 25
Cross Lake and Madawaska.....	W. R. Pilgrim.....	13	1	9 ".....	39 00
Crysler and Railway Station.....	J. Smirl.....	3 $\frac{1}{2}$	12	9 ".....	65 25
Cullton and Douglas.....	P. Cull.....	1	2	9 ".....	52 50
Cumberland and Railway Station..	D. W. McDonald.....	21 $\frac{1}{4}$	12	9 ".....	146 25
Curran and Railway Station.....	N. Lalonde.....	2 $\frac{1}{2}$	12	9 ".....	112 50
Cushing and Little Rideau.....	J. Little.....	4 $\frac{1}{2}$	6	9 ".....	105 00
Cyrville and Ottawa.....	A. Cyr.....	3	6	3 " 15 dys. (from Dec. 17, '06).....	43 61

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dacre and Esmonde	P. Curry	6	2	9 months	45 00
Dacre and Griffith	J. Varrin	8	3	9 "	150 00
Dacre and Railway Station	J. Legree	9	6	9 "	186 75
Dalkeith and Railway Station	O. McLeod	$\frac{1}{2}$	12	9 "	46 80
Danford Lake and Railway St'n	H. Heeney	5	6	9 "	112 50
Daniston and Ottawa	L. Proulx	$10\frac{1}{2}$	6	9 "	228 75
Darcyville and Micaville	E. P. Kelly	6	1	9 "	25 50
Davidson and Railway Station	F. N. Brennan	35 ft.	12	9 "	00 75
Davis Mills and Pembroke	R. E. Davis	8	1	9 "	37 50
Deux Rivières and Halfway	R. N. Sweezy	14	1s. 3w.	9 "	130 87
Deux Rivières and Railway Station	T. Legge	$\frac{1}{2}$	12	9 "	41 25
Diamond and Kinburn	J. McMillan	$3\frac{1}{2}$	3	9 "	72 00
Dixon and Wales	H. Barthe	7	6	9 "	168 75
Dixons Corners and Dundela	I. Dixon	4	6	9 "	74 25
Doherty and Rutledge	D. Doherty	3	2	3 " from Jan. 1, '07.	12 50
Dominionville, Maxville and Ry. Stn	W. Dousett	$3\frac{1}{2}$	6	3 " (to Sept. 30, '06).	29 54
do do	A. Seguin	$3\frac{1}{2}$	6	6 " from "	67 50
Douglas and Ry. Station (G.T.R.)	T. Enright	$1\frac{1}{2}$	12	9 "	73 50
do do (C.P.R.)	T. Neville	$\frac{1}{4}$	12	9 "	36 75
Doyle and Sheensborough	M. Meers	12	1	9 "	57 00
Duclos and East Aldfield	E. Kingsbury	6	2	9 "	37 50
Duclos and Wakefield	F. Perron	15	6	9 "	161 25
Dunbar and Grantley	W. L. Hait	5	3	9 "	71 25
Dunrobin and Railway Station	J. Smyth	$21\frac{1}{2}$	3	9 "	300 00
Dyer and Moose Creek	F. McRae	3	3	9 "	37 50
Earlton and Hilliardton.	E. A. Chrysler	$6\frac{1}{2}$	3	4 " 14 days (from Nov. 17, '06) ..	72 50
Earlton and Railway Station	A. E. Brasher	$\frac{3}{4}$	6 & 12	9 "	76 67
Easton's Corners and Ry. Station	J. R. Spry	3	6	9 "	135 00
Easton's Corners and Wolford Centre	W. H. Gardiner	$5\frac{1}{2}$	3	9 "	58 50
East Templeton and Ry. Station	A. Lariviere	1	12	9 "	82 50
Eauclaire and Galston	J. S. McDonald	7	2	9 "	75 00
Eauclaire and Railway Station	A. Ryan	$\frac{1}{2}$	12	9 "	75 00
Eddyville and Railway Crossing	F. X. Trepanier	50 yds.	12	9 " (from Nov. 1, '06)	8 33
Edwards and Railway Station	T. H. Jacques	100 yds.	12	9 "	23 40
Eganville and Faymouth	J. Tenant	$15\frac{1}{2}$	3	9 "	178 42
Eganville and Germainicus	A. Sack	10	3	9 "	72 00
Eganville and Ry. Station (C.P.R.)	B. P. Hartney	$\frac{1}{2}$	12	9 "	43 87
do do (G.T.R.)	J. Bulger	$1\frac{1}{2}$	12	9 "	60 84
Eganville and Perrault	M. Power	$6\frac{1}{2}$	1	9 "	36 00
Elm and Railway Crossing	T. E. Carruthers	$\frac{1}{2}$	3	3 " 4 days (to Oct. 4, '06) ..	9 13
Elmside and Railway Station	M. M. McCredie	$3\frac{1}{2}$	6	9 "	93 75
Embrun and Lontinville	L. Mahew	$3\frac{1}{2}$	6	9 "	93 75
Embrun and Railway Station	J. Bruyere	$\frac{1}{2}$	12	9 "	56 16
Eumett and Killaloe Station	C. J. O'Grady	$5\frac{1}{2}$	2	9 "	52 27
Englehart and Railway Station	E. A. MacLeod	$\frac{1}{2}$	6	1 " 9 days (to Dec. 9, '06) ..	6 60
do do	do	$\frac{1}{2}$	12	3 " 22 d. (from Dec. 9, '06) ..	38 40
Ettyville and Pendleton	H. McCauley	3	3	9 "	45 00
Fabre and Ville Marie	W. Gagne	$12\frac{3}{4}$	1	9 "	70 33
Fairfield East and Railway Station	S. E. Johns	$\frac{1}{15}$	3	9 "	26 25
Fallowfield, Richmond and Railway Station	J. Todd	6 & $\frac{1}{4}$	6	9 " 15 d. (from Dec. 17 '06) ..	101 76

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					§ cts.
Farran's Point and Osnabruck Centre.	J. A. Cameron.	6	6	9 months ..	142 50
Farran's Point and Railway Station	J. A. Sheets.	$\frac{1}{2}$	12	9 "	52 50
Farrellton and Railway Station	E. M. Farrell.	$\frac{1}{2}$	12	9 "	45 00
Farrellton and Stagsburn	A. Cruikshank.	5	2	9 "	40 62
Farmers Union and Ry. Siding	W. A. Lafaver.	$3\frac{1}{2}$	6	3 " (from Jan. 1, '07)	20 83
Fasselt and Railway Station	F. Thomas.	$\frac{3}{4}$	12	9 "	37 50
Ferme Neuve and Rapide de L'Original	L. Lafontaine.	12	3	9 "	225 00
Feroma and Railway Station	J. Daly	200 yds.	6	5 " (from Nov. 1, '06)	10 42
Fieldville and Venosta	P. Mahoney	$5\frac{1}{2}$	2	9 "	26 25
Finch and Goldfield.	J. McMahon.	$2\frac{1}{2}$	3	9 "	48 75
Finch and Railway Stations	D. G. McMillan	$\frac{1}{2}$ & $\frac{1}{4}$	12	9 "	154 07
Fitzroy Harbour and Galetta	S. R. Learmonth	4	6	9 "	219 75
Fitzroy Harbour and Woolawn	H. Weatherden.	10	6	9 "	198 75
Fleury and Railway Station	A. Bean.	500 ft.	12	9 "	0 75
Flower Station and Ry. Station	S. M. Lyon.	$1\frac{1}{2}$	12	9 "	18 75
Folger Station and Railway Station	W. Lee.	$1\frac{1}{2}$	12	9 "	18 75
Fort Coulonge and Leclair.	C. Germain.	$4\frac{1}{2}$	2	9 "	46 31
Fort Coulonge and Railway Station	T. S. Jewell.	$\frac{3}{4}$	12	9 "	55 50
Fort Coulonge and Schyan.	G. E. Jewell.	35	1	6 " (to Dec. 31, '06).	50 00
Fort William and Pembroke.	A. S. Maloney	22	6	9 "	225 00
Fort William and Wharf	J. McCool.	140 yds.	.....	Part of season 1906	5 00
Fournier and Routhier	H. Blaney	$8\frac{1}{2}$	6	6 months (to Dec. 31, '06)	99 50
do do	N. Howes	$8\frac{1}{2}$	6	3 " from "	62 50
Franktown and Railway Station	R. Pierce.	$1\frac{1}{2}$	12	9 "	110 00
Gagnon and McAuley's Siding.	O. Gagnon.	100 yds.	6	9 "	15 00
Galbraith and Middleville.	J. Hogg	7	2	9 "	45 00
Galetta and Railway Station	S. W. Beswick.	$\frac{1}{4}$	12	9 "	44 46
Gaudette and Kippewa	J. Cunningham.	21 w.			
		40 s.	1	9 "	112 50
Gillies' Depot and Railway Station	Gillies Bros.	$\frac{1}{4}$	12	9 "	0 75
Glasgow Station and Railway Stn.	J. B. Hutson.	50 yds.	12	9 "	46 80
Glen Brook and Williamstown	D. McCrimmon.	$4\frac{1}{2}$	6	5 " (from Nov. 1, '06)	52 08
Glen Robertson and N. Lancaster.	R. McPhee	$24\frac{1}{2}$	6	9 "	321 07
Glen Robertson and Railway Stn.	N. Laframboise.	100 yds.	18 & 24	9 " and extra trip.	51 27
Glen Roy and Munro's Mills.	R. D. McDougall	4	3	6 " (to Dec. 31, '06).	36 50
Glen Snail and Spencerville.	E. Ellis.	3	2	9 "	30 00
Glen View and Smith's Falls	W. Sheridan.	6	2	3 " (to Sept. 30, '06).	20 00
do do	W. H. Lyle.	6	2	6 " from "	40 00
Golden Lake and Railway Station	J. Larochelle.	1	12	3 " (to Sept. 30, '06).	15 00
do do	J. C. Thur.	1	12	6 " from "	47 00
Golden Lake and Zadow	A. Zadow	5	3	9 "	63 75
Goldwin and Vinton	M. Flynn.	3	3	9 "	39 00
Gorman and Shamrock	J. Sammon.	5	1	9 "	30 00
Gracefield and Lake Cayamont.	E. Mercier.	12	1	9 "	70 50
Gracefield and McBean.	J. Childs	4	3	9 "	58 50
Gracefield and Northfield Farm.	P. St. Jacques.	8	6	9 "	150 00
Grant and Railway Station	A. Charlebois.	3	6	9 "	112 50
Great Desert and Lake Talon.	E. Tremblay.	$4\frac{1}{2}$	1	9 " (from ")	45 00
Greenfield and Railway Station.	J. J. Cameron.	1	24	9 "	63 65
Green Valley and Railway Station.	D. A. McDougall	$\frac{1}{4}$	24	9 "	54 00
Green Valley and St. Raphael West	J. Andre	$7\frac{1}{2}$	6	9 "	126 75
Griffith and Matawatchesan.	A. R. McPherson	13	2	9 "	123 75
Groveton and Spencerville.	A. Henderson	3	2	9 "	45 00
Guigues and Ville Marie	J. Lavigne.	11	3	4 " (to Feb. 28, '07)	156 00
do do	F. Paquin.	11	6	1 " from "	29 17
Haileybury and Railway Station.	G. T. Hamilton.	$\frac{1}{2}$	12	9 "	117 00
Haileybury and Ville Marie.	J. Lavigne.	13	6	9 "	600 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					8 cts.
Haley's Station and Queen's Line...	J. C. Anderson..	6	2	9 months	45 00
Halversen and Masham Mills	J. Moore	10	3	9 "	113 63
Hammond and Railway Station....	A. Gendron.	$\frac{1}{2}$	12	9 "	30 00
Hanbury and New Liskeard	E. Cragg	6	2	9 "	75 00
Hardwood Lake and Palmer Rapids	C. B. Marquardt..	11	2	9 "	78 00
Harrison's Corners and Railway Stn	C. McDonald..	$\frac{1}{4}$	6	9 "	33 94
Hawkesbury and L'Orignal	G. H. Pharand ..	6	12	9 "	176 25
Hawkesbury and Calumet Ry. Stn.	W. Lawlor	5	6	9 "	300 00
Hawkesbury and G. T. Railway Stn	B. McManus....	$\frac{1}{2}$	24	9 "	93 60
Hawkesbury and Stepney.....	E. C. Smith	2 $\frac{1}{2}$	6	9 "	37 50
Hawthorne and Railway Station..	A. F. Graham....	$\frac{1}{2}$	6	9 "	48 75
Heaslip and Railway Station	J. Clark	6	4	(to Oct. 31, '06)	20 00
do do	J. L. Heaslip....	12	5	from "	50 00
Heaslip and Tomstown.....	F. Haley	3	3	4 " 19 d. (from Nov. 12, '06).....	35 00
Heckston and Hyndman	W. D. Robinson ..	3	3	9 "	37 50
Hazledean and Stittsville	J. A. Cummings ..	3 $\frac{1}{2}$	6	9 "	112 50
Henry and L'Orignal	L. Tessier	$\frac{1}{2}$	3	9 "	75 00
Herbert's Corners and Railway Stn	J. Herbert	7	6	9 "	116 25
Heyworth and Railway Station	M. J. Moore....	2	6	9 "	65 00
High Falls and Post Road.....	P. Pichette.....	$\frac{1}{2}$ S. 2 W.	6	9 "	75 00
Hopefield and Wilno.....	M. Daly	6	3	4 " 5 days (to Nov. 5, '06)	23 65
Hopetown and Lanark.....	T. Stewart	7	3	9 "	55 50
Hopetown and White	W. Bradford....	12 $\frac{3}{4}$	2	1 " 20 days (to Aug. 20, '06).....	13 86
do do	G. Jordan.....	12 $\frac{3}{4}$	2	7 " 11 days (from Aug. 20, '06) ..	61 14
Huberdean and St. René de Amherst	F. Leroux	9	3	9 "	129 75
Hull Railway Station and Ottawa ..	E. Masson .....	.....	.....	.....	412 49
Hull and Simmons	B. A. Simmons..	8	2	9 "	67 50
Hull and Street Letter Boxes	E. Masson .....	.....	12	9 "	112 50
Hunter's Point and Kippewa	P. Kelly.....	24w, 26s	1	9 "	146 25
Hurdman's Bridge and Ottawa, &c.	M. Fagan	1 $\frac{1}{4}$	3	5 " 16 days (to Dec. 16, '06).....	51 43
Inkerman and Suffel's Crossing	G. B. Daniels....	2	24	9 "	199 50
Inlet and Thurso.....	J. Berndt	20 $\frac{1}{2}$	3	9 "	292 50
Innisville and Perth.....	B. I. Rathwell....	20	6	9 "	318 75
Irena and Rowena	W. J. Mullin	3	6	9 "	75 00
Ironside and Railway Station.....	J. L. Levesque....	$\frac{1}{2}$	12	5 " (to Nov. 30, '06) ..	16 67
do do	L. Cyr	$\frac{1}{2}$	12	4 " (from Nov 30, '06)	13 33
Iroquis and Pleasant Valley	J. Adams.....	14	3	3 " (to Sept. 30, '06).	36 75
do do	B. Larabie.....	14	3	6 " (from Sept. 30, '06)	125 00
Iroquis and South Mountain.....	J. Boyd	15	6	9 "	234 75
Jarnac and Ripon.....	J. B. Lacombe....	8	1	9 "	56 25
Jasper and Railway Station.....	H. S. Moffatt....	$\frac{1}{4}$	12	9 "	33 75
Jessop Falls and Plantagenet.....	F. McKinnon....	4	6	9 "	71 25
Jocko River and Railway Station..	G. B. Campbell ..	1 $\frac{1}{4}$	6	3 " (to Sept. 30, '06).	12 50
do do	W. B. Wilson ..	1 $\frac{1}{4}$	6	6 " (from Sept. 30, '06)	25 00
Jockvale and Ottawa	C. Watt	16	6	9 "	356 25
Johnstons Corners and South Gloucester.....	M. Stackpole....	2	6	9 "	55 50
Joseph Farm and Maniwaki	J. Miller, sr.....	8	3s, 1 w	9 "	45 00
Joynt and North Wakefield.....	R. Joynt.....	9 $\frac{1}{2}$	3	6 " (to Dec. 31, '06).	90 00
do do	D. Joynt.....	9 $\frac{1}{2}$	3	3 " (from Dec. 31, '06)	45 00
Jules and Lake St. Mary.....	A. Philion	10	1	9 "	75 00
Kazubazua and Lake St. Mary....	H. Anderson ..	6	6	1 " (to Oct. 31, '06) ..	17 00
Kazubazua and Railway Station...	T. Marks.....	2 $\frac{1}{2}$	6	9 "	33 16

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kemptville and Kemptville Junction Railway Station.....	H. Hutchins.....	2	24	9 months.....	74 88
Kemptville and Merrickville.....	W. White.....	19½	6	9 ".....	468 75
Kemptville and Millar's Corners.....	R. H. Dunlop ..	11½	6	9 ".....	277 50
Kemptville and North Rideau.....	A. W. Powell....	5½	2	9 ".....	60 00
Kemptville and Railway Station.....	S. C. Patterson..	1	18	9 ".....	157 50
Kemptville Junction and Railway Station.....	W. L. Hadden..	150 yds.	12	2 " (from Feb. 1, '07)	0 17
Killaloe Station and Railway Stn..	M. Holly.....	100 yds.	12	9 ".....	46 95
Killaloe Station and Ruby.....	D. Doyle.....	6	3	9 ".....	71 25
Kilmarnock and Smith's Falls.....	W. H. Hunter..	7	2	9 ".....	72 00
Kinburn and Limestone.....	J. Findlay.....	4	2	9 ".....	37 50
Kinburn and Panmure	E. D. Osborn....	14	6	9 ".....	161 25
Kinburn and Railway Station.....	do.....	4	12	9 ".....	46 80
Kingsmere and Railway Station.....	W. P. Murphy..	4	6	Part of season 1906	30 00
Kippewa and Railway Station.....	J. D. Fraser ..	200 yds.	6	9 months.....	28 11
Kirk's Ferry and Railway Station..	M. Reid.....	½	12	9 ".....	22 50
Klock and Railway Station.....	T. G. Carpenter.	½	12	9 ".....	39 78
Knightington and Railway Station.	J. Knight.....	225 yds.	6	9 ".....	18 75
Labelle and Minerve	A. B. Desmarteau	14½	2	9 ".....	131 25
Labelle and Railway Station.....	N. Nault.....	2	12	9 ".....	75 00
Lac des Ecorces and St. Gerard de Montarville.....	N. Nantel....	12	2	9 ".....	105 00
Lac des Isles and St. Gerard de Montarville.....	E. Dufour.....	9	1	1 " (from Mar. 1, '07)	6 67
La Conception and La Conception Station.....	J. Giroux.....	5½	6	9 ".....	101 25
La Conception and Railway Station	B. St. Jean....	300 yds.	6	9 ".....	45 00
Lac Windigo and Railway Station.	G. Nantel....	15½	1	6 " (to Dec. 31, '06).	50 00
Lac Windigo and Ste. Emile de Suffolk.....	do.....	15½	1	3 " (from Dec. 31, '06)	25 00
Ladysmith and Martins Lake.....	M. J. Larose ...	5	1	9 ".....	30 00
Lake Dore and Osceola.....	M. Dick.....	9½	6	9 ".....	175 50
Lake St. Mary and Lemay	F. Nault.....	3	6	9 ".....	45 00
Lake St. Mary and Railway Station	do.....	8½	6	3 " (to Sept. 30, '06).	24 25
do do.....	W. Kelly.....	8½	6	3 " (to Dec. 31, '06).	37 33
do do.....	B. Emond.....	8½	6	3 " from " ..	56 00
Lake Talon and Railway Station....	C. Lamarche....	100 yds.	12	9 ".....	75 00
Lalonde and Pla tagenet.....	H. Roy.....	5	3	9 ".....	67 50
La Macaza and Railway Station....	A. D. Lapointe.	2	3	9 ".....	58 50
Lammermoor and Lavant Station..	D. McInnes....	14	3	9 ".....	176 25
Lanark and Middleville	C. Dodds.....	7	6	9 ".....	172 50
Lanark and Perth.....	M. Murphy.....	12	6	9 ".....	498 00
Lanark and Watson's Corners.....	G. Fair.....	7	6	9 ".....	120 00
Lancaster and Williamstown.....	A. Major.....	5	6	9 ".....	146 25
Lancaster and South Lancaster....	E. Gillespie....	1	12	3 " (to Sept. 30, '06).	31 25
do do.....	T. Caron.....	1	12	6 " from " ..	62 50
L'Annonciation and Railway Stn..	E. Danis.....	½	6	9 ".....	37 50
L'Annonciation and Ste. Veronique.	P. Chalut.....	14½	3	9 ".....	150 00
La Passe and Westmeath.....	N. Gratton.....	9	3	6 " (to Dec. 31, '06).	62 50
do do.....	E. Bertrand....	15 r.t.	6	3 " from " ..	48 75
Latchford and Railway Station....	H. A. McNeil..	90 yds.	12	9 ".....	0 15
Letterkenney and Rockingham....	J. Gallagher....	6	1	9 ".....	37 50
Lime Bank and Manotick Station..	G. M. Brown....	3½	3	9 ".....	59 25
Link and Railway Station.....	D. Lunan.....	25 yds.	12	9 ".....	0 75
Lochaber Bay and Railway Station.	L. J. Scott.....	½	6	9 ".....	31 50
Loch Winnock and Railway Stn....	A. J. Lindsay ..	3½	3	9 ".....	67 50
Ladere and Watson's Corners.....	J. Lorimer.....	7	2	9 ".....	48 75
L'Original and Calumet Railway Stn	T. Hunault....	3	6	9 ".....	262 50

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractors.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lord's Mills and Prescott	J. Weir	7	2	9 months	105 00
Lorrainville and St. Isidore de Pontiac	J. Archambault.	9	1	9 "	39 00
Lorrainville and Ville Marie. . .	J. Bellehumeur..	6	3	9 "	84 37
Low and Railway Station.....	H. Boland	4	12	9 "	54 00
Lumsden's Mills and Railway Stn..	J. Lumsden	4	6	9 "	18 75
Luskville and Railway Station....	E. Desbiens	2	6	9 "	60 00
Mc Alpine and Railway Station....	F. N. Carriere..	50 ft	6	9 "	36 00
McBean and Whitefish Lake	A. Lafreniere ..	4	3	3 " (to Sept. 30, '06)	41 25
do do	do	4	1	6 " from " ..	27 50
McCool and Milberta	W. Montgomery	5½	1	9 "	24 99
McDonald's Corners and Snow Road Station.....	W. A. McCulloch ..	25 r.t.	6	9 "	277 50
McKee and Railway Station	G. B. Morrison..	50 yds.	12	9 "	15 00
McMillan's Corners and Strathmore	D. McIntosh	4½	3	9 "	44 16
McReynold's Corners and Oxford Station.....	P. McReynolds..	5½	3	8 " (17 days (from July 15, '06)...	55 53
Maberly and Pratt Corners.....	J. Foster	7	1	9 "	22 50
Maberly and Railway Station.....	J. Manders	13½	6	9 "	81 90
Mackey's Station and Railway Stn.	K. Morgan	50 yds.	6	9 "	15 00
McDougall and Oak Grove.....	S. F. Brown	½	3	3 " (to Sept. 30, '06).	6 25
Madawaska and Railway Station ..	W. G. McKay	60 yds.	12	6 " from " ..	10 00
Malakoff and Railway Station.....	A. Haggins	12	6	9 "	176 25
Maniwaki and Montcerf	J. B. Nault	15	6	9 "	150 00
Maniwaki and Railway Station....	A. A. Rochon	3½	12	9 "	63 75
Maniwaki and River Joseph.....	L. Levesque	8	1	9 "	40 50
Manotick and Railway Station.....	W. A. Wilson	3½	6	9 "	97 50
Maple Ridge and Railway Station..	R. Latham	15½	6	8 " (to Feb. 28, '07).	49 33
do do	F. McKee	15½	6	1 " from " ..	6 17
Marvelville and St. Onge.....	J. B. Bourgie	11½	6	9 "	206 25
Maryland and Railway Station....	S. Smith	40 ft.	12	9 "	15 00
Maryland and Rutledge	P. Flaherty	11	2	9 "	63 75
Maryland and Weirstead.....	C. S. Cosgrove..	3	1	6 " (to Dec. 31, '06)..	10 00
do do	C. Smith	3	1	3 " from " ..	5 00
Masson and Railway Station	A. Larose	¼	12	9 "	30 00
Mattawa and Railway Station.....	J. B. Belanger ..	¾	20	9 "	243 05
Mattawa and Town Hall Ry. Stn.	N. A. Timmins..	¾	6	9 "	60 00
Maxville and Railway Station....	W. Dousett	300 yds.	18	9 " and extra trips ..	89 59
Maxville and Riceville	W. H. Metcalfe..	17½	6	9 "	447 75
Meach Lake and Railway Station..	J. Nelson	5	6	Part of season 1906.....	33 33
Melvin and Winchester.....	P. Hitsman	4	3	1 mth. (from Mar. 1, '07).	7 50
Merrickville and Newmarket.....	G. E. Johnston..	5½	2	7 mos. (to Jan. 31, '07).	56 00
Merrickville and Railway Station..	J. Mills	½	36	9 "	219 25
Metcalfe and North Osgoode.....	H. A. Morrison..	3	3	9 "	60 00
Metcalfe and Ottawa	J. Simpson	20	6	9 "	375 00
Metcalfe and Russell.....	J. Watt	9½	6	9 "	225 00
Micaville and Perth	L. S. Byrne	9	4	9 "	140 25
Milberta and New Liskeard.....	J. A. Pritchard..	12½	3	9 "	253 12
Milleroches and Railway Station..	G. W. Kezar	¾	12	9 "	45 00
Monckland Station and Railway Station.....	W. R. McIntosh..	150 yds.	24	9 "	75 00
Montebello and Railway Station..	N. Charette	¾	24	9 "	75 00
Montebello and St. Anedee.....	E. McLuskey	7	2	9 "	75 00
Montpellier and Ripon	A. Lemerie	7	2	9 "	37 42
Montreal River, Temagami and Temiscaming Station.....	Shepard & Morse Lumber Co....	26 & 25	3	9 "	150 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Moose Creek and Railway Station	M. Lizette.....	$\frac{1}{2}$	24	6 mos. (to Dec. 31, '06).	35 00
do do	J. G. Munro.....	$\frac{1}{2}$	24	3 " from " "	36 25
Moose Creek and Sandringham	T. Dorey.....	$\frac{1}{2}$	6	6 " (to Dec. 31, '06).	59 50
do do	J. G. Munro.....	$\frac{1}{2}$	6	3 " from " "	29 75
Morehead and Railway Station	D. Clark.....	$\frac{1}{2}$	6	9 " "	15 00
Morrisburg and Waddington	D. Roach.....	3	6	9 " "	56 25
Morrisburg and Winchester	W. Ross.....	17	6	9 " "	232 50
Moulinette and Railway Station	D. R. Gunn.....	120 yds.	12	3 " (to Sept. 30, '06).	15 00
do do	C. A. Harrison.....	120 yds.	12	2 " (to Nov. 30, '06).	10 00
do do	A. Foley.....	120 yds.	12	4 " from " "	20 00
Mountain and Railway Station	S. W. Van Allen.....	$\frac{1}{2}$	24	9 " "	75 12
Mountain and Reid's Mills	T. Christie.....	$\frac{1}{2}$	6	9 " "	116 06
Mountain and South Mountain	M. F. Barkley.....	$\frac{3}{4}$	12	9 " "	48 75
Mountain and Van Camp	W. Douglas.....	$\frac{3}{4}$	6	9 " "	62 81
Mount St. Patrick and Railway Stn.	T. J. Hunt.....	$\frac{3}{4}$	3	9 " "	111 00
Mowat and Railway Station	T. Manion.....	$\frac{1}{2}$	1	9 " "	90 00
Muldoon, Railway Stn. and Steels	J. J. Muldoon.....	$3\frac{3}{4}$ & 5	6 & 3	9 " "	160 80
Murray City and New Liskeard	P. Gibbons.....	21		9 " "	262 50
Navan and Railway Station	J. Clark.....	$\frac{1}{2}$	12	9 " "	75 00
Newington and Railway Station	G. F. Jardine.....	$\frac{1}{2}$	12	9 " "	56 16
New Liskeard and Railway Station	J. Mason.....	1	18 & 24	9 " "	290 85
New Liskeard and Tomstown	White River.....	31	3	6 " (to Dec. 31, '06).	59 00
Nipissing Junction and Railway Stn.	I. C. Ritchie.....	$\frac{1}{2}$	12	9 " "	46 80
Nominique and Railway Station	D. Martineau.....	$\frac{1}{2}$	12	9 " "	56 25
Nominique and Rapide de L'Orignal	E. Sabourin.....	35	3	9 " "	675 00
North Augusta and Railway Stn.	R. Bowman.....	$\frac{1}{2}$	6	9 " "	111 75
North Bay and Railway Stn. (C.P.)	M. T. Cahill.....	$\frac{1}{2}$	56	9 " "	414 48
do do (T. & N.O.)	D. Conley.....	$\frac{1}{2}$	12	9 " "	75 00
do do Transfers	C. P. Ry. Co.....			9 " "	530 40
North Branch and Russell	R. Scharf.....	$\frac{1}{2}$	6	3 " (to Sept. 30, '06).	18 25
do do	P. A. Harrison.....	$\frac{1}{2}$	6	6 " from " "	38 00
Northcote and Railway Station	J. M. Briscoe.....	$\frac{1}{2}$	6	9 " "	67 50
Northfield and Railway Station	W. W. Alguire.....	1	6	3 " (to Sept. 30, '06).	25 00
do do	J. W. West.....	2	6	4 " (from Dec. 1, '06)	33 33
Northfield Station and Ry. Stn.	W. Arbuthnot.....	200 ft.	6	2 " (to Dec. 31, '06).	4 17
North Gower and Reeve Craig	T. Salter.....	3	2	9 " "	56 25
North Low and Railway Station	J. Gannon.....	4	6	9 " "	114 00
North Onslow and Quyon	J. O'Donnell.....	6	3	9 " "	60 00
North Nation Mills and Ry. Stn.	D. Landriau.....	$3\frac{1}{2}$	6	9 " "	132 00
North Valley and Osnabruk Centre	O. H. Grandaw.....	4	3	9 " "	45 00
North Wakefield and Railway Stn.	J. Blair.....	400 yds.	12	9 " "	37 50
North Wakefield and Rupert	W. D. Gibson.....	$5\frac{1}{2}$	6	9 " "	111 00
Norway Bay and Railway Station	A. Macfarlane.....	3	12	Season 1906	20 00
Notre Dame de la Salette and Notre Dame de Laus	E. Allaire.....	$32\frac{1}{2}$	3	9 months	405 00
Notre Dame de la Salette and Peltimore	M. Cummings.....	7	3	9 " "	75 00
Notre Dame du Laus and St. Gerard de Montarville	P. Filiatrault.....	38	1	9 " "	217 50
Oak Grove, Balsam Hill and Railway Station	S. F. Brown.....	1 & $3\frac{1}{2}$	3 & 6	3 " (to Sept. 30, '06).	43 75
Osgoode Station and Railway Stn.	M. J. Buckels.....	40 yds.	6	9 " "	16 25
Ottawa-Special Christmas Delivery	Electric Baggage Transfer Co.....				5 00
Ottawa and Ottawa East	M. Fagan.....	14	6	5 " 16 days (to Dec. 16, '06)	27 55

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips Per Week.	Period.	Amount.
					\$ cts.
Ottawa P.O. and P.O. Department	J. Graves.	120 yds	9	9 months.....	535 12
do do	E. Batterton.	120 yds.	9	"	443 40
Ottawa and Railway Stations.....	Ottawa Electric Railway Co.		9	"	6,058 08
Ottawa and Richmond West.....	J. Rielly.....	20 $\frac{1}{3}$	6	5 " 15 days (to Dec. 15, '06) . . .	285 78
Ottawa P.O. and Street Letter Boxes.....	J. Gravelle.....	as req.	6	" 27 days (to Jan. 27, '07).....	1,174 11
do do	H. Charbonneau		2	" 4 days (from Jan. 17, '07).....	489 68
Otter Lake and Ralph	Gillies Bros.	88	1	6 " (to Dec. 31, '06) ..	112 50
do do	The E. B. Eddy Co.	88	1	15 days (to Jan. 15, '07) ..	9 38
Otter Lake and Shawville.....	S. Howes.	24	6	5 months (to Nov. 30, '06)	250 00
do do	R. J. Lucas.	24	6	4 " from " ..	200 00
Oxford Station and Railway Stn.	A. J. Sanderson.	$\frac{1}{2}$	6	9 "	42 00
Pahenham and Railway Station ..	F. H. Stevens... ..	$\frac{1}{2}$	24	9 "	131 04
Palmer Rapids and Rockingham...	M. Scully	12	1	9 "	42 00
Palmer Rapids and Strathay, &c...	J. O'Brien	12	3	9 "	111 23
Pana and Railway Station	J. B. Adnams	150 ft.	6	9 "	7 50
Papineauville and Railway Station.	A. O. Belanger	$\frac{1}{2}$	24	9 "	90 00
Pembroke and Railway Stn. (C. P.)	J. P. Miller	$\frac{1}{2}$	50	9 "	271 50
do do (G.T.)	do	75 yds.	6	9 "	15 00
Pembroke and Shady Nook.....	S. F. Sweezy	3 $\frac{1}{2}$	3	3 " (to Sept. 30, '06)	28 75
do do	C. A. Noack	3 $\frac{1}{2}$	3	6 " from " ..	57 50
Pembroke and Westmeath.....	E. Bertrand	15 s. 12 w	6	9 "	150 00
Pendleton and Papineauville Railway Station	H. Roy	17	6	9 "	375 00
Pendleton and Railway Station...	J. Seguin	1	12	9 "	56 25
Perkins and Ste. Rose de Lima...	C. Robitaille... ..	7 $\frac{3}{4}$	6	9 "	144 75
Perreton and Govt. Road Crossing.	J. Russell	3 $\frac{3}{4}$	6	9 "	105 00
Perth and Playfair	D. J. Ennis	14	6	9 "	300 00
Perth and Railway Station	W. J. Plunkett	$\frac{1}{2}$	26	9 "	233 68
Perth and Rideau Ferry.....	W. King	6	6	9 "	168 75
Perth and Tennyson	I. Powers	10 & 11	1 & 3	9 "	82 77
Petawawa and Railway Station...	W. Selkirk	200 yds.	3	9 "	59 28
Piperville and Railway Station ..	P. Sauriel	50 yds.	6	6 " (to Dec. 31, '06) ..	12 50
do do	A. Grignon	50 yds.	6	3 " from " ..	6 25
Plantagenet and Railway Station ..	H. Roy	1	12	9 "	56 25
Point Alexander and Railway Stn.	H. Gunning	6	3	9 "	97 50
Point Comfort and Wright	C. Ross	14	2 s. 1 w	9 "	262 50
Pointe Gatineau and Quinnville ..	M. Gahagan	6 $\frac{1}{2}$	2	9 "	75 00
Pointe Gatineau and Railway Stn.	T. Gagnon	1 $\frac{1}{2}$	12	9 "	82 50
Portage du Fort and Railway Stn.	J. E. Dolan	7	12	9 "	150 00
Portage du Fort and Ross.....	D. McLaren	3	3	9 "	48 75
Port Elmsley and Railway Station.	D. McTavish	1 $\frac{1}{2}$	6	9 "	70 50
Prescott and Ogdensburg.....	W. McInnes	2	18	9 "	295 00
Prescott and Railway Station.....	do	$\frac{1}{2}$	24	9 "	96 99
Prescott and Street Letter Boxes ..	do		18	9 "	119 23
Prescott and Throoptown	E. J. McMahon & J. M. Botham.				
Proulx and Routhier.....	J. Bougie	2 $\frac{3}{4}$	3	3 " (to Sept. 30, '06) ..	12 50
do do	H. Methot	2 $\frac{3}{4}$	3	6 " from " ..	25 00
Quyon and Railway Station.....	W. Richardson	1	12	9 "	56 25
Radford and Shawville	S. Armstrong... ..	3	6	9 "	82 50
Ramsayville and Railway Station..	R. Ramsay	$\frac{1}{2}$	6	9 "	30 00

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Rankin and Railway Station.....	W. Meitz	6	3	9 months	131 25
Rapides des Joachims and Ry. Statn ..	E. McGee	7	6	9 "	195 00
Rapides des Joachims and Rowanton ..	J. O. Forget	20	3	9 "	262 50
Rapides des Joachims and Wharf	T. Marion	120 yds.	1	Part of season 1906	5 00
Raycroft and Tatlock	R. White	4½	1	9 months	26 25
Renfrew and Railway Station (C.P.) ..	J. Harris	4	24	9 "	151 75
do do (K. & P.)	do	4	12	9 "	52 65
do do (C. P.)	Eady Bros	4	14	6 " (to Dec. 1, '06; less fines)	36 52
do do (G. T.)	J. Harris	1½	42	9 "	67 08
Renfrew and Shanrock	J. Rousselle	14	3	3 " 23 days (to Oct. 23, '06)	53 13
do do	J. Dunbar	14	3	5 " 8 days (from Oct. 23, '06)	74 37
Richmond West and Stapledon	T. E. Riley	3½	3	9 "	58 50
Rideau View and Residence of J. Blair	J. Blair	1½	3	9 "	18 75
Ripon and St. Andre Avellin	C. Lafontaine	1	6	9 "	150 00
River Desert and Railway Station	V. Simoneau	1½	12	9 "	56 25
Rockingham and Wilno Ry. Station	J. P. Moran	10	6	9 "	231 75
Rockingham and Wingle	J. Wingle	17	2	9 "	97 50
Rockland and Ry. Station (C.P.)	L. Dehaitre	2½	6	9 "	75 00
do do (G.T.)	J. A. Dent	1½	12	9 "	36 00
Rockliffe and Railway Station	E. McKay	56 yds.	6	9 "	18 72
Rose Corners and St. Isidore de P. ..	B. Rousselle	4	3	9 "	30 00
Rose Haden and Suffel's Crossing	J. M. Christie ..	1	6	9 "	41 25
Rowanton and Stubb's Bay	S. S. Cushman ..	42	1	9 "	262 50
Russell and Railway Station	M. Turgbull	½	12	9 "	30 42
St. Andre Avellin and St. Emile de Suffolk	J. Binda	20	6	9 "	450 00
Ste. Anne de Prescott and Railway Station	R. Perreault	5½	6	9 "	131 25
St. Eugene and Railway Station	P. Kelly	800 yds.	12	9 "	37 50
St. Onge and Railway Station	J. B. Bougie	1½	12	9 "	56 16
Ste. Rose de Lima and Ry. Station ..	N. Beauchamp ..	1½	12	9 "	45 00
Sand Point and Railway Station	J. R. McDonald ..	1½	12	9 "	81 90
Sarsfield and Railway Station	N. Daoust	12	12	9 "	67 50
Shamrock and Whelan Lake	S. Whelan	1	2	3 " (to Sept. 30, '06). ..	17 50
do do	H. Whelan	1	2	6 " from "	35 00
Shawville and Railway Station	J. A. McGuire ..	1½	12	3 " (to Sept. 30, '06). ..	11 25
do do	C. Caldwell	1½	12	6 " from "	47 50
Shawville and Stark's Corners	A. Richardson ..	6	3	9 "	75 00
Shields and Railway Crossing	H. M. Shields ..	90 ft.	3	9 "	18 75
Skye and Railway Station	D. J. McIntosh ..	10½	6	9 "	187 50
Smith's Falls and Railway Station	H. Carley	1½	24	9 "	168 75
do do	C. O'Reilly	1½	18	9 "	202 50
South Indian and Ry. Station	A. J. Leveille ..	24	6	3 " (to Dec. 31, '06). ..	57 50
do do	R. A. Gagne	24	3	9 " from "	27 50
South March and Railway Station	J. Smyth	2	6	9 "	67 50
Spencerville and Railway Station	W. Lawson	1½	12	9 "	112 50
Stafford and Railway Station	R. Childerhose ..	6½	3	9 "	111 00
Stanley's Corners and Stittsville	J. Stanley	2	6	5 " 15 days (to Dec. 15, '06).	34 24
Stewartville and Railway Station	J. Stewart	3	6	9 "	93 75
Stittsville and Railway Station	W. W. Mann	120 yds.	12	9 "	46 80
Summerstown and Summerstown Station	H. Hagerty	3½	6	9 "	90 00
Summerstown Station and Ry. Stn ..	J. A. MacMillan ..	400 yds.	12	9 "	54 00

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Temagami and Railway Station....	D. O'Connor ..	$\frac{3}{4}$	12	9 months.....	56 25
Temagami and Temagami Park....	do	13	6	9 "	0 75
Temiskaming and Railway Station.	J. A. Larochelle	500 yds.	6	3 " (to Sept. 30, '03).	0 25
Tetreauville and Railway Crossing.	F. X. Trepanier.	50 yds.	12	4 " (to Oct. 31, '06).	6 67
The Brook and Railway Station...	E. Rouleau.....	$\frac{3}{4}$	12	9 "	56 25
The Brook and The Lake	S. Ouellette.....	$\frac{5}{8}$	3	9 "	78 75
Thornloe and Railway Station.....	R. J. Brittain ..	90 rods.	6	9 "	70 42
Thurso and Railway Station.....	A. Menard.....	$\frac{1}{4}$	6	9 "	56 25
Thurso and Valencay.....	E. Rochon.....	13 $\frac{1}{4}$	4	9 "	195 00
Tomstown and Railway Station.....	G. B. Scott.....	3	6	2 " (from Feb. 1, '07)	42 17
Tomiko and Railway Station.....	J. Ferguson.....	$\frac{1}{8}$	12	9 "	0 75
Toyes Hill and Winchester Springs	G. Carter.....	3	3	9 "	42 00
Trout Mills and Railway Station..	J. W. Banks.....	$\frac{1}{2}$	6	6 " 16 days (from Sept. 15, '06).	39 67
Uneeda and White Lake.....	T. Jones.....	5	2	9 "	37 50
Uno Park and Railway Station....	A. D. Hermiston	$\frac{1}{2}$	6	9 "	65 83
Vankleek Hill and Railway Station	E. Quesnel	$\frac{1}{2}$	24	4 " 16 days (to Nov. 16, '06).....	42 84
do do ..	F. Dubeau.....	$\frac{1}{2}$	24	2 " 28 days (to Feb. 14, '07).....	41 40
do do ..	P. S. Paquette..	1 $\frac{1}{2}$	12	1 month 14 dys. from " ..	9 78
Vars and Railway Station.....	J. Fraser.....	$\frac{1}{4}$	24	9 months.....	60 00
Venosta and Railway Station.....	D. Haveron.....	$\frac{3}{4}$	6	9 "	19 50
Ventnor and Railway Station.....	W. Cook.....	5 $\frac{1}{2}$	6	9 "	82 50
Villani and Railway Station.....	G. Tardif.....	$\frac{1}{2}$	3	9 "	25 00
Vinton and Railway Station.....	M. Grace.....	2	7	9 "	93 75
Wakefield and Railway Station....	F. Perron.....	$\frac{1}{4}$	12	9 "	75 00
Wales and Railway Station.....	F. Warren.....	1 $\frac{1}{8}$	12	9 "	41 07
Waller and Harney's Crossing. . .	P. Harney.....	1 $\frac{1}{8}$	2	9 "	26 25
Waltham Station and Ry. Station..	J. Chouinard...	$\frac{1}{2}$	12	9 "	18 75
Wemyss and Railway Station.....	D. McFarlane ..	$\frac{1}{2}$	6	9 "	41 25
Wendover and Railway Station....	H. St. Pierre...	3	6	9 "	187 50
West Aylwin and Railway Station.	J. Molyneux ..	$\frac{1}{4}$	6	9 "	7 50
Whitney and Railway Station ..	J. A. Devenny..	$\frac{3}{4}$	12	9 "	75 00
Widdifield Station and Ry. Station	A. New.....	$\frac{1}{2}$	6	9 "	15 00
Wilno and Railway Station.....	M. George.....	100 yds.	12	9 "	45 00
Wilson's Bay and Sabourins Cross'g	C. Wilson.....	1	2	9 "	48 75
Winchester and Osgoode Ry. Statn.	W. Ross.....	42 r.t.	6	9 "	423 75
Winchester and Railway Station...	A. Bariger.....	1	24	9 "	75 00
do do ..	P. Hitsman.....	1	12	9 " (less fine).....	185 50
Wright and Railway Station	P. St. Jacques..	1 $\frac{1}{2}$	12	9 "	112 50
Wylie and Railway Station.....	J. Lyons.....	2 $\frac{1}{2}$	3	9 "	66 75
Wyman and Railway Station.....	E. A. Pritchard.	$\frac{1}{8}$	12	9 "	26 25
Total					68,104 68
Less amount withdrawn from Guarantee Fund.....					277 11
					67,827 57

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

KINGSTON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Kingston Postal Division, made within the Fiscal Year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Actinolite and Tweed....	G. Way.....	5	12	9 months.....	186 75
Addison and Bell's Station	W. Peterson ..	10	6	9 "	262 95
Adolphustown and Bath.....	S. E. Gallagher	14	6	9 "	209 25
Adolphustown and Napanee.....	G. Francis.....	21 $\frac{1}{2}$	6	9 "	300 00
Albert and Marysville.....	R. Corrigan ..	11 $\frac{1}{2}$	6	9 "	186 75
Albany and Rednersville.....	W. Weese	4	6	9 "	105 00
Allisonville and Consecon.....	B. C. Ainsworth	8	3	9 "	101 25
Allsaw and Minden.....	G. Hope.....	11	2	9 "	144 27
Ameliasburg and Belleville.....	C. S. Cunningham	10	6	9 "	300 00
Anson and Railway Station.....	A. McMullin....	200 yds.	6	9 "	33 75
Apsley and Coe Hill	J. Blackburn....	21	2	9 "	165 00
Apsley and Lakefield.....	P. Kennedy.....	31	3	6 " and 5 days (from Sept. 16, '06) ..	242 67
Apsley and Loon Lake.....	A. Woods	7	1	9 "	18 75
Apsley and Mount Julian.....	P. Kennedy	16	6	2 " and 15 days (to Sept. 15, '06) ..	93 33
Apsley and Paudash	H. White.....	14	1	9 "	43 50
Arden and Dead Creek.....	W. P. Campsall.	7	2	6 " (to Dec. 31, '06)	37 50
do do	G. Shorts.....	7	2	3 " from "	24 75
Arden and Elm Tree.....	N. Hinchey.....	6	1	9 "	25 35
Arden and Railway Station.....	J. E. Hays.....	1	6	9 "	26 25
Athens and Brockville	C. Mullen.....	14	6	9 "	262 50
Athens and Elaida.....	W. Henderson..	4	3	9 "	56 25
Athens and Oak Leaf.....	C. J. Slack.....	10	6	9 "	168 75
Athens and Plum Hollow.....	W. B. Newsom..	6	6	9 "	133 49
Athens and Railway Station.....	J. H. Ackland..	$\frac{1}{2}$	24	9 "	70 50
Atkinson and Washburn	J. Atkinson	3 $\frac{1}{2}$	2	9 "	60 60
Baileiboro and Millbrook	R. J. Porter.....	7	6	9 "	148 50
Ballantyne's Station and Ry. Stn.	J. Hysop.....	$\frac{1}{2}$	2	9 "	19 50
Bancroft and Beechmount.....	C. Plumbley....	6	1	9 "	22 50
Bancroft and Bronson.....	G. Payne.....	4	2	9 "	45 00
Bancroft and Monk Road.....	E. Kerr.....	8	1	9 "	22 50
Bancroft and Wood	do	9 $\frac{1}{2}$	1	9 "	22 50
Bannockburn and Railway Station.	S. McEwen.....	$\frac{1}{2}$	6	9 "	56 25
Barrett and Sharp Corners	G. W. Fox.....	5 $\frac{1}{2}$	2	9 "	52 50
Bath and Ernestown Station.....	C. Barriage.....	3 $\frac{3}{4}$	12	9 "	146 25
Bath and Stella.....	W. J. Beaubien.	6 $\frac{1}{2}$	6	9 "	351 00
Battersea and Keelerville.....	S. J. Lake.....	5	3	9 "	75 00
Battersea and Kingston.....	G. Stoness and G. A. McFarlane	16	6	9 "	300 00
Bayside and Belleville.....	J. E. Rathbun..	6	6	9 "	90 00
Bedford Mills and Newboro.....	G. F. Page.....	6	3	9 "	56 25
Belleville and Albert College	W. P. Dyer.....	1 $\frac{1}{2}$	6	9 "	18 75
Belleville and Frankford	F. Spencer.....	14	3	9 "	118 17
Belleville and Point Anne.....	D. C. McDonald	5 $\frac{1}{2}$	2	6 " (from Oct. 1, '06)	20 00
Belleville and Railway Stn (Mid) ..	G. S. Sills.....	14	36	9 "	351 00
Belleville and Street Letter Boxes.	do	5	12	9 "	191 41
Belleville and Tweed	A. Aselstine.....	25	6	9 "	416 61
Belleville Junction Transfers.....	T. H. Coppin....		6	9 "	58 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bellrock and Moscow Station	E. L. Van Laven	5½	6	9 months	93 75
Bellevue Railway Stations and Transfer of Mails.	D. Bell.	¼	6 & 12	9 "	63 75
Bensfort and South Monaghan. . . .	J. Lucy.	6	6	9 "	135 00
Bessemer and L'Amable Ry. Stn. . .	Mineral Range Iron Mining Co., Ltd.	5	6	9 "	0 75
Bewdley and Port Hope.	C. A. Hagarman	13 & 6	6	9 "	337 50
Big Island and Demarestville. . . .	E. Cole.	5	2	9 "	45 00
Birdsalls and Railway Station. . . .	E. Davidson. . . .	1	6	9 "	30 00
Bird's Creek and New Carlow. . . .	R. McNab.	18½	2	9 "	202 50
Black River Bridge and Picton. . . .	J. Daynard. . . .	7½	3	9 "	82 50
Blairhampton and Carnarvon	N. McPhaden. . . .	4	3	9 "	66 00
Blairton and Havelock.	M. J. Wood. . . .	8	3	9 "	105 75
Bloomfield and Chisholm	S. S. Henderson	4	3	9 "	48 75
Bloomfield and Crofton.	P. Nelson.	11	3	9 "	168 75
Bloomfield and Railway Station. . .	E. Parker.	¼	24	9 "	74 88
Bobcaygeon and Nogies Creek. . . .	Q. Moore.	5	2	9 "	60 00
Bobcaygeon and Silver Lake.	E. Harrison. . . .	9	2	9 "	94 68
Bogart and Otter Creek.	M. Lesarge. . . .	3¼	2	9 "	30 00
Bogart and Tweed	P. Lusk.	4	6	8 "	93 75
Bongard's Corners and Picton. . . .	J. B. Bongard. . . .	10½	6	9 "	160 50
Brighton and Campbellford.	G. L. Loomis. . . .	20	6	4 " (to Oct. 31, '06)..	121 67
do do	J. N. Plumptre. . . .	20	6	5 " from "	152 08
Brighton and Lovett.	J. A. Marshall. . . .	6	6	9 "	200 46
Brookville and Railway Station (B. W.).	P. J. Venny.	1	24	9 "	178 50
Burgess Mines and The Corners. . . .	W. Mackie.	4	3	9 "	56 25
Buck Lake and Perth Road	J. Thomas.	4	2	9 "	30 00
Burnbrae and Hoard's Railway Stn. . .	W. C. Wallace. . . .	5	6	9 "	130 31
Burnbrae and Sarginson.	S. Finch.	5	3	9 "	87 75
Burnley and Castleton.	O. S. Moore.	8	3	9 "	105 00
Caintown and Graham	A. W. Ladd	3	3	9 "	37 50
Campbellford and Godolphin.	D. N. Fairman. . . .	5	2	9 "	48 75
Campbellford and Havelock.	H. Coveney	12	6	9 "	221 25
Campbellford and Railway Station. .	B. Mulhearn. . . .	½	18	9 "	70 20
Carmel and Castleton.	R. Vansicklen. . . .	3	3	9 "	46 80
Catchacoma and Hall's Bridge. . . .	J. Westlake. . . .	16	1	9 "	56 04
Centreton and Grafton	W. Taylor	27½	6	9 "	383 75
Centreville and Newburgh.	E. Lyons.	7½	6	9 "	206 25
Chaffey's Lock and Elgin.	G. Randall.	6 m. & 100 yds.	2	9 "	52 98
do do	do	6 m. & 100 yds.	4	Part of season 1906. . . .	20 84
Chatterton and Foxboro.	S. P. Morden. . . .	3½	3	9 months	75 00
Cheddar and Pusey.	A. Southworth. . . .	10	2	9 "	60 93
Cherry Valley and Point Petre. . . .	J. Moore.	6	1	9 "	28 86
Cherry Valley and Salmon Point. . .	J. M. Bentley. . . .	6	2	9 "	37 11
Clarina and Norwood.	C. Crowe.	12	3 & 2	9 "	127 50
Cloyne and Bon Echo.	H. W. Spencer	3	6	2 " & 19 dys. (to Sept. 19, '06).	31 60
Cloyne and Harlowe.	W. Thompson. . . .	11	2	9 months	68 25
Cloyne and Railway Station.	L. Roluf.	16½	6	9 "	236 25
Cobourg and Harwood.	T. E. Callaghan. . . .	16	6	9 "	216 00
Cobourg and Railway Station.	J. R. O'Neill. . . .	½	6	9 "	26 25
Cobourg and Roseneath.	T. Ingham.	20 m. & 6 rods.	6	9 "	303 00
Cobourg and Steamboat Wharf. . . .	J. Fox.	¼	6	Season 1906.	36 00
Cobourg and Street Letter Boxes. . .	do	2½	12	9 months.	144 54

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Coe Hill and Brinklow Station	A. Watt	8	6	5 mcs. (from Nov. 1, '06)	166 65
Coe Hill and Faraday	W. H. Neal	8	2	9 "	52 50
Coe Hill and Railway Station	A. Watt	1 ¹ / ₂	6	4 " (to Oct. 31, '00)	25 00
Coe Hill and The Ridge	C. W. Gunter	28 ¹ / ₂	2	9 "	176 06
Colborne, Dundonald and Penrygn	J. J. McDonald	13 ¹ / ₂	6	9 "	142 50
Colborne and Lakeport	W. Hoskin	2 ³ / ₄	12	9 "	146 25
Colborne and Warkworth	P. Cockburn	16	6	9 "	258 00
Colebrook and Yarker	P. Hart	1	6	9 "	56 25
Collins Bay and Railway Station	J. J. Losee	2 ¹ / ₂	12	9 "	37 50
Combermere and Fort Stewart	J. Stubbs	21 ¹ / ₂	3	9 "	145 05
Combermere and Maynooth	J. Maddocks	22	1	9 "	108 00
Consecon and Railway Station	F. A. Cory	4 ³ / ₄	24	9 "	93 60
Cooper and Madoc	J. Caniff	11	3	9 "	76 05
Copes Falls and Tory Hill	J. M. Cope	8	2	9 "	56 25
Cordova Mines and Havelock	J. G. Covert	10	6	9 "	234 75
Cordova Mines and Vansickle	E. W. Cole	6	2	9 "	51 75
Cottesloe and Norwood	M. Paget	8 ¹ / ₂	3	9 "	117 00
Cranworth and Portland	J. Wilson	5 ³ / ₄	1	9 "	27 43
Crosby and Railway Station	J. Freeman	100 yds.	6	9 "	16 40
Crow Lake and Sharbot Lake Railway Station	J. W. Knapp	9	2	9 "	60 00
Croydon and Napanee	J. Crawford	15 m. & 130 r'ds.	6	9 "	222 60
Curve Lake and Selwyn	D. E. Whetung	3 ¹ / ₂	2	9 "	22 32
D'Arcy and Kingston	T. J. Driscoll	18	3	9 "	435 00
Deer Lake and Highland Grove	A. W. Willis	3	2	9 "	24 00
Deloro and Railway Station	H. N. Darling	11 ¹ / ₂	12	9 "	82 50
Delta and Railway Station	P. A. Jackson	1 ¹ / ₂	24	9 "	71 25
Demorestville and Green Point	C. E. Shortt	9	3	9 "	112 50
Denbigh and Griffith	A. Lockwood	14	2	9 "	96 00
Denbigh and Plevna	G. Johnston	23	3	9 "	299 25
Denbigh and Slate Falls	S. Rodgers	6	2	9 "	39 00
Deseronto and Street Letter Boxes	The Rathbun Co	2	19	9 "	124 50
Desert Lake and Hartington	W. Snooke	9	2	9 "	82 50
Desmond and Moscow Station	J. W. Stewart	2 ³ / ₄	3	9 "	75 00
Donaldson and Wilbur Station	W. J. Donaldson	3 ¹ / ₂	3	9 "	37 50
Drummond Station and Railway Station	R. P. Carey	200 yds.	6	7 dys. (from Mch. 25, '07)	0 30
Dufferin and Kingston Mills	S. Donaldson	3 ¹ / ₂	3	9 months	60 60
East Hungerford and Erinsville	J. P. Whelan	8	2	9 "	66 00
Eldorado and Empey	J. N. Moore	3 ³ / ₄	2	9 "	41 25
Elgin and Railway Station	G. H. Howard	5 ¹ / ₂	24	9 "	184 50
Ellisville and Lyndhurst	J. D. Wetherell	3 ¹ / ₂	3	9 "	117 00
Ennismore and Peterboro	P. J. Scollard	10	6	9 "	218 25
Enterprise and Trafford	C. Whelan	9 ¹ / ₂	1	9 "	31 05
Enterprise and Wilkinson	P. Finn	8 ¹ / ₄	2	9 "	30 75
Essexville and Tory Hill	H. Maguire	4	2	9 "	41 25
Ewan and Furnace Falls Railway Crossing	W. J. McMahon	14	3	9 "	171 00
Fellows, Odessa and Violet	D. W. Shea	6	6	9 "	128 63
Fernleigh and Plevna	A. Lyons	5 ¹ / ₂	2	9 "	53 25
Flinton and Kaladar Station	J. Kirkpatrick	8	6	9 "	180 00
Fort Stewart and L'Amable Railway Station	J. E. Stubbs	19	6	9 "	336 75
Fowlers Corners and Best's Railway Station	R. Maitland	1 ¹ / ₂	6	9 "	93 75

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts
Foxboro and Railway Station.....	H. W. Baragar..	1 $\frac{1}{2}$	12	9 months	121 68
Freeland and Portland	G. W. Cannon..	3	3	9 "	75 00
Frankford and Maple View	A. W. Simmons..	6	3	9 "	65 63
Frankford and Railway Station	F. Spencer.....	200 yds.	12	9 "	56 07
Fraserville and Railway Station.....	A. Kidd.....		6	9 "	15 00
Fuller and Moira.....	A. Herity.....	4	2	9 "	36 00
Gananoque Junction and G. T. Rail- way Station	E. A. Dornan.....		18	9 "	11 25
Gananoque and Seeley's Bay.....	J. Sherby.....	15	3	9 "	225 00
Gananoque and Street Letter Boxes	D. E. Jackson..	2 $\frac{3}{4}$	13	9 "	108 75
Gananoque and Wilstead	G. T. Kyes.....	5 $\frac{1}{4}$	3	9 "	117 00
Gardenville and Weller's Bay Stn.	J. Dymond ..	1	6	9 "	30 00
Gilead and Poucher's Mills.....	W. Clare.....	3	2	9 "	39 00
Gilmour and Railway Station.....	C. Gunter.....	190 yds.	12	9 "	15 00
Glanmire and Millbridge.....	H. E. Lummis..	7	1	9 "	39 00
Glenburnie and The Corners.....	S. Shurtleff....	$\frac{1}{2}$	12	9 "	67 50
Glenfield and Vennachar.....	H. Snider.....	4	1	9 "	30 00
Glen Millar and Trenton.....	T. H. Sweetman	3 $\frac{1}{2}$	6	9 "	105 00
Glen Ross and C. O. Railway Stn.	C. Hoard.....	60 rods.	6	9 "	22 50
Glenvale and Sharpton.....	S. Swain.....	4	2	9 "	53 01
Godfrey and Reynoldston.....	C. W. Reynolds.	7	2	9 "	40 30
Gooderham and Hadlington.....	J. J. Hadley....	11	1	9 "	67 50
Gooderham and Railway Station.....	E. A. Gould.....	$\frac{1}{2}$	12	9 "	46 80
Gooderman and Urso.....	S. Kettle.....	6	1	9 "	26 25
Gospord and Napanee.....	F. Spencer and A. McWain....	19 $\frac{3}{4}$	3	9 "	146 25
Grenadier Island and Poole's Re- sort	D. E. Williams..	1 $\frac{1}{2}$	6 & 3	9 "	67 50
Grafton and Railway Station.....	S. Howard.....	1	7	9 "	63 75
Guerin and C. P. Railway Station.....	S. Murphy.....	2	3	9 "	56 25
Gull Creek and Tamworth.....	A. McKim.....	8 $\frac{1}{2}$	2	9 "	48 75
Gunter and St. Oia Railway Stn.	D. Trumble.....	6 $\frac{1}{2}$	6	9 "	168 75
Haliburton and Railway Station.....	J. Adams ..	$\frac{1}{4}$	12	9 "	45 00
Haliburton and Wicksteed.....	D. H. Anderson	10	1	9 "	41 25
Halloway and Railway Station.....	E. Rose.....	1154 yds	12	9 "	93 60
Hall's Glen and Lakefield.....	D. Madill.....	13 $\frac{3}{4}$	3	9 "	158 66
Hall's Lake and Minden.....	J. Faulkner....	18	2	9 "	157 50
Harcourt and Kennaway.....	W. Scott.....	7	1	9 "	39 00
Harcourt and Railway Station (I. B. & O).....	D. Davis.....	20 rods	6	9 "	30 00
Harrowsmith and Sydenham.....	E. R. Marten....	4	6	9 "	36 00
Hartsmere and Hermon	J. Bremner....	10 $\frac{1}{2}$	2	9 "	81 36
Hastings and Railway Station.....	T. J. O'Neill....	$\frac{1}{4}$	6	9 "	37 50
Havelock and Oak Lake.....	S. Hubble.....	16	2	9 "	90 00
Havelock and Railway Station.....	D. D. Hogg.....	265 yds.	18	9 "	63 75
Havelock Transfers.....	P. G. Cromer....		9	"	35 25
Hiawatha and Peterboro.....	W. H. Cowie....	13 $\frac{1}{2}$	2	9 "	93 75
Highland Grove and Railway Stn.	J. F. McMillan.	200 yds.	6	9 "	37 50
Hillier and Railway Station.....	W. W. Poste....	$\frac{1}{2}$	24	9 "	90 00
Hillier and Rosehall	R. H. Pettingall	2 $\frac{1}{2}$	3	9 "	88 11
Hoard's Station and Railway Stn.	L. M. Sharpe....	20 rods.	6	3 " (from Jan. 1, '07)	6 25
Indian River and C.P.R. Station.....	J. Duff.....	1 $\frac{1}{8}$	12	9 "	56 25
Ingle and Roblin.....	J. Crawford.....	4	2	9 "	37 50
Irondale and Railway Station.....	P. A. Barr.....	$\frac{1}{2}$	12	9 "	46 95
Ivanhoe and Railway Station.....	L. W. Seeley....	3	12	9 "	135 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ivy Lea and Lansdowne.....	M. H. McNeil..	4	3 & 6	9 mos.	72 75
Ivy Lea and Summer Resorts ...	do ..	2½	6	3 " and 15 days (to Oct. 15, '06)....	33 50
Jellyby and Railway Strtion.....	W. Fitzgerald ..	300 yds.	3	9 " ..	37 50
Jermyn and Lang.	M. Carter	4	6	9 " ..	82 50
Jones' Falls and Morton	M. Mutchmore..	3	3 & 6	9 " ..	59 25
Keene and Railway Station.....	R. McIntyre....	1½	12	9 " ..	37 50
Kingston Letter Carrier Service...	Kingston, Ports- mouth & Cata- raqui Elec. Ry. Co.			9 " ..	100 00
Kingston and Newburgh.....	C. H. Finkle ...	27	6	9 " ..	300 00
Kingston and Perth Road	W. Silver.....	18	6	9 " ..	337 50
Kingston, Portsmouth, &c.....	T. C. Wilson ...	2½	12	9 " ..	120 00
Kingston and Street Letter Boxes..	B. McConville..			9 " ..	616 50
Kingston and Sydenham.....	E. R. Martin....	18½	6	9 " ..	198 23
Kingston and Westport.....	F. T. Stafford & W. J. Wing..	47	6	9 " ..	531 00
Kingston and Willetsholme.....	H. M. Wenborn..	16½	3	9 " ..	300 00
Kingston Station and G.T. Junction	J. P. Hanley ...	2	26	9 " ..	27 00
Kinmount and Mount Irwin.	T. Peacock	7	2	9 " ..	60 75
Lakefield and Lakehurst ...	A. G. Shearer... 19	3	9 " ..	180 00	
Lakefield and Railway Station.....	J. M. Bygott.... ½	18	9 " ..	76 12	
Lakefield and Young's Point	P. A. Kearney.. 5½	6	6 " & 16 dys. (from Sept. 15, '06)..	144 43	
Lake Opinicon and Perth Road...	C. Babcock..... 10	3	9 " ..	112 50	
L'Amable and Bronson Station.....	J. R. Tait..... 1½	6	9 " ..	75 00	
Lang and Railway Station.....	A. Esson..... 1	12	9 " ..	70 20	
Lansdowne and Melcombe.....	E. E. Landon... 4	2	9 " ..	78 00	
Lansdowne and Rockfield.....	B. Warren..... 7	6 & 3	9 " ..	165 00	
Lansdowne and Railway Station...	T. E. Keating... ½	6	9 " ..	46 80	
Lansdowne and Sand Bay.....	E. Patience.... 11½	3	9 " ..	114 12	
Latimer and Woolf's Corners	M. E. Traves... 1	3	9 " ..	46 85	
Lavant Station and Plevna	J. W. King..... 17	3	9 " ..	142 50	
Leinster and Overton	J. Schamehorn.. 6	3	9 " ..	66 00	
Leland and Oates.....	J. Buck..... 4½	2	9 " ..	48 75	
Lillies and Lyn.	A. Booth..... 3	3	7 dys. (from Mch. 25, '07)	1 94	
Lime Lake and Marlbank.....	H. Fitchett.... 4	3	9 months ..	52 50	
Loehlin and Railway Station.....	G. W. James.... ½	12	9 " ..	30 09	
Long Lake and Mountain Grove	I. M. Smith..... 8	3	9 " ..	84 36	
Lyn and Railway Station (B. & W.)	P. F. Clow..... ½	18	9 " ..	67 50	
Lyn and Railway Station (G.T.)...	W. A. McLean.. 1	6	9 " ..	41 25	
Lyndhurst, Morton and Ry. Stn...	R. Brownbridge. 2¾ & 3½	12 & 6	9 " ..	70 87	
McIntosh Mills and Mallorytown..	R. Leader, jr... 14	6	9 " ..	243 75	
McKenzie Lake and Madawaska St.	J. Payne	14	1	3 " (to Sept. 30, '06).	18 25
do do	J. Carswell.... 14	1	6 " from "	47 00	
McLean and Parham.....	H. Vanvolken- burg.....	8½	2	9 " ..	66 75
Madoc and Queensboro.....	E. Groves..... 8	6	9 " ..	225 00	
Madoc and Railway Station (C.O.)	G. Alcombrack.. 7	12	6 " (to Dec. 31, '06).	147 50	
do do	G. Barnum..... 7	12	3 " from do	46 95	
Madoc and Railway Station (C.P.)	J. Henderson... 6½	7	9 " ..	221 25	
Madoc and Railway Station (G.T.)	C. Caverly..... ½	24	6 " (to Dec. 31, '06).	62 50	
do do	W. J. Atkins... ½	24	3 " from "	31 25	

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mallorytown and Poole's Resort...	W. E. Williams.	5	6 & 3	9 months.....	108 00
Mallorytown and Rockport.....	A. Dickey, jr....	12½	6	9 "	238 98
Mallorytown and Sherwood Spring.	W. A. Empey ..	7	3	9 "	61 32
Malone and Railway Station	W. D. Nickle...	3¾	6	9 "	60 00
Manhard and Clarke's Crossing....	W. H. Smith....	130 rds.	3	7 " & 10 dys. (to Feb. 10, '07).....	24 56
do do	T. Goodison....	130 rds.	3	1 " & 18 dys. (from Feb. 10, '07)...	5 44
Maple Lake and Minden	J. Barry	22½	2	9 "	195 00
Maple Lake and West Guilford ..	N. Barnum....	3	2	9 "	48 75
Marmora and Ry. Junction (C.O.)..	R. A. M'Williams	4	12	9 "	105 00
Marmora and Railway Station....	do	2½	12	9 "	4 68
Marmora and Shanick	M. Sheridan....	9	2	9 "	60 06
Marmora and Stirling	W. Hulin	16	6	9 "	251 87
Maynooth and Bancroft Ry. Station	W. J. Fitzgerald	15½	6	9 "	288 36
Millbridge and Railway Station....	C. Donaldson ..	1½	6	9 "	71 25
Minden and Railway Station	T. Stinson & Sons	7½	12	3 " (to Sept. 30, '06).	51 48
do do	W. R. Wilson...	7½	12	6 " from "	102 96
Minto and Sine	C. G. Reid	3	3	9 "	52 50
Moir and West Huntingdon Railway Station	S. Clapsaddle...	5	6	9 "	108 00
Moneymore and Roslin	J. W. Burley ..	5½	1	9 "	29 25
Morven and Napanee	N. Unger	5	6	9 "	114 42
Mountain Grove and Ry. Station ..	A. McDonald....	100 yds.	12	9 "	18 93
Mountain View and Rossmore	C. Clark	6	6	9 "	225 00
Mount Julian and Burleigh Road..	P. Kennedy	3	3	Season 1906-07.....	36 10
Murray and Railway Station	H. A. Boyce	1	24	9 months	138 75
Napanee and Street Letter Boxes.	R. A. Leonard ..	1½	18	9 "	56 25
Napanee and Switzerville.....	P. E. R. Miller.	6	3	9 "	72 00
Naphan and Poucher's Mills	J. D. Naphan....	12½	2	9 "	54 09
Newbliss and Irish Creek Station..	G. Pepper	5	6	9 "	148 50
Newboro and Ry. Station (B. & W.)	J. H. Butler....	½	24	9 "	74 61
New Dublin and Bellamy's Station..	J. Horton	3½	3	9 "	96 88
Norwood and Railway Station	D. Foster	½	20	9 "	258 06
Norwood, Warkworth and Hastings Ry. Station	C. McDonnell ..	16 & 6	6	9 "	345 00
Odessa and Railway Station	S. W. Clark	5	12	9 "	195 00
Ormsby and Railway Station	J. McKenzie	½	12	4 " (to Oct. 31, '06)	20 00
Ormsby and Thanet	W. McKillican ..	5	2	9 "	29 25
Parkhouse and Railway Station	J. B. Labarge ..	½	3	9 "	11 25
Parma and The Pines	W. E. Buck	6	3	9 "	73 86
Perth and Westport	J. F. Mulville ..	23	2	9 "	142 50
Peterboro and Ry. Stations (C. P. and G. T.).....	A. Reid	½ & ¼	92	9 " and extra trips.	554 25
Peterboro and Street Letter Boxes.	A. Kingscote....	.....	12	9 "	186 74
Peterboro and Warsaw	J. Crowe	16	6	9 "	198 75
Petworth and Yarker	J. C. Wallace....	4	6	9 "	112 50
Phillipston and Poucher's Mills ..	W. H. Sills	5	3	9 "	63 75
Philipsville and Elgin Station	H. A. Laforty ..	2 & 5½	12	9 "	168 75
Pictou and Primyer	J. Williams	15	6	9 "	356 25
Pictou and Railway Station (C. O.)	C. Way	4½	24	6 " (to Dec. 31, '06)	50 24
do do	O. C. Hubbs	5½	24	3 " from "	62 50
Pictou and Solmesville	J. I. Thompson.	18	6	9 "	215 00
Pictou and South Bay	P. McCrimmon ..	19½	6	9 "	296 25
Pictou and Street Letter Boxes....	W. V. Pettet....	1	12	9 "	58 62

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Picton, West Lake and West Point	A. Mills.....	10 & 8 m. & 50 rds.	3 & 6	9 months	187 50
Plevna and Clarendon Station.	W. J. Hickey...	22	3	6 " (to Dec. 31, '06).	133 00
do do	H. Martin.....	22	3	3 " from " ..	67 50
Point Traverse and South Bay.	F. Bougard.....	8	3	9 "	90 00
Portland and Crosby Ry. Station.	W. G. Singleton.	5	6	9 "	125 25
Portland and Smith's Falls	G. W. Cannon...	18	6	9 "	446 25
Preneveau and Rylston.	W. Hoard	8 m. & 400 ft.	3	9 "	93 43
Pusey and Railway Station.	J. Shea.....		6	9 "	37 50
Read and Shannouville.	P. Brennan.....	13 $\frac{3}{4}$	6	9 "	200 61
Roblin and West Plain.	A. Sedore	3	2	9 "	18 75
St. Lawrence and Wolfe Island	S. D. Woodman.	14	2	9 "	131 25
Sharbot Lake and Railway Station.	H. J. Thomson.	$\frac{1}{4}$	14	9 "	109 60
Sharbot Lake and Zealand	do	5 $\frac{1}{2}$	2	9 "	56 00
Sidney Crossing and G. T. Ry. Stn.	W. R. Vander- voort	1	6	9 "	56 25
Simcoe Island and Wolfe Island	T. Busch.....	3 $\frac{1}{2}$	1	9 "	39 00
Soperton, B. W. and N. W. Ry. Stn.	S. W. Stafford..	$\frac{7}{8}$	6	9 "	37 50
Springville and Frazerville Ry. Stn.	D. V. Trew.....	3	6	9 "	75 00
Stirling and Railway Station.	J. G. Richards..	$\frac{1}{4}$	18	9 "	70 20
Stirling, Ry. Station and Letter Box	do	$\frac{1}{4}$	6	9 "	11 70
Toledo and Forthton Station	G. Pepper.....	10	6	9 "	183 00
Tory Hill and Railway Station.	J. H. Anderson.	10 rds.	12	9 "	37 50
Trenton and Railway Station.	J. E. Rathbun..	$\frac{1}{4}$	36	9 "	163 90
Trenton and Wooler	J. W. McColl...	9	6	9 "	225 00
Tuftsville and Madoc Junction	S. Tufts	$\frac{1}{15}$	6	9 "	18 00
Tweed and Railway Station.	O. C. Frost.....	320 yds.	26	9 "	168 66
Umfraville and Turiff Railway Stn.	J. McCabe.....	4	3	9 "	87 75
Villers and Railway Station.	J. Hastie.....	2	6	9 "	92 25
Wellington and Railway Station.	G. Pettingill...	$\frac{1}{4}$	24	9 "	56 70
Wellman's Corners and Railway Stn.	T. Hubble	2	6	9 "	112 50
West Huntingdon and Railway Stn.	A. Adams	1 $\frac{1}{4}$	6	9 "	37 50
Westport and Railway Stn. (B. & W.)	J. H. Whelan...	1	24	9 "	102 00
Westport and Railway Stn. (K. & P.)	F. C. Knapp.....	20	3	9 "	201 00
Westwood and Railway Station.	J. Doherty	2 $\frac{1}{2}$	6	9 "	106 68
Wilbur and Railway Station.	R. Richardson..	10 yds.	6	8 "	7 50
Total.					\$35,954 30
Less amount withdrawn from Guarantee Fund.					68 34
					\$35,885 96

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, made within the Fiscal Year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberdeen and Durham ...	T. Elvidge.....	13½	3	9 months	117 00
Abingdon and Winona	I. A. Furry.....	17	6	6 " (to Dec. 31, '06)	235 00
do do	J. A. Bissell ...	17	6	3 " from "	125 00
Acton and Crewson's Corners.....	W. Lambert.....	3½	3	9 "	84 36
Ahmie Harbour and Dunchurch ...	J. Legrow.....	4	6	Part of season 1906	45 15
Ahmie Lake and Spence.....	R. Veitch.....	103½	2	9 months.....	78 18
Air Line Junction and Railway Stn	H. Bartz.....	1	6	9 "	56 25
Alderdale and Powassan	P. R. Owens.....	6	2	9 "	75 00
Algoma Mills and Railway Station.	G. C. McGuire...	1	7	9 " and extra trips..	96 26
Allanburg and Railway Station.....	J. Middaugh...	12	9	"	112 50
Allandale and Holly.....	W. Bloxham.....	3	6	9 "	105 00
Allandale and Painswick.....	E. A. Averill...	3½	6	9 "	93 75
Allandale and Railway Station.....	F. Adams.....	36	9	"	112 50
Allensville and Catching Post.....	M. McNicol.....	12	9	"	117 36
Alliston and Elmgrove.....	J. H. Johnston..	11½	6	9 "	139 00
Alliston and Railway Station	J. J. Holland...	12	24	9 "	65 52
Alliston and Rosemont	do	9	6	9 "	176 04
Alliston Letter Boxes and Postal Car.....	do		12	9 "	23 40
Aloa, Snelgrove and Railway Stn..	W. Gaubill.....	3½	6	9 "	150 00
Alport and Bracebridge.....	H. F. Bickmore..	4	3	9 "	56 25
Alsace and Nipissing.....	J. Gerber, sr....	7	3	9 "	70 50
Alfeldt and Railway Station.....	H. Zeigler.....	14	6	9 "	74 88
Alton and Railway Station.....	T. Vanwyck.....	12	9	"	86 25
Amaranth Station and Railway Stn	J. S. Lacon.....	4	6	9 "	60 60
Amber and Milliken Railway Stn..	G. A. Prentice...	12½	6	9 "	217 50
Amigari and Railway Station.....	A. B. Hurrell...	9	12 & 18	9 "	71 36
Ancaster and Hamilton	D. Morrison.....	7	12	9 "	258 00
Angus and Baxter	W. Pearce.....	7½	3	9 "	105 00
Angus and Railway Station.....	H. L. Tarbush...	9	24	9 "	36 00
Ansonia and Thessalon.....	A. Brandon.....	8	1	9 "	36 75
Anten Mills and Catching Post.....	J. McLaughlin..	1½	6	9 "	30 00
Antioch and Grassmere	S. Bloss.....	10	1	9 "	60 00
Appleby and Railway Station.....	M. C. Prescott..	4½	6	9 "	63 75
Appleby Corner and Warren	J. L. Lamarche..	7	2	9 "	75 00
Apto and Phelston Railway Stn....	J. O'Neill.....	6	6	9 "	150 00
Ariel and Catching Post.....	J. Dean.....	4½	6	9 "	15 00
Arnott and Railway Station.....	J. Murray.....	2½	12	9 "	44 46
Arthur and Metz.....	D. Smith.....	6	2	9 "	63 75
Arthur and Monck.....	W. R. Brock.....	13	3	9 "	135 00
Arthur and Mount View	W. Jackson.....	8	1	9 "	30 00
Ash and Railway Station.....	T. Horn.....	1½	6	9 "	36 00
Ashgrove and Georgetown.....	C. Mitchell.....	4	6	9 "	120 00
Ashley and Railway Station.....	G. Fallis.....	11	3	9 "	37 44
Atha and Stouffville.....	J. Storry.....	14	6	9 "	137 73
Atherley and Railway Station.....	E. Lanigan.....	1½	36	9 "	76 68
Athlone and Tottenham	E. P. Skelly.....	18	6	9 "	216 75
Attercliffe Station and Railway Stn	J. Sundry.....	1	12	9 "	90 08
Aurora and Railway Station	W. Winter.....	4	24	9 "	90 00
Aurora and Vandorf.....	A. G. Snider...	8	6	9 "	241 25
Avening and Railway Station.....	E. A. Pringle...	2½	12	9 "	90 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Axe Lake and Sprucedale.....	J. McPherson ..	10½	2	9 months ..	118 50
Ayton and Hampden.....	H. Byers.....	7¼	3	9 " ..	105 30
Ayton and Nenagh.....	J. Edwards.....	5	2	9 " ..	39 00
Ayton and Railway Station.....	W. Kenna.....	5½	18	9 " ..	64 29
Azilda and Railway Station..	O. Ranger.....	200 yds.	6	9 " ..	93 75
Bala and Glen Orchard.....	N. Orchard.....	8½	1	Part of season 1906.....	63 75
Bala and Gravenhurst.....	A. Jackson.....	16	6	" ..	247 45
Bala and Sahantien.....	L. Sahantien.....	9	1	9 months ..	39 00
Balaclava and Owen Sound.....	K. McEachern.....	15½	3	9 " ..	187 50
Baldwin and Railway Station.....	L. Grylls.....	12 & 24	9	9 " ..	160 40
Ballantrae and Railway Station.....	W. H. Jones.....	12 & 24	9	9 " ..	76 94
Ballinafad and Georgetown.....	F. W. Betts.....	6	6	9 " ..	187 50
Balmy Beach and Lee Avenue.....	M. L. Smith.....	½	12	9 " ..	56 25
Balsam Grove and Fenelon Falls.....	J. Copp.....	6	2	9 " ..	67 50
Balsam Lake and Glenora.....	G. Richman.....	4½	2	9 " ..	54 00
Banda and Glencairn Railway Sta'n	H. Middlebrook.....	2½	6	9 " ..	111 36
Barclay and Strond.....	G. Barclay.....	6	3	9 " ..	93 75
Bardville and Falkenburg Station.....	R. Goltz.....	6½	2	Part of season 1906.....	45 00
Barkway and Washago.....	F. Plewis.....	21	3	9 months ..	225 00
Barnesdale and Falding.....	J. M. Hatherley.....	13	3	Season 1906-7.....	187 50
Barnesdale and Moon Falls.....	J. Crawford.....	14	1	3 trips.....	9 00
do do.....	D. Sweet.....	14	1	29 " ..	79 75
Barrie and Hillsdale.....	W. J. Shanahan.....	16	6	9 months ..	222 75
Barrie and Midhurst.....	J. W. Cook.....	5	6	9 " ..	135 00
Barrie and Railway Station.....	E. Sevigny.....	10 rods	73	9 " ..	121 03
Barrie and Street Letter Boxes.....	W. Armstrong.....	5	18	9 " ..	145 80
Barrie Island and Gore Bay.....	J. Jeffkins.....	12	1	9 " ..	60 60
Bar River and Railway Crossing.....	J. W. Collings.....	¼	3	9 " ..	27 00
Batteau and Railway Station.....	M. S. Jackson.....	16	12	9 " ..	70 20
Baysville and Bracebridge.....	J. Rowe.....	16	6	9 " ..	226 50
Baysville and Dorset.....	H. R. Smith.....	17½	6	9 " ..	284 25
Baysville and Newholm.....	D. Ferguson.....	9	2	9 " ..	60 00
Beamsville and Tintern.....	P. Hoffman, jr.....	8	6	9 " ..	303 75
Bear Cave and Rosseau.....	H. Bishton.....	9½	1	9 " ..	35 61
Beavendale and Markdale.....	T. Brett.....	10	3	9 " ..	108 75
Beaverton and Railway Station.....	G. H. Williamson.....	½	24	9 " ..	72 75
Beeton and Railway Station.....	W. C. McCutcheon.....	3	24	9 " ..	176 25
Belfountain and Railway Station ..	W. Ramsay.....	1½	12	9 " ..	101 25
Bell Ewart and Lefroy Railway Station.....	R. Colgan.....	1	12	9 " ..	93 60
Bellingham and Grassett.....	W. Watson.....	3¾	1	8 " (from Aug. 1, '06)	13 36
Bellingham and Ironbridge.....	D. Bell.....	11	1	9 " ..	75 00
Belwood and Craigsholme.....	E. Hanna.....	2	3	9 " ..	56 25
Belwood and Dracon.....	C. Campbell.....	14½	2	9 " ..	54 00
Belwood and Railway Station.....	J. Hanna.....	10	12	9 " ..	37 44
Bent River and Utterson.....	N. Hanes.....	14½	3	2 " (to Aug. 31, '06).	28 56
do do.....	O. B. Prosser.....	14½	3	7 " from " ..	164 70
Berkeley and Glascott.....	R. English.....	6	2	9 " ..	75 00
Berkeley and Harkaway.....	A. Clarke.....	9½	2	9 " ..	82 50
Berkeley and Railway Station.....	E. Sargent.....	10	12	9 " ..	70 18
Berriedale and Catching Post.....	F. M. Harvie.....	3	3	9 " ..	23 40
Berthaville and Verner.....	A. Legendre.....	7	1	9 " ..	37 50
Bethany and Railway Station.....	G. Price.....	1½	12	3 " (to Sept. 30, '06).	17 50
do do.....	J. Hadden.....	1½	12	6 " from " ..	41 50
Bexley and Head Lake.....	S. J. Ryan.....	10	3	9 " ..	136 50
Bexley and Kirkfield.....	F. R. J. McKague.....	10½	6	9 " ..	371 25
Binbrook and Glanford Ry. Stn.....	J. Harrison.....	5	6	9 " ..	152 10
Binkham and Erin.....	G. McAlister.....	4½	2	9 " ..	51 75
Biscotasing and Railway Station.....	J. C. T. Armstrong.....	300 ft.	12	9 " ..	45 00

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Black Bank and Lisle Railway Stn.	A. Duffin.....	83 ² / ₂	6	9 months.....	243 75
Black Creek and Railway Station..	C. H. Jenks....	4	12	9 "	30 00
Blackstock and Purple Hill.....	M. Hambly.....	4	2	6 " (to Dec. 31, '06)..	26 26
do do	W. Bartley.....	4	2	3 " from " ..	12 00
Blackwater and Leyton	G. Hall.....	4	3	9 "	71 25
Blackwater and Railway Station..	J. Allin.....	50 ft.	24	9 "	46 80
Bleazard Valley and Chelmsford...	E. Tyne.....	9	6	9 "	224 25
Bleazard Valley and Hamner.....	L. Menard.....	8 ¹ / ₂	3	4 " (to Oct. 31, '06)..	78 00
do do	do	8 ¹ / ₂	6	5 " from " ..	187 50
Blind River and Railway Station..	F. D. Pepin.....	4	12	9 "	166 40
Bobcaygeon and King's Wharf.....	J. O'Leary.....	10	2	9 "	78 00
Bobcaygeon and Railway Station..	R. Garlick.....	4	12	4 " (to Oct. 31, '06) .	31 04
do do	do	4	18	5 " from " ..	41 45
Bobcaygeon and Red Rock.....	M. Thomas.....	6	2	9 "	56 25
Bognor and Woodford.....	T. McArthur.....	6	2	9 "	187 50
Bolton, Castlederg & Mount Wolfe.	R. Cronin.....	5 ¹ / ₂ —11 ¹ / ₂	3—6	9 "	213 75
Bolton and Railway Station.....	T. D. Elliott.....	4	24	9 "	21 00
Boothville and Proton Station.....	J. G. Marshall...	10 ¹ / ₂	3	6 " (to Dec. 31, '06) .	59 50
do do	W. Marshall.....	10 ¹ / ₂	3	3 " from " ..	49 75
Bourdeau and Whitehall.....	C. White.....	5	2	3 " and 6 days (to Oct. 6, '06) ..	12 65
do do	W. H. Rhamey..	5	2	5 " and 25 dys. (from Oct. 6, '06) ..	23 34
Bowling Green and Laurel Ry. Stn.	A. Dodds.....	5 ¹ / ₂	6	6 " (to Dec. 31, '06) .	105 00
do do	R. H. Edgar.....	5 ¹ / ₂	6	3 " from " ..	52 50
Bowmanville and Caesarea	D. E. Gifford....	44 ¹ / ₂	6	9 "	393 75
Bowmanville and Courtice.....	C. W. Lent.....	4 ¹ / ₂	6	9 "	93 42
Bowmanville and Railway Station..	W. G. Glover....	11 ¹ / ₂	12	9 "	52 50
Bowmanville and Tyrone.....	W. H. Moore.....	7	6	9 "	150 00
Boyle and Fenwick	W. H. Smith.....	2 ¹ / ₂	6	9 "	76 25
Bracebridge and Fraserburg.....	W. H. Stonehouse	12	2	9 "	112 50
Bracebridge and Muskoka Falls ..	A. R. Cameron....	3	3	9 "	82 50
Bracebridge and Milford Bay.....	W. Porter.....	16	1	3 " (from Jan. 1, '07)	27 50
Bracebridge and Point Kaye.....	W. A. Pooler.....	21 ¹ / ₂	2	Season 1906-07.....	59 16
Bracebridge and Railway Station..	R. P. Perry.....	4	37	9 months	159 30
Bracebridge and Wharf	F. Damasa.....	4	12	Part of season 1906.....	39 90
Bracebridge and Ziska	J. Killen.....	6	2	"	43 60
Brackenrig and Port Carling.....	C. H. Davidson..	4	3	"	33 50
Bracondale and Bloor Street Branch P.O.	T. Mounce.....	11 ¹ / ₂	12	6 months (to Dec. 31, '06)	50 00
Bracondale and Wychwood Park ..	C. Webb.....	13 ¹ / ₂	12	9 "	37 50
Bradford and Newton Robinson...	C. Melbourne....	9	6	9 "	273 75
Bradford and Railway Station.....	do	1	24	9 "	56 25
Brae Lake and South River.....	W. L. Taylor.....	9	1	9 "	33 75
Brampton and Huttonsville.....	M. O. Hyatt.....	4	6	9 "	150 00
Brampton and Railway Station.....	T. Thaburn.....	3 ¹ / ₂	12	9 "	99 50
Brechin and Dalrymple	E. Vickers.....	9	3	9 "	198 75
Brechin and Railway Station.....	J. Koster.....	1	24	9 "	150 00
Brechin and Udney	do	5 ¹ / ₂	6	9 "	131 25
Brennan Harbour and Spanish.....	Nipissing Lum-ber Co.	24 ¹ / ₂	6	9 "	0 72
Brentwood and Railway Station..	S. C. Warner.....	12	12	9 "	45 00
Bridgeburg and Railway Station..	D. L. Hawkinson	4	36	1 " (to July 31, '06)..	18 75
do do	do	4	42	8 " from " ..	174 99
Bridgeburg—Transfer of Mails	do	4	8	" (from Aug. 1, '06)	62 40
Bridgeburg and Coningsby.....	A. Peavoy.....	4 ¹ / ₂	3	9 "	93 75
Britainville and Long Bay	G. Moore.....	5	2	9 "	37 50
Bronte and Railway Station.....	J. S. MacDonald	14	12	9 "	79 80
Brookfield Station and Railway Stn.	M. Topp.....	1 ¹ / ₂	6	9 "	37 50
Brookholm and Shouldice.....	T. Skinner.....	7 ¹ / ₂	2	9 "	108 75
Brooklin and Railway Station.....	J. Pile.....	1 ¹ / ₂	18	9 "	84 51

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Brougham and Markham	H. Bennett	26 $\frac{1}{4}$	6	9 months	300 00
Brougham and Whitby	J. Scott	12	3	9 "	255 00
Brownhill and Railway Station	J. Merchant	$\frac{1}{4}$	6	1 " (to July 31, '06)	5 50
do do	do	$\frac{1}{4}$	12	8 " from "	39 20
Bruce Mines and Cloudslee	N. McEwen	5	1	9 "	39 00
Bruce Mines and Railway Station	Bruce Mines and Algoma Ry. Co. . . .	2	12 & 14	9 "	122 91
Brunswick and Railway Station	L. C. Patterson . . .	$\frac{1}{8}$	6	9 "	60 00
Buller and Kinnmount	J. Gillespie	8	1	9 "	41 25
Burketon Station and Enfield	T. Thorn	4 $\frac{1}{2}$	6	9 "	112 50
Burketon Station and Railway Stn. . . .	J. Burr	$\frac{1}{2}$	12	9 "	56 25
Burk's Falls and Doe Lake	T. H. Marshall	9 $\frac{3}{4}$	3	9 "	84 00
Burk's Falls and Dunchurch	R. A. Creasor	29	6	Season 1906-07	361 50
Burk's Falls and Railway Station	F. W. Sieveright . . .	1	36	3 months and 15 days (to Oct. 15, '06)	169 26
do do	R. H. Menzies	1	36	5 months and 16 days (from Oct. 15, '06)	255 98
Burlington and Port Nelson	W. Bamford	11 $\frac{1}{2}$	6	9 months	67 50
Burlington and Radial Railway Stn. . . .	H. Bray	$\frac{1}{2}$	12	9 "	45 00
Burnaby and Railway Station	W. A. Kinnard	2	6	9 "	65 76
Burnside and Uthoff	J. Shelswell	8	2	9 "	67 50
Burnt River and Railway Station	S. Suddaby	$\frac{1}{2}$	12	9 "	46 80
Bury's Green and Railway Station	Y. Smith	2 $\frac{1}{2}$	2	9 "	33 75
Byng Inlet North and French River	A. Germain	24	2	Season 1906-07	163 20
Byng Inlet North and Parry Sound	F. Montgomery	66	2	" "	345 10
Cache Bay and Field	L. G. Parent	13	2	9 months	150 00.
Cache Bay and Railway Station	E. D. Jessup	700 yds.	24	9 "	112 50
Cache Bay and Veuve River	M. Steep	6	2	9 "	60 00
Caistorville and Canfield	J. Harkins	8	6	9 "	135 00
Calderwood and Railway Station	M. Calder	3	3	9 "	60 06
Caldwell and Caledon	W. J. Brown	5 $\frac{1}{2}$	6	9 "	117 45
Caledon and Railway Station	W. J. Brown	$\frac{1}{2}$	24	9 "	55 08
Caledon East and Railway Station	J. W. Phillips	500 yds.	6	9 "	30 00
Caledonia and Empire	J. W. McMillan	16 $\frac{3}{4}$	6	9 "	303 18
Callender and Railway Station	G. L. Bailey	$\frac{1}{2}$	24	9 "	150 00
Callender and Wisawasa	T. Whyte	2 $\frac{1}{2}$	6	9 "	82 50
Cambray and Lindsay	C. F. Alger	10 $\frac{3}{4}$	6	3 " (to Sept. 30, '06)	62 86
do do	F. Wood	10 $\frac{3}{4}$	6	6 " from "	172 00
Cameron and Railway Station	P. Northcott	$\frac{1}{2}$	12	3 "	56 25
Camilla and Granger	W. Allen	6 $\frac{1}{2}$	3	9 "	71 25
Camilla and Whittington	W. McBride	4 $\frac{1}{2}$	3	9 "	56 25
Campania and Railway Station	H. Patten	6	2	9 "	78 78
Campbellcroft and Railway Station	A. Smith	70 ft.	6	9 "	30 60
Campbellville and Railway Station	M. Beattie	$\frac{1}{8}$	6	9 "	45 00
Camperdown and Catching Post	J. Barclay	4 rods	12	9 "	27 27
Canfield, Darling Road and Warner	J. G. Cline	6 & 2 $\frac{1}{2}$	6 & 3	9 "	205 38
Cannington and Derryville	L. Ferron	4 $\frac{1}{2}$	6	24 dys. (from Mar. 8, '07)	20 00
Cannington and Railway Station	J. H. Francis	$\frac{1}{2}$	24	9 months	93 75
Cannington and Sutton West	J. Doyle	20	6	8 months and 7 days to March 7, 1907, and 3 months wages for ter- mination of contract	536 66
Cape Rich and Meaford	W. Flood	14	2	9 "	105 00
Carden and Dalrymple	P. McCarthy	5	2	9 "	46 86
Carlton West and Railway Station	W. Ford	$\frac{1}{4}$	24	9 "	97 50
Carluke and Hamilton	G. Morton	13 $\frac{1}{2}$	6	9 "	402 00
Carrville and Railway Station	M. Harrison	3 $\frac{1}{2}$	6	9 "	132 91
Cartier and Railway Station	L. MacMillan	$\frac{1}{2}$	12	9 "	75 00
Cashtown and Creemore	J. Cotton	2	6	9 "	75 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Castlemore and Kleinburg Station..	J. Cairns.....	14	6	9 months.....	187 50
Cataract and Railway Station.....	A. H. VanWyck	$\frac{1}{2}$	12	9 "	56 25
Cedar Dale and Railway Station...	H. Robins		37	9 "	97 68
Cedarville and Mount Forest....	C. Robinson....	11&21	6	9 "	332 99
Chantler and Catching Post..	E. S. Keenan...	200 ft.	6	9 "	18 75
Chapleau and Railway Station.....	P. A. Mulligan..	$\frac{1}{2}$	14	9 "	118 11
Chatsworth and Chesley.	W. E. Dobie....	24	3	9 "	318 75
Chatsworth and Desboro.....	J. Wilcox.	10	3	9 "	131 25
Chatsworth and Durham ...	E. H. Foster....	20	6	3 " (to Sept. 30, '06).	162 50
do do	J. Ceasear.....	20	6	6 " from " ..	325 00
Chatsworth and Railway Station..	G. J. Blyth....	$\frac{1}{2}$	24	9 "	154 44
Chatsworth and Walters Falls.	J. T. Walters....	12 $\frac{1}{2}$	6	6 " (to Dec. 31, '06)..	177 50
do do	A. Abercrombie.	12 $\frac{1}{2}$	6	3 " from " ..	100 00
Chelnesford and Railway Station..	S. Irwin.....	$\frac{1}{2}$	14	9 "	218 73
Cheltenham, Campbells Cross and Railway Station.....	R. Kee.....	$\frac{1}{2}$ &21	12&6	9 "	318 00
Cheltenham and Railway Station..	P. Ferguson....	$\frac{1}{2}$	6	9 "	35 25
Chippawa and Niagara Falls....	C. D. Corsoli...	6&4	12	2 " (to Aug. 31, '06).	79 16
do do	International Ry Co.....	5	6	1 " (to Sept. 30, '06).	16 66
Christian Island and Lafontaine..	J. L. King.	8	2	9 "	150 00
Churchill and Railway Station....	E. H. Sloan....	2 $\frac{1}{2}$	12	2 "	164 31
Churchville and Railway Station..	T. A. Fogarty...	$\frac{1}{2}$	6	8 " (to Feb. 28, '07)..	53 33
do do	H. Kerney.....	$\frac{1}{2}$	6	1 " from " ..	8 33
Claremont and Railway Station....	R. Besse.....	$\frac{3}{4}$	12	9 "	117 00
Clarke and Kendal.	J. Pethick	6&8	6	9 "	213 00
Clarke and Newtonville Railway Station.....	W. Rutherford..	4	12	9 "	187 20
Clarksburg and Duncan.	A. J. Howard....	10	6	9 "	300 00
Clarksburg and Railway Station...	R. Best.	1 $\frac{1}{2}$	24	9 "	234 75
Clarksburg and Redwing.....	I. Thompson....	13 $\frac{1}{2}$	6	9 "	292 50
Clarkson and Railway Station....	E. M. Clarkson..	$\frac{1}{2}$	12	9 "	47 50
Clavering and Railway Station....	M. Perkins.....	$\frac{1}{2}$	12	9 "	45 45
Clear Lake and Uffington.....	A. Taplin.....	16 $\frac{1}{2}$	3	9 "	182 25
Clyde and Leslie Railway Station..	E. McNichol....	1 $\frac{1}{2}$	6	9 "	90 93
Coboconk and Fenelon Falls.....	F. C. Fielding..	16	6	9 "	446 25
Coboconk and Norland.....	R. J. Woodstock	5	6	9 "	176 25
Cockburn Island and Thessalon....	R. C. Reid.....	25	1	Season 1906-07.....	150 00
Coldwater and Lovering.....	W. H. Lovering	6	3	9 months.....	117 00
Coldwater and Moonstone.....	G. Barr.....	6	3	9 "	130 50
Coldwater and Railway Station....	S. D. Eplett....	1	24	9 "	107 64
Coleman and Railway Station.....	J. McCulloch...	1	24	9 "	149 25
Collingwood and Gibraltar.....	H. & J. McLean	12 $\frac{1}{2}$	3	9 "	176 25
Collingwood and Railway Station..	G. Gray.....	$\frac{1}{2}$	36	3 " (to Sept. 30, '06).	79 16
do do	J. S. Duncan....	$\frac{1}{2}$	42	6 " from " ..	175 00
Collingwood Street Letter Boxes..	R. Ware.....	3 $\frac{1}{2}$	18	9 "	105 00
Collins Inlet and Killarney.....	C. W. Pitt.....	18 $\frac{1}{2}$	2	9 "	167 25
Colwell and Railway Station.....	O. S. Rowe.....	$\frac{3}{4}$	12	9 "	60 84
Commanda and Restoule	J. Atchison....	10	2	9 "	86 25
Concord and Thornhill Railway Station	J. L. McDonald.	$\frac{1}{2}$	12	9 "	117 00
Connor, Palgrave and Railway Station	W. Lavery.....	12-13 $\frac{3}{4}$	36&12	9 "	284 25
Cookstown and Railway Station....	H. Coleman....	$\frac{1}{4}$	24	9 "	112 32
Cooksville and Railway Station....	C. F. Colwell...	1	18	9 "	135 00
Copetown and Orkney.....	A. P. Thompson	3	6	9 "	150 00
Copper Cliff and Railway Station..	R. A. Waite....	1	12&14	9 "	102 41
Copper Cliff and Sudbury.....	R. H. Carmichael	5	6	9 "	127 50
Corbetton and Railway Station....	G. L. Thompson	30 rods.	6	9 "	25 50
Corwhin and Railway Station.....	N. D. Fetter....	10	6	3 " (to Sept. 30, '06)	71 25
do do	T. Priest.....	10	6	6 " from " ..	167 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Coulson and Orillia	A. Leitch.	16	6	9 months.	435 75
Craigie Lea and Gregory.	T. Waters.	5	1 & 2	9 "	44 00
Craigie Lea and Wharf.	do		6	Part of season 1906.	15 90
Craigleith and Railway Station.	A. Fleming.		6	9 months	36 00
Crawford and Elmwood.	J. Teasdale.	9	3	9 "	114 75
Credit Forks and Railway Station.	G. G. Smith.	$\frac{1}{4}$	12	9 "	54 98
Creemore and Lavender.	R. M. Lackie.	13	6	9 "	330 00
Creemore and Railway Station.	J. A. Akitt.	$\frac{1}{4}$	24	9 "	70 20
Creighton Mine and Railway Stn.	W. G. McKinley.	250 yds.	6	9 "	23 40
Creswell and Catching Post.	J. M. Johnston.	$\frac{1}{16}$	12	7 " & 24 days (to Feb. 24, '07)	32 63
Creswell and Manilla Junction Stn.	do	$\frac{3}{4}$	12	1 " & 4 d. from "	9 72
Creswell and Salem Corners.	N. Sinclair.	$2\frac{1}{2}$	3	9 "	45 00
Crieff and Puslinch.	D. McDonald.	3	3	9 "	75 00
Crossland and Phelpsston.	M. Langman.	19	3	9 "	213 75
Crowland and Welland.	H. L. Pratt.	4	3	1 " (to July 31, '06)	9 75
do do	do	4	3	8 " from "	83 30
Cruikshank and Shallow Lake.	D. Cameron.	$3\frac{1}{2}$	3	9 "	56 25
Crystal Beach and Railway Station.	E. A. Buck.	$1\frac{1}{4}$	12	Part of season 1906	21 60
Crystal Beach and Wharf.	do		12	"	18 75
Cutler and Railway Station.	N. N. Wright.		12	3 mos. (to Sept. 30, '06)	39 00
do do	A. M. Shackleton.	$\frac{1}{2}$	12 & 14	6 " from "	105 33
Dam Creek and Railway Station.	J. O. Driscoll.	75 yds.	3	9 "	15 00
Darlington and Railway Station.	J. Langmaid.	$1\frac{1}{4}$	12	9 "	67 50
Dartmoor and Sebright.	S. Hill.	4	3	9 "	60 00
Davenport and Fairbank.	A. Rayner.	$2\frac{1}{2}$	6	2 " (to Aug. 31, '06)	
do do	A. Watt.	$2\frac{1}{2}$	6	7 " (and arrears).	49 99
Davenport and Railway Station.	W. Rowntree.	50 yds.	12	9 " (from Aug. 31, '06)	87 50
Dean Lake and Iron Bridge.	W. J. Beharriell.	8	2	9 "	37 50
Dean Lake and Railway Station.	W. Rowan.	500 ft.	12	9 "	75 00
Deerhurst and Gilford.	R. Baynes.	$4\frac{1}{2}$	6	9 "	136 50
Deer Park and North Toronto Branch P.O.	J. V. Spears.	1	6	9 "	56 25
De Grassi Point and Lefroy.	H. P. Nesbitt.	$1\frac{1}{4}$	12	Part of season 1906	42 00
Depot Harbour and Railway Stn.	J. K. Meredith.	100 yds.	12	9 months	37 50
Derby Mills and Owen Sound Road.	R. Robertson.	$\frac{1}{4}$	3	9 "	18 00
Desbarats and Railway Station.	J. P. Quinn.	200 yds.	12	9 "	60 60
Desboro and Dobbinton.	G. Tough.	$19\frac{1}{4}$	3	9 "	175 50
Dillon Port and Parry Sound.	A. Thompson.	22	1	2 " and 6 days (from Jan. 26, '07).	31 59
Dillon Port and Shebeshekong.	M. Miner.	8	2	6 " and 25 days (to March 25, '07).	42 70
Don and Toronto.	J. C. White.	8	6	9 "	228 00
Dongola and Kinmount.	J. L. Davis.	$5\frac{1}{2}$	2	9 "	56 25
Dorion and Quimet.	M. Peacock.	6	2	9 "	97 50
Dovercourt and Railway Station.	J. A. Hopkins.	$1\frac{1}{4}$	6	9 "	75 00
Downeyville and Omamee.	C. Downey.	$5\frac{1}{2}$	6	9 "	225 00
Downsview and Railway Station.	P. Boake.	$\frac{1}{3}$	6	9 "	74 99
Dromore and Holstein.	P. Sterne.	9	6	9 "	225 00
Dromore and Thistle.	W. W. Ramage.	$4\frac{1}{2}$	3	9 "	56 25
Drunquinn and Milton West.	J. Curry.	18	6	9 "	225 00
Dunbarton and Toronto.	H. Wood.	$19\frac{1}{2}$	6	9 "	387 50
Dunchurch and Parry Sound.	R. A. Creasor.	28	3	9 "	225 00
Dunchurch and Whitestone.	J. E. Cox.	$11\frac{1}{2}$	3	9 "	112 50
Dundalk and Hopeville.	J. H. Scott.	9	6	9 "	172 50
Dundalk and Kingscote.	T. Morris.	$13\frac{1}{10}$	3	9 "	164 37
Dundalk and McIntyre.	M. McIntyre.	$13\frac{1}{2}$	6	9 "	246 75
Dundalk and Railway Station.	T. Hanbury.	$\frac{1}{8}$	24	9 "	93 60

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dundas and Sheffield.....	G. W. Hendrie	14	6	9 months.....	318 75
Dunn's Valley and Ophir.....	A. Cooper.....	7	1	9 "	39 00
Dunnville and Railway Station.....	J. J. McGraw.....	7 ¹ / ₄	24	9 "	140 40
Dunnville and Wellandport.....	L. Durham.....	12	6	9 "	227 25
Dunsford and Pleasant Point.....	C. Hore.....	4 ¹ / ₂	6	9 "	150 60
Dunsford and Railway Station.....	W. Gordon.....	4 ¹ / ₂	12	9 "	58 68
Duntroon and Maxwell.....	W. Scott.....	14	6	9 "	279 75
Duntroon and Railway Station.....	M. M. Russell.....	1 ¹ / ₂	24	9 "	234 00
Durham and Railway Station (C.P.).....	W. W. Trimble.....	14 ¹ / ₂	6	9 "	351 75
Durham and Railway Station (G.T.).....	W. Walpole.....	4 ¹ / ₂	24	9 "	140 85
Durham and Walkerton.....	W. Caldwell.....	16 ¹ / ₂	6	9 "	300 00
Eagle Lake and Sundridge.....	T. Towle.....	7	2	9 "	56 25
Earncliffe and Rosemont.....	E. Bradley.....	5 ¹ / ₂	6	9 "	150 00
Ebordale and Markdale.....	T. H. Smith.....	12 ¹ / ₂	3	9 "	187 50
Echo Bay and Railway Station.....	D. Robertson.....	6	6 & 12	9 "	61 50
Echo Bay and Sylvan Valley.....	S. R. Haldenby.....	6 ¹ / ₂	2	9 "	82 50
Eden Mills and Guelph.....	W. Woods.....	16	6	9 "	262 50
Edgar and Hawkestone Railway Station.....	T. W. Montgomery.....	12	6	9 "	225 00
Edgeley and Thornhill Railway Station.....	R. Sowden.....	2	12	9 "	146 25
Egbert and Catching Post.....	G. Hopkins.....	3	6	9 "	67 50
Elcho and Smithville.....	E. Hartnett.....	10	3	9 "	93 00
Elder and Mono Centre.....	T. Giles.....	4 ¹ / ₂	2	9 "	45 00
Elder's Mills and Railway Station.....	G. T. Elder.....	4 ¹ / ₂	6	9 "	45 00
Elia and Railway Station.....	J. Daniels.....	3	6	9 "	67 50
Elizabethville and Port Hope.....	J. F. Beatty.....	32	6	9 "	349 50
Elmbank and Malton.....	J. Harrison.....	20	6	9 "	284 49
Elmvale and Gibson.....	J. P. Dean.....	9	3	9 "	112 50
Elmvale and Railway Station.....	C. Nixon.....	1 ¹ / ₂	18	9 "	74 61
Emberson and Huntsville.....	G. T. Young.....	10	2	9 "	117 00
Emery and Railway Station.....	J. Watson.....	4 ¹ / ₂	6	8 "	75 00
Emsdale and Railway Station.....	F. W. Brooks.....	1 ¹ / ₂	12	9 "	55 00
Ennis and Loretto.....	A. W. Burke.....	3 ¹ / ₂	2	9 "	37 50
Ennismore and Frankhill.....	C. Lowes.....	6	1	9 "	52 50
Epping and Meaford.....	S. R. Hawkins.....	17 ¹ / ₂	6	6 " (to Dec. 31, '06).	255 00
do.....	R. Onia.....	17 ¹ / ₂	6	3 " from "	152 50
Erin and Guelph.....	J. Gibson.....	20	6	5 " (to Nov. 30, '06).	158 33
do.....	W. H. Carton.....	20	6	4 " from "	126 66
Erin and Railway Station.....	I. M. Teeter.....	1	12	3 " (to Sept. 30, '06).	20 00
do.....	W. Chisholm.....	1	12	6 " from "	46 80
Espanola and Webbwood Railway Station.....	Spanish River Pulp Co.....	8	7	9 "	112 50
Excelsior and Kagawong.....	H. L. Corbier.....	10	1	9 "	58 50
Fairbairn and Fenelon Falls.....	T. E. Tiers.....	8	2	9 "	67 50
Fairholme and Lorimer Lake.....	W. C. Ferris.....	7	2	9 "	65 61
Fair Valley and Warminster.....	J. Thornton.....	4	3	9 "	75 00
Falding and Otter Lake Railway Station.....	M. Rankin.....	1 ¹ / ₂	12	9 "	234 00
Falkenburg Station and Port Carling.....	A. Ennis.....	16 ¹ / ₂	6	Season 1906-07.....	180 79
Falkenburg Station and Railway Station.....	W. Naismith.....	1 ¹ / ₂	3	9 months.....	29 24
Falkenburg Station and Windermere.....	D. Fife.....	17 ¹ / ₂	3	9 "	225 00
Fawkhams and Washago Railway Station.....	A. B. McDonell.....	3 ¹ / ₂	6	9 "	81 90

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fenelon Falls and Railway Station	H. Brooks.....	$\frac{1}{2}$	18	9 months.....	66 68
Fenwick and Railway Station	A. Rice.....	$\frac{1}{2}$	12	9 " ".....	58 50
Fenwick and River Bend	J. Chambers.....	$\frac{5}{8}$	6	9 " ".....	206 25
Fenwick and St. John's West	J. A. McQueen.....	9	6	9 " ".....	206 25
Fenwick and Welland	J. C. Ball.....	$10\frac{1}{2}$	6	8 " (to Feb. 28, '07).	191 51
do do	do	$11\frac{1}{2}$	6	1 " from " ".....	54 16
Fergus and Living Spring	W. Marshall.....	6	2	9 " ".....	56 25
Fern Glen and Railway Station	H. Tebby.....	$1\frac{1}{2}$	3	9 " ".....	52 65
Fesserton and Railway Station	R. Jancowski.....	$\frac{3}{4}$	24	9 " ".....	84 24
Fetherston and Parry Harbour	M. A. Peake.....	2	3	9 " ".....	75 00
Feverham and Flesherston	J. Sample.....	12	6	9 " ".....	164 25
Feverham and Lady Bank	G. Myers.....	5	2	9 " ".....	48 00
Fingerboard and Sonya	R. Moase.....	$2\frac{1}{2}$	3	9 " ".....	63 75
Fleetwood and Franklin	J. Shea.....	2	6	9 " ".....	75 00
Flesherton, Kimberley and Vandeleur	J. Weber.....	$10\frac{1}{2}$ & $6\frac{1}{2}$	6	9 " ".....	522 75
Flesherton and Railway Station	W. W. Trimble.....	$1\frac{1}{2}$	24	9 " ".....	111 75
Fort Erie and Railway Station	H. Plato.....	$1\frac{1}{2}$	36	1 " (to July 31, '06)..	41 66
do do	do	$1\frac{1}{2}$	42	8 " from " ".....	388 88
Foxmead and Railway Station	W. Black.....	$1\frac{1}{4}$	6	9 " ".....	45 00
Frankonia and Railway Station	R. C. Graves.....	$\frac{7}{8}$	6	9 " ".....	187 20
Franklin and Railway Station	H. E. Tripp & Son	100 ft.	12	9 " ".....	52 50
Freelton and Hamilton	D. Wheeler.....	$14\frac{3}{4}$	6	9 " ".....	134 25
Freelton and Mountsberg	J. Mount.....	$3\frac{1}{2}$	6	9 " ".....	127 50
Freeman and Railway Station	E. B. Freeman..	$1\frac{1}{8}$	30	9 " ".....	93 60
Galt and Sheffield	J. Ramchisel.....	6	6	9 " ".....	121 50
Gamebridge and Railway Station	D. McBain.....	$1\frac{1}{2}$	12	9 " ".....	75 00
Garden River and Railway Station	A. W. Cunningham	$1\frac{1}{2}$	6 & 7	9 " ".....	127 00
Garry Owen and Owen Sound	J. T. Godfrey.....	10	3	9 " ".....	147 00
Gas Line and Catching Post	E. Michener.....	$\frac{3}{4}$	6	9 " ".....	60 00
Georgetown and Glen Williams	L. Lewis.....	2	12	9 " ".....	114 00
Georgetown and Railway Station	W. Hall.....	$\frac{1}{2}$	18	9 " ".....	112 50
Georgina Island and Virginia	C. Big-Canoe.....	4	2	9 " ".....	30 00
Germania and Uffington Road	J. E. Rosgar.....	$2\frac{1}{2}$	6	9 " ".....	81 25
Gertrude Mine and Railway Station	J. T. O'Connor..	150 yds.	6	9 " ".....	54 00
Gilchrist and Shanty Bay	H. Gilchrist.....	4	6	9 " ".....	138 33
Gilford and Railway Station	J. A. Blain.....	$\frac{1}{8}$	24	9 " ".....	46 80
Glamorgan and Millbrook	A. Hanna.....	6	2	9 " ".....	93 75
Glandine and Railway Station	J. Woolcott.....	2	3	2 " (to Aug. 31, '06).	27 00
Glanford Station and Railway Stn.	H. Clark.....	$\frac{1}{2}$	6	9 " ".....	51 48
Glenarm and Woodville	S. Dumond.....	22	6	9 " ".....	318 75
Glencairn and Railway Station	S. Stephens.....	$\frac{1}{4}$	6	9 " ".....	45 00
Gleneden and Mount Forest	R. Clark.....	5	3	9 " ".....	75 00
Glen Huron and Railway Station	J. R. Hamilton..	$1\frac{1}{2}$	6	9 " ".....	105 00
Glenila and Maple Island	W. McAmmond.....	5	1	9 " ".....	48 75
Glen Major and Myrtle	C. Hartle.....	7	6	9 " ".....	140 25
Glen Orchard and Stanley Brae	N. Orchard.....	8	3	Season 1906-07.....	70 00
Glen Orchard and Whiteside	do	$1\frac{1}{2}$	3	Part of season 1906.....	23 10
Glenville and Newmarket	T. Somerville.....	$3\frac{1}{2}$	6	9 months.....	90 00
Goldenburgh and Sowerby	J. McCulloch.....	6	1	4 " (to Oct. 31, '06)..	34 66
do do	R. Hendry.....	6	1	5 " from " ".....	31 50
Goodwood and Railway Station	J. Hakney.....	$\frac{1}{2}$	12	9 " ".....	30 00
Gordon Lake and Leeburn	N. Morrison.....	7	1	9 " ".....	48 75
Gordon Lake and Railway Station	J. W. Alderson..	10	3	9 " ".....	172 05
Gore Bay and Ice Lake	R. Brett.....	7	2	Part of season 1906.....	45 00
Gore Bay and Kagawong	W. Cosby.....	12	3	Part of season 1906-07.....	75 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Gore Bay, Meldrum Bay and Silver Water.....	W. Kemp.....	51 & 35	2	3 months (to Sept. 30, '06)	125 00
do do.....	W. Priddle.....	51 & 35	2	6 " from " "	350 00
Gore Bay and Poplar.....	M. McArthur.....	11	2	9 " " "	117 00
Gore Bay and Providence Bay.....	J. Mastin.....	29½	2	9 " " "	225 00
Gore Bay and Spanish Railway Stn.....	J. Purvis.....	24 & 33	6 & 3	Part of season 1906-07...	529 00
Goring and Rocklyn.....	R. H. Williamson.....	4	3	9 months.....	52 50
Gornley and Unionville.....	R. Campbell.....	22½	6	9 " " "	232 50
Goulais Bay and Sault Ste. Marie.....	A. McAuley.....	26½	1	9 " " "	300 00
Grand Valley and Peepabun.....	R. Dickson.....	3½	2	9 " " "	30 00
Grand Valley and Railway Station.....	J. & F. Sargent.....	1	24	9 " " "	89 84
Grand Valley and Wexley.....	R. Boyle.....	13½	3	9 " " "	183 00
Granite Hill and Mandeville.....	A. McLaren.....	5	1	9 " " "	18 75
Grassie and Kimbo.....	W. Newnham.....	4½	3	9 " " "	67 50
Grassie and Railway Station.....	J. O. Moore.....	1½	6	9 " " "	60 00
Gravenhurst and Railway Station.....	W. H. Johns.....	3½	36	9 " " "	176 04
Gravenhurst and Southwood.....	E. McAlpine.....	11	1	9 " " "	78 00
Gravenhurst and Uffington.....	J. Crozier.....	11	3	9 " " "	187 50
Gravenhurst and Walker's Point.....	H. Bradley.....	14	1	Part of season 1906-07...	37 50
Gravenhurst and West Gravenhurst.....	J. Groh.....	2	6	9 months.....	93 75
Gravenhurst and Wharf.....	I. Passmore.....	1½	12	Part of season 1906.....	48 06
Greenbank and Blackwater Junction.....	S. Dusty.....	5½	6	9 months.....	101 25
Green Bay and Sheguindah.....	L. W. Ferguson.....	7	2	9 " " "	53 01
Green River and Railway Station.....	M. R. Hoover.....	1½	12	9 " " "	106 25
Grenfel and Railway Station.....	E. J. Tracey.....	2½	2	9 " " "	58 50
Grimsby Park and Ry. Station.....	E. A. Chawn.....	4	24	Part of season 1906.....	32 00
Guelph and Hamilton.....	J. Foster.....	31½	6	9 months.....	525 00
Guelph and Shiloh.....	G. H. Oakes.....	15½	3	9 " " "	221 25
Guelph and Street Letter Boxes.....	W. Reed.....	5	13	9 " " "	121 20
Guthrie and Oro Railway Station.....	W. Mitchell.....	3½	6	9 " " "	123 75
Hamilton and Hunter Street Station.....	Canadian Transfer Co.....	1½	48	9 " " "	168 48
Hamilton and Kilbride.....	W. Small.....	15½	6	9 " " "	147 75
Hamilton and King Street Station.....	Canadian Transfer Co.....	1½	12	9 " " "	37 50
Hamilton Conveyance of Letter Carriers.....	Hamilton Street Railway Co.....			9 " " "	693 00
Hamilton Conveyance of Letter Carriers.....	Canadian Transfer Co.....			Special service.....	32 00
Hamilton and Street Letter Boxes.....	W. Wilkinson.....			1 month (to July 31, '06)	125 00
do do.....	G. Pitlock.....			8 " from " "	1,333 33
Hamilton and Mount Hamilton.....	W. J. Winn.....	1½	6	3 " (from Jan 1, '07).	6 25
Hamilton-Special Xmas. Delivery.....	Canadian Transfer Co.....				37 25
Hamilton Beach and Radial Railway Station.....	J. Hughes.....	1½	12 & 3	9 months.....	40 05
Hamlet and Severn Bridge.....	N. Bennett.....	6½	2 & 6	9 " " "	56 25
Hampshire Mills and Orillia.....	C. Baird.....	10½	6	9 " " "	235 50
Hampton and Solina.....	B. G. Stevens.....	2½	6	9 " " "	71 25
Hanover and Letter Box.....	W. Wendorf.....	240 yds.	24	9 " " "	18 75
Hanover and Mulock.....	do.....	11	3	9 " " "	122 85
Hanover and Railway Station.....	do.....	½	18	9 " " "	67 50
Harrisburg and Troy.....	A. Misener.....	4	6	9 " " "	104 00
Hatherton and Maxwell.....	M. Scilley.....	4½	2	9 " " "	45 00
Hawkestone and Railway Station.....	T. Linton.....	1¼	6	9 " " "	35 10
Hekkla and Rosseau.....	A. V. Helgason.....	6	1	9 " " "	38 00
do.....	G. Grenke.....	6	1	1 trip.....	1 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hereward and Belwood Railway Stn	E. Hanna.	4 $\frac{1}{2}$	6	9 months	84 75
Heron Bay and Railway Station...	D. Cameron	12	9	"	56 25
Hewitt and Railway Station.	C. Hewitt	6	9	"	33 75
Highfield and Catching Post.	D. Love.	6	1	" (to July 31, '06).	5 08
do do	J. Smith.	6	8	" from "	44 86
Hillsburgh and Railway Station...	J. Carmichael.	6	9	"	60 00
Hillsdale and Hobart	C. E. Smith	7	3	9 "	150 00
Hillsdale and Mount St. Louis.	J. Coulson.	4	3	9 "	56 25
Himsworth and Powassan.	D. Hanrahan.	6	1	9 "	45 00
Hindon Hill and Peterson's Corners	D. Taylor	5 $\frac{1}{2}$	1	9 "	39 00
Hoath Head and Owen Sound.	J. Fisher.	7	2	9 "	67 50
Hockley and Mono Centre.	A. Beatty.	11	6	9 "	295 50
Hogg and Lindenwood.	G. Shaw.	3 $\frac{1}{2}$	1	8 " (from Aug. 1, '06)	26 66
Holland Centre and Railway Stn.	R. C. Price.	24	9	"	92 25
Holland Landing and Railway Stn.	W. Luck.	24	9	"	112 32
Holstein and Orchard.	J. Mark.	4	6	9 "	112 50
Holstein and Railway Station	A. Doupe.	24	9	"	97 50
Honeywood and Railway Station	J. Grummett.	12	6	9 "	205 50
Honora and Little Current.	D. Hay.	13	2	9 "	105 00
Honora and Rockville.	J. Spry.	9	1	9 "	26 25
Hotham and Nipissing.	J. Steele.	6	2	9 "	75 00
Humber and Warren.	T. Dixon.	6	2	2 " & 24 days (from Jan. 8, '07)...	23 05
Humber and Weston.	P. Harris.	8	6	9 "	165 75
Humber and Swansea Railway Stn.	J. McConnell.	1	12	9 "	112 50
Humberstone and Railway Station.	A. J. Barth	$\frac{1}{2}$	24	9 "	103 26
Humberstone and Street Letter Box	do	333 yds.	24	9 "	22 50
Huntsville, Dwight and Fox Point.	Huntsville Lake of Bays & Lake Simcoe Co.	20 $\frac{1}{2}$	6 & 3	9 "	300 00
Huntsville and Portage.	do	10	3 & 6	9 "	75 00
Huntsville and Railway Station.	J. D. Thomas.	36	36	9 "	247 50
Huntsville and Ravenscliffe.	W. Clarke.	5 $\frac{1}{2}$	2	9 "	56 25
Ilfracombe and Novar.	F. C. Taylor.	8	3	6 " (to Dec. 31, '06).	75 00
do do	W. Campbell.	3	3	3 " from "	71 00
Inglewood and Railway Station.	J. M. Scott.	$\frac{1}{2}$	12	9 "	58 50
Inholmes and Orrville.	S. Higgins.	19	2	9 "	157 50
Irish Lake and Priceville.	T. E. Sullivan.	7 $\frac{1}{2}$	2	9 "	63 00
Iron Bridge and Skibo.	A. Fraser.	5	2	9 "	56 04
Isbester and Catching Post.	L. Garnett.	150 ft.	6	9 "	0 75
Islington and Railway Station.	E. S. Mason.	$\frac{1}{2}$	6	9 "	70 20
Ivy and Thornton Station.	W. Reid.	5	6	9 "	150 00
Jackfish and Railway Station.	P. A. Nicol.	$\frac{1}{2}$	12	9 "	37 50
Jackson and Owen Sound	W. Caswell.	6	6	9 "	141 00
Jackson's Point and Railway Stn.	W. Morton.	2	12	Part of season 1906.	46 78
James Bay Junction and Railway Station	S. G. Vance.	25 yds.	12	9 mos.	23 46
Janetville and Pontypool.	W. Foster	29	6	9 "	285 00
Jarlsburg and Railway Station	J. Nelson.	$\frac{1}{2}$	12	9 "	82 50
Jerseyville and Railway Station.	G. W. Bishop.	$\frac{1}{2}$	6	9 "	32 61
Jocelyn and Outlook	P. Mansfield.	4	2	5 " & 12 days (from Oct. 29, '06)...	25 85
Jocelyn and Richards Landing	S. Henry.	14 $\frac{1}{2}$	2	9 "	94 88
John Island and Cutler Railway Station.	Northrup Lumber Co.	6	37	Part of season 1906-07.	75 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Jordan and Railway Station.....	A. S. Moyer....	1 $\frac{1}{4}$	12	9 mos.....	71 25
Jordan and Vineland.....	do	1 $\frac{1}{2}$	6	9 "	87 75
Jordan Harbour and Jordan Stn....	G. Oliver.....	2 $\frac{1}{2}$	6	9 "	94 91
Juddhaven and Port Carling.....	A. Ennis.....	14	3	Part of season 1906-07...	127 50
Katrine and Orange Valley.....	F. H. White....	6	1	9 mos.....	30 00
Katrine and Railway Station.....	M. A. Mawhin- ney	1 $\frac{1}{2}$	6	6 " (to Dec. 31, '06)..	48 67
do do	J. J. Sutherland	1 $\frac{1}{2}$	6	3 " from " ..	19 25
Katrine Station and Catching Post.	J. W. Sutherland	60 yds.	12	9 mos.....	26 25
Kearney and Railway Station.....	R. McConkey. .	2	18	9 "	104 61
Kearney and Sand Lake.....	J. Hunter	8	2	9 "	97 50
Keldon and Shelburne	W. McBride....	10	3	9 "	150 00
Kells and Powassan	H. Anderson....	9	3	9 "	135 00
Kelso and Christie Siding.....	R. E. Allan	1 $\frac{1}{2}$	6	9 "	45 00
Kemble and Wolselev.....	W. C. Vanstone	5 $\frac{1}{2}$	2	9 "	78 00
Keswick and Roach's Point.....	D. V. Van Nor- man	3	6	9 "	195 00
Kettleby and Railway Station....	C. Shropshire... 1 $\frac{1}{2}$	24	9	9 "	327 60
Kilgorie and Whitfield.....	T. Dorsey	4 $\frac{1}{2}$	2	9 "	45 00
Killarney and Little Current.....	A. McIvor.....	20	3	(Part of season 1906-07).	249 90
Killean and Railway Station.....	I. Ferguson....	1 $\frac{1}{2}$	6	9 months ..	93 60
Kilmanagh and Mono Road Station	M. Stonehouse..	3	3	9 "	51 75
Kilworthy and Catching Post.....	C. Borneman... 200 yds.	6	1	" and 4 days (to Aug. 4, '06)...	2 85
do do	G. A. Lehmann. 200 yds.	6	7	" and 27 dys. (from Aug. 4, '06)...	19 65
Kilworthy and Morrison Lake.....	J. D. Smith....	8	1	9 "	48 75
Kilworthy and Sparrow Lake.....	A. Wiancko....	4 $\frac{1}{2}$	6 & 2	9 "	73 20
King and Railway Station.....	J. McDonald....	1 $\frac{1}{2}$	6	9 "	82 50
King and Strange.....	A. McDonald....	4 $\frac{1}{2}$	6	9 "	174 00
Kinghurst and Mooresburg.....	S. Fenton	5 $\frac{1}{2}$	2	9 "	45 00
Kinmount and Railway Station....	G. Train	1 $\frac{1}{4}$	12	9 "	45 00
Kipling and Verner.....	J. T. Whalen... 9	2	9	9 "	151 86
Kirkfield and Lorneville Railway Station.....	S. Dimond.....	17 $\frac{1}{2}$	6	9 "	446 25
Kirkfield and Rohallion.....	R. Whalen.....	7 $\frac{1}{2}$	2	9 "	60 00
Kirkwall and Rockton.....	J. Harper.....	17 $\frac{1}{2}$	6	9 "	112 50
Kleinburg and Railway Station....	J. Cairns	1 $\frac{1}{2}$	12	9 "	112 50
Knatchbull and Speyside.....	A. McDonald....	9 $\frac{1}{2}$	3	9 "	147 75
Kolapore and Ravenna.....	S. A. Wilson....	5 $\frac{1}{2}$	6	9 "	132 00
Lafontaine and Penetanguishene..	F. Longpré....	8 $\frac{1}{2}$	6	9 "	206 25
Laird and McLennan.....	A. Venn.....	4 $\frac{1}{2}$	2	9 "	58 50
Lake Charles and Oxenden.....	R. R. Tupper... 5	3	9	9 "	85 50
Lambton Mills and Railway Station	O. Lamb.....	1	18	6 " (to Dec. 31, '06).	67 50
do do	J. O'Leary.....	1	18	2 " (to Feb. 28, '07).	39 16
do do	F. Cornish.....	1	18	1 " from " ..	18 75
Landerkin and Town Line Corners.	A. McIntyre....	1 $\frac{1}{2}$	3	6 " (to Dec. 31, '06).	46 80
do do	A. Rimmer.....	1 $\frac{1}{2}$	3	3 " from " ..	23 40
Larchwood and Railway Station....	G. Wright	300 yds.	6	9 "	60 00
Leaside Junction and Railway Stn.	J. H. Lea	300 yds.	12	9 "	9 00
Leaskdale and Railway Station....	W. H. Oliver... 13	6	9	9 "	280 25
Lee Valley and Webbwood.....	A. Edgeley.....	6 $\frac{1}{2}$	3	9 "	113 25
Lefaives Corners and Catching Post	D. W. McNamara.....	1	3	9 "	41 25
Lefroy and Railway Station.....	J. G. Donse....	1 $\frac{1}{2}$	12	9 "	37 44
Lemonville and Stouffville.....	R. Chappell....	16	6	9 "	180 00
Leskard and Newcastle.....	T. W. Jackson.. 10	6	9	9 "	225 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Leskard and New Park.....	R. Miller.....	4	2	9 months.....	45 00
Lewisham and Washago.....	J. Fox.....	24	3	9 ".....	254 16
Lily Lake and Manitowaning.....	E. Norton.....	7	1	9 ".....	37 50
Lindenwood and Presqu' Isle.....	G. Shaw.....	5	1	9 " (to July 31, '06).....	3 33
Lindsay and Railway Station (C.P.)	W. W. Workman.....	1	12 & 18	9 ".....	57 99
do do (G.T.).....	do.....	1	48	9 ".....	168 75
Lindsay and Street Letter Boxes...	P. O'Reilly.....	6	18	9 ".....	193 56
Lindsay and Wharf.....	A. F. Palen.....	1	19	Part of season 1906.....	22 50
Linton and Kleinburg Railway Stn.	H. F. McGuire.....	13	6	9 months.....	336 75
Lisgar and Railway Station (C.P.)	F. Marshall.....	1	6	9 ".....	77 22
Lisle and Railway Station (G.T.)...	R. H. Little.....	1	6	9 ".....	18 75
Little Britain and Railway Station.	D. Yerex.....	2	18	9 ".....	120 00
Little Britain and Valentia.....	D. J. Sharpe.....	5	6	9 ".....	112 50
Little Current and Manitowaning...	W. H. Hurlburt.....	21	6	Part of season 1906-'07.....	252 85
Little Current and Massey Station...	A. McEachern.....	26	3 & 6	9 ".....	286 00
Little Current and Sheguindah.....	W. Caughill.....	8	6	Part of season 1906.....	150 00
Little Rapids and Thessalon.....	C. McPhee.....	4	4	9 months.....	107 25
Livingstone Creek and Thessalon...	A. McKiggan.....	6	3	9 ".....	84 36
Lloydtown and Railway Station...	J. Baird.....	1	12	9 ".....	168 18
Lloydtown and Tuam.....	do.....	4	6	9 ".....	150 00
Lockton and Railway Station.....	W. McElvaney.....	1	6	9 ".....	73 50
Long Branch and Railway Station...	A. R. Buckles.....	12	12	Part of season 1906.....	18 75
Longford Mills and Railway Stn...	A. F. Cooper.....	12	9	9 ".....	45 00
Loring and Trout Creek.....	J. Kyle.....	42	3	9 ".....	450 00
Lorne Park and Railway Station...	A. Shaver.....	12	9	9 ".....	56 25
Lorneville and Railway Station...	M. Cameron.....	24	9	9 ".....	93 60
Lowbanks and B. D. Crossing.....	W. W. Michener.....	6	9	9 ".....	63 75
Lynden and Troy.....	A. Misner.....	3	6	1 month (from March 1, 1907).....	13 00
McFarlane Lake and Sudbury.....	O. Pilon.....	8	2	9 months.....	117 00
McNab and St. Catharines.....	W. Bogardus.....	6	6	9 ".....	131 25
MacLennan and Desbarats Railway Station.....	M. MacLennan.....	5	6	3 " (to Sept. 30, '06).....	65 00
do do.....	A. Christensen.....	5	6	6 " from ".....	149 15
Macville and Railway Station (C.P.)	A. Hope.....	9	6	9 ".....	45 00
Magnetawan and Spence.....	R. Brown.....	7	3	9 ".....	71 25
Malta and Severn Bridge.....	T. Whyte.....	4	2	9 ".....	48 75
Malton and Nortonville.....	W. Rollings.....	22	6	9 ".....	333 75
Manchester and Railway Station...	M. E. Fitchett.....	11	12	9 ".....	75 00
Manilla and Railway Station.....	D. King.....	1	12	9 ".....	91 26
Manitowaning and Providence Bay...	A. Mitchell.....	42	2	9 ".....	450 00
Manitowaning and Wikwemikong...	C. Toulouse.....	6	3	9 ".....	87 75
Manwood and Railway Station.....	I. Wooding.....	1	6	9 ".....	37 50
Manvers Station and Railway Stn...	W. Porter.....	1	6	9 ".....	60 00
Maple and Railway Station.....	R. Rumble.....	12	18	9 ".....	100 86
Maple and Vellore.....	do.....	13	6	9 ".....	181 64
Maple Lane and Yeovil.....	J. Spicer.....	4	3	1 month (from March 1, 1907).....	6 08
Marden and Railway Station.....	A. Doran.....	12	6	1 " (to July 31, '06).....	11 20
do do.....	J. Hurley.....	6	6	8 months from ".....	82 40
Markdale and Railway Station.....	J. W. Rutledge.....	24	1	1 month (to July 31, '06).....	13 00
do do.....	J. C. Shute.....	24	8	8 months from ".....	93 60
Markham and Mount Joy.....	G. W. Rodd.....	12	15	dys. (from Mar. 17, '07).....	3 88
Markham and Railway Station.....	W. Michael.....	24	9	9 months.....	67 50
Markstay and Railway Station.....	N. Roy.....	12	9	".....	112 50
Marksville and Milford Haven.....	J. E. Murphy.....	8	2	6 " (to Dec. 31, '06).....	52 00
do do.....	B. Garside.....	8	2	3 " from ".....	41 60
Marksville and Desbarats Railway Station.....	B. Jondreau.....	9	6	9 ".....	453 93
Marksville and Tenby Bay.....	F. Bolt.....	15	2	9 ".....	172 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Marshville and Wainfleet Railway Station	R. Haymer, jr..	3½	12	9 months.....	146 25
Marsville and Hillsburgh Railway Station	S. Woolner.....	7½	6	6 " (to Dec. 31, '06).	124 40
do do	T. Carruthers....	7½	6	3 " from "	62 20
Massey Station and Railway Stn.	W. N. Bowers....	20 rods.	12	9 "	128 00
Meadowdale and Railway Station.	C. W. Switzer....		12	6 " (to Dec. 31, '06).	75 00
do do	J. H. Whittam....		12	3 " from "	43 75
Meaford and Owen Sound.....	F. Thomson	20	12	9 "	288 75
Meaford and Railway Station.	J. Uland.	1½	24	9 "	75 00
Meaford and Walters Falls	J. Murray	22	3	9 "	216 00
Mecunoma and Rye.....	W. Han'schild.	4	3	9 "	60 00
Melancthon and Catching Post	J. Brown.....	1	12	9 "	74 88
Melville Cross and Railway Station.	H. Scott.....	1	6	9 "	35 19
Merrittton and Railway Station.....	M. A. Schooley.	1	6	10 dys. (from Mar. 22, '07)	0 88
Michipicoten and Grasset's Station.	Speers & Burke.	69	2	Part of season 1906-07....	1,155 00
Midland and Railway Station	R. Barry.	½	4	9 months	234 00
Midland and Penetanguishene Railway Station	A. Robitaille	5	6	9 "	150 00
Midland and Vasey.....	P. Belry.....	10	6	9 "	352 50
Midlothian and Midlothian Wharf.	J. Rousell.....	13½	3	Part of season 1906	16 67
Midlothian and Royston.....	J. Rousell.....	8	2	9 months	60 00
Millbrook and Mount Pleasant	J. J. Hunter.....	8	6	9 "	167 25
Millbrook and Railway Station.....	J. L. Byam.....	10½	36	9 "	168 48
Millington and Railway Station.....	F. Egan.....	3½	3	9 "	55 50
Milton West and Mount Nemo.....	J. C. Colling.....	10½	6	9 "	223 86
Milton West and Railway Station.....	J. A. Davidson....	1½ & 4	12 & 24	9 "	168 75
Mimico and Railway Station	R. H. Skelton	300 yds.	6	9 "	18 69
Mimosa and Orton.....	I. Cawthra	4½	3	9 "	45 00
Mineral Springs and Railway Sta'n	E. J. Sharpe.....	200 ft.	6	9 "	18 75
Minesing and Railway Station.....	A. Ronald, jr....	2	6	9 "	53 82
Minesing and Russellton	S. Elliott.....	6	6	9 "	220 50
Missanabie and Railway Station.....	B. W. Dickison.	50 ft.	12	9 "	56 25
Mond and Victoria Mines	D. McNaughton	2½	6	9 "	72 82
Monetville and Warren.....	C. Cimon.....	36½	3	Part of season 1906-07....	304 50
Mono Centre and Orangeville.....	J. A. Henry.....	24½	6	9 months	468 00
Mono Mills and Mono Road Sta'n.	R. Arlow.....	9	6	9 "	150 00
Mono Road Station and Railway Station	J. P. Judge.....	1½	12	9 "	27 06
Montrose and Port Robinson	L. Furry.....	5	3	9 "	101 25
Moon Falls and Moon River.....	D. Sweet.....	11	3	Part of season 1906.....	27 00
Morley and Woodford.....	I. Johnston.....	7	2	9 months	37 50
Morrisville and Silver Water	J. B. Graham....	5½	1	9 "	29 25
Mortimer's Point and Port Carling.	W. Mortimer....	6½	2	Part of season 1906-7....	30 00
Morton Park and Roachs Point.....	N. Morton.....	1½	12	" 1906	33 75
Mosborough and Railway Station.....	J. O. Clegborn		12	9 months	68 16
Moulton and Dodge Crossing	W. M. Allen.....	1	6	9 "	46 80
Mount Albert and Railway Station	P. Steeper.....		12 & 24	9 "	72 18
Mount Albert and Sharon.....	do	7¼	6	9 "	150 00
Mount Albert and West Franklin.....	J. Brodie.....	2½	6	9 "	75 00
Mount Albion and Rymal Railway Station	J. A. Davis.....	3	6	9 "	90 00
Mount Dennis and Railway Station	F. W. Marshall.	1½	6	9 "	22 50
Mount Horeb and Reaboro.....	W. Elliott.....	5	3	9 "	75 00
Mulgrave and Ridgeway	C. J. Bitner.....	4	3	9 "	58 50
Munro's Siding and Catching Post.	E. C. Fitzgerald.	125 yds.	12	9 "	30 00
Murphy and Railway Station	A. Kirkwood.....	100 yds.	12	9 "	18 72
Myrtle and Myrtle Station.....	C. Hartle.....		6	9 "	37 50
Myrtle and Railway Station.....	T. W. Ross.....		12	9 "	56 25
Myrtle Station and Railway Station	F. Law.....		6	3 " (to Sept. 30, '06).	7 80
do do	J. Beacock.....		6	6 " from "	15 60

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Nairn Centre and Railway Station.	J. B. Hammond	1	12	9 months.....	157 50
Nantye and Catching Post.....	S. Spillet.....	6	9	"	66 64
Naughton and Catching Post.....	L. Bouillon.....	6	9	"	35 54
Nepigon and Railway Station.....	J. J. Barker.....	6	9	"	58 50
Netherby and Railway Station.....	J. Baner.....	6	9	"	60 00
Neustadt and Railway Station.....	A. Dunemann.....	18	9	"	105 30
Newcastle and Orone.....	T. W. Jackson.....	4 1/2	6	9 "	116 25
New Lowell and Railway Station.....	J. A. Mather, jr.....	24	9	"	28 08
Newmarket and Pine Orchard.....	T. Somerville.....	4 1/2	3	9 "	83 25
Newmarket and Railway Station.....	do.....	24	9	"	150 00
Newmarket and Sutton West.....	R. D. Morton.....	22	6	4 " and 15 days (to Nov. 15, '06).....	286 67
do do.....	T. Somerville.....	22	6	1 " and 20 days (to Jan. 5, '07).....	185 50
do do.....	R. D. Morton.....	22	6	2 " and 26 dys. (from Jan. 5, '07).....	252 00
New Toronto and Railway Station.	F. Torbitt.....	1 3/4	12	3 " (to Sept. 30, '06).....	25 00
do do.....	W. Evans.....	1 3/4	12	6 " from "	62 50
Niagara on the Lake and Railway Station.....(C.S.)	J. Healey.....	1 1/4	12	3 " (to Sept. 30, '06).....	15 00
do do.....	A. J. Armstrong.....	1 1/4	12	6 " from "	37 44
do do.....	J. Healey.....	1 1/4	12	Part of season 1906.....	30 00
Niagara on the Lake and St. Catharines.....	J. Cumpson.....	12	6	9 months.....	243 75
do do.....	do.....	12	6	Part of Seasons 1906-07.....	202 50
Niagara Falls and Electric Ry. Stn.	C. D. Corson.....	300 yds.	12	7 mos. (from Sept. 1, '06).....	63 00
Niagara Falls and Niagara Falls, N.Y.....	M. Phemister.....	1/2	6	9 "	63 00
Niagara Falls and Niagara Falls South.....	C. D. Corson.....	2 1/2 & 3 1/4	8 & 12	7 " (from Sept. 1, '06).....	277 08
Niagara Falls and Queenston.....	G. Gray.....	8	6	9 "	292 50
Niagara Falls and Ry. Stn. (C.S.)	M. Phemister.....	1 1/4	12	9 "	39 00
do do.....	do.....	1 1/4	6	Part of season 1906.....	6 50
Niagara Falls and Street Letter Boxes.....	C. D. Corson.....	4 1/2	12	9 months.....	105 00
Nipissing and Powassan.....	H. A. Richardson.....	10	6	9 "	360 00
North Keppel and Owen Sound.....	T. A. Gawley.....	21	6	9 "	487 50
Norval and Railway Station.....	J. Hewson.....	1 1/2	6	9 "	75 00
Notre Dame du Lac and Verner.....	J. Gignere.....	12	1	9 "	79 98
Nottawa and Railway Station.....	D. Currie.....	3 1/4	12	9 "	117 00
Nottawa and Rob Roy.....	T. S. Freethy.....	10	3	3 " (to Sept. 30, '06).....	35 75
do do.....	G. Morphy.....	10	3	6 " from "	80 00
Novar and Railway Station.....	L. Consentine.....	1 1/4	12	9 "	46 80
Novar and Swindon.....	W. Savage.....	5	2	9 "	48 75
Oakville and Trafalgar.....	J. McDermott.....	4	6	9 "	142 50
Oakwood and Railway Station.....	W. A. Walton.....	1 1/2	18	9 "	239 43
Omemece and Railway Station.....	L. E. Hayes.....	1 1/2	24	9 "	149 76
Orangeville and Railway Station.....	J. Henry.....	3 1/2	24	9 "	127 50
Orangeville and Street Letter Boxes	do.....	2	12	9 "	150 00
Orangeville and The Maples.....	W. Dedrick.....	5	2	9 "	66 00
Orillia and Railway Station.....	A. Fraser.....	1 1/2	48	9 "	398 40
Orillia and Rugby.....	N. Gilchrist.....	7	6	9 "	164 25
Orillia and Sebright.....	R. R. Young.....	17 1/2	6	9 "	316 50
Orillia and Street Letter Boxes.....	A. Fraser.....	3	18	9 "	197 25
Oro Station and Railway Station.....	W. Mitchell.....	1 1/2	6	3 " (to Sept. 30, '06).....	10 00
do do.....	D. McArthur.....	1 1/2	6	6 " from "	37 50
Orrville and Railway Station.....	W. White.....	1 1/2	12	9 "	93 60
Orton and Railway Station.....	W. Mooney.....	1 1/2	12	9 "	36 02
Oshawa and Raglan.....	W. R. Derby.....	23	6	9 "	257 25

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Oshawa and Railway Station . . .	Oshawa Ry. Co.	1½	12	9 months	60 00
Oshawa, Street Letter Boxes and South Oshawa	do		13-12	9 "	55 50
O'Sullivan's Corners and Agincourts Railway Station	W. A. Kennedy	14	6	9 "	262 50
Ouinnet and Catching Post	A. E. Holder . . .	100 yds.	6	9 "	37 50
Owen Sound and Ry. Stn. (C.P.) . .	J. D. Stoddart . .	1	24	9 "	141 32
do do (G.T.)	do	½	30	9 "	148 74
Owen Sound and Street Letter Boxes	do	11 & 11½	18	9 "	152 79
Owen Sound and Tara	J. E. Grant . . .	22½	6	9 "	371 25
Oxenden and Warton	A. Hippenstall . .	3	6	9 "	75 00
Palermo and Bronte Railway Stn. .	G. Sargent	3	12	9 "	168 75
Parkersville and Catching Post . . .	P. L. Parker . . .	350 yds.	6	9 "	45 00
Parry Harbour and James Bay Stn. .	C. L. White . . .	¾	18 & 12	9 "	327 87
Parry Sound and Shebeshkong . . .	M. Hamilton . . .	14	1	6 " and 25 days (to Jan. 25, '07) . .	56 94
Pearceley and Sundridge	I. T. Milsap . . .	8	2	9 "	99 00
Pefferlaw and Railway Station . . .	F. W. Cuttle . . .	1	12	24 days (from Mch. 8, '07)	8 34
Pefferlaw and Virginia	J. Lyons	4½	6	" "	11 00
Pefferlaw and Wilfred	J. T. Broad . . .	2	6	" "	10 00
Pelham Union and Tintern	C. E. Cosby . . .	3	3	9 months	45 00
Penetanguishene and Ry. Station . .	I. H. Picotte . . .	1	24	9 "	87 74
Penville and Tottenham	E. M. Wilson . . .	19½	6	9 "	257 25
Pern, Everett Station and Railway Station	E. F. Anderson . .	7½ & 1½	6 & 18	9 "	212 25
Pevensey and Sundridge	W. Whittington . .	8	2	9 "	112 50
Phelpston and Railway Station . . .	R. Shields	1½	6	9 "	31 58
Pickering and Railway Station . . .	W. H. Peak . . .	1½	6	9 "	18 75
Pine and Railway Station	B. B. Bahsen . . .	1	12	9 "	46 95
Pine Grove and Woodbridge	T. G. Elliston . . .	1½	6	9 "	41 25
Pontypool and Railway Station . . .	T. Stanton	1½	18	9 "	71 10
Poplar Dale and Rydal Bank	W. Hill, sr	14½	1	9 "	90 00
Port Cockburn and Maple Lake Station	J. Sword	8	6	Part of season 1906	58 50
Port Cockburn and Trout Lake . . .	R. Lawson	2	3	Part of seasons 1906-07 . .	30 00
Port Colborne and Railway Station .	D. Armstrong . . .	4	42	1 month (to July 31, '06) . .	14 77
do do	do	4	48	8 months from "	135 09
Port Colborne and Street Letter Boxes	do	1	24	9 "	45 00
Port Coldwell and Railway Station .	R. Chisholm . . .	20 ft.	12	9 "	30 00
Port Credit and Railway Station . .	F. J. Hamilton . .	1½	6	9 "	32 76
Port Dalhousie and Railway Station .	H. J. Stanton . . .	1	30	9 "	112 50
Port Hope and Railway Station (G.T.)	Smith Bros.	1	12	9 "	52 50
Port Hope and Midland Ry. Station .	T. Roberts	1	36	9 "	243 75
Port Hope and Street Letter Boxes .	do	2½	13	9 "	81 00
Port Maitland and Railway Station .	J. Siddall	4	6	9 "	180 00
Port Perry and Railway Station . . .	W. Jamieson . . .	1	24	9 "	67 50
Port Perry and Scugog	J. Jackson	7	2	9 "	95 00
Port Perry and Shirley	J. H. Espin	6	2	9 "	71 25
Port Robinson and Railway Station .	W. C. Bennett . . .	1	24	9 "	93 75
Port Severn and Wanbaushene . . .	E. Polkinghorn . .	5	3 & 6	9 "	133 38
Port Sydney and Railway Station . .	J. Quigley	2½	6	9 "	176 04
Port Whitby and Railway Station . .	C. Fox	12	12	" (to Sept. 30, '06)	6 25
do do	T. Appleton	13	12	6 " from "	20 00
Pottageville and 7 Concession Crossing	J. T. Evans	1	6	9 "	93 75
Powassan and Railway Station . . .	A. H. Porter . . .	1	24	9 "	140 40
Powassan and Storie	F. W. Mechefske . .	7½	2	9 "	63 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Power Glen and St. Catharines ...	W. G. Reynolds	4	6	9 months.....	168 75
Powles Corners and Railway Station	W. H. Powles	1	6	9 "	93 60
Priceville and Railway Station....	D. G. McLean..	4	6	9 "	175 50
Priceville and Topcliff	A. MacCuaig..	4	3	9 "	60 00
Primrose and Whitfield.	J. Bailey.	4½	6	9 "	108 75
Prince Albert and Railway Station	J. G. Holman ..	12	9	9 "	60 00
Proton Station and Railway Station	N. McCannel....	24	9	9 "	108 75
Proton Station and Wareham.....	J. Roome.....	9½	3	9 "	117 00
Providence Bay and Spring Bay...	T. Ritchings....	6	1	9 "	30 00
Purlbrook and Uffington.....	J. Crockford....	6	3	9 "	72 00
Puslinch and Railway Station.	J. A. Macdonald	1	12	9 "	32 43
Quays and Railway Station.....	H. W. Taylor ..	200 yds.	6	9 "	18 75
Queenston and Railway Station....	F. A. Sheppard.	1½	12	Part of season 1906..	54 60
Queensville and Ravenshoe	E. Jones	6	6	9 months.....	131 25
Rama Road and Rama Road Crossing	J. Heslin.	1½	6	9 "	60 00
Randall and Catching Post	J. Speck.....	66 yds.	6	9 "	23 40
Ravenshoe and Brownhill Railway Station	H. Glover	8	6	9 "	184 50
Ravensworth and Railway Station.	J. Q. Adams.....	100 yds.	18	9 "	39 36
Reaboro and Railway Station.....	J. Grier	4	12	9 "	52 50
Renforth and Southcote.....	J. Draper	2¼	6	9 "	63 27
Richards Landing and Desbarats Railway Station.....	R. Holmes.....	9	6	9 "	371 25
Ridgemount and Stevensville	J. D. Gilmour ..	3	3	9 "	67 50
Ridgeway and Railway Station....	H. Anthony.....	4	12	1 " (to July 31, '06).	5 66
do do	do	4	24	8 " from "	90 66
River Valley, Verner and Desaulniers	A. Leduc.....	17 & 11	1	7 " (to Jan. 31, '07)..	132 50
River Valley and Verner	do	17	2	2 " (from Feb. 1, '07).	44 01
Riverview and Railway Station....	J. Laing.....	3¾	6	9 "	90 00
Roach's Point and Lefroy Railway Station	R. Colgan	3	6	Part of season 1906	78 00
Robb and Yeovil	T. Bunston.....	2¾	3	9 months.....	46 80
Rock Hill and Seguin Falls.....	D. A. Campbell.	12	3	9 "	150 00
Rockside and Terra Cotta	G. Davidson....	3½	6	9 "	75 00
Rosedene and Silverdale Railway Station.....	B. Moot.....	3	6	9 "	135 00
Rosemont and Shelburne.....	J. J. Hunter....	12	6	9 "	351 00
Rosemont and Sheldon.....	J. J. Anderson..	3¾	6	9 "	109 95
Rosseau and Maple Lake Station...	J. Harvie.....	13½	6	9 "	292 50
Rosseau and Rosseau Falls	P. Mutchener-backer.	4	3	Part of season 1906-07...	27 00
Rosseau and Shannon Hall.....	A. Grenkie.....	8½	1	9 months	58 50
Rosseau and Stanley House.....	W. B. Maclean..	8	1	Part of season 1906-07...	45 00
Rosseau and West Grove.....	M. E. West	5½	1	9 months.....	30 00
Rossport and Railway Station.....	J. A. Nicol.....	50 yds.	12	9 "	37 50
Roundwood and Sault Ste. Marie..	M. Doyle.....	7	1	9 "	39 00
Ruskview and Terra Nova.....	W. R. Campbell	2¾	3	9 "	50 00
St. Anns and Railway Station.....	J. M. Snyder....	4	12	9 "	37 50
St. Anns and Smithville Railway Station.....	G. F. Fraser.....	3	6	6 " (to Dec. 31, '06)..	50 00
do do	A. W. Teeter....	3	6	3 " from "	25 00
St. Anns and Welland Port.....	W. Cavers.....	6	12	9 "	261 75
St. Catharines and Railway Station	D. Walker.....	1	30	9 "	228 14
St. Catharines and Street Letter Boxes	M. Ireson	15	1-2-4	9 "	176 25

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts
St. Charles and Warren.....	L. Levert.....	15	3	Part of season 1906.....	114 00
St. Davids and Railway Station..	J. J. Doyle.....	1	12	"	58 50
St. Patrick and Catching Post.....	O. Pelow.....	$\frac{1}{2}$	3	9 months.....	35 10
Sadowa and Sebright.....	H. Matheson.....	$5\frac{1}{2}$	2	9 ".....	45 45
Sanford and Uxbridge.....	B. W. Harwood.....	9	6	9 ".....	204 75
Sandhill and Mono Road Railway Station.....	J. White.....	$21\frac{1}{2}$	6	9 ".....	78 00
Sault Ste. Marie and Railway Stn..	W. Hussey.....	$14\frac{1}{2}$	6	9 ".....	58 50
Sault Ste. Marie and Wharf.....	W. Hale.....	$\frac{1}{2}$	2	Part of season 1906.....	26 00
Sault Ste. Marie and Railway Station..... (C.P.)	".....	$\frac{1}{2}$	26	9 months.....	356 20
Sault Ste. Marie and Sault Ste. Marie, West.....	W. Hussey.....	$\frac{1}{2}$	6	9 ".....	117 00
Sault Ste. Marie and Street Letter Boxes.....	do.....	$11\frac{1}{2}$	6	9 ".....	131 91
Sault Ste. Marie and Tarentorus...	D. McLeod.....	5	2	1 " (from Mar. 1, '07)	8 66
Saurin and Catching Post.....	T. McGrath.....	$\frac{1}{2}$	12	9 ".....	15 00
Scarboro Junction and Woburn.....	J. Gibson.....	22	6	9 ".....	247 50
Schreiber and Railway Station.....	J. E. Walker.....	200 yds.	12	9 ".....	83 33
Scotch Block and Railway Station..	W. Hampshire.....	$1\frac{1}{2}$	6	9 ".....	45 00
Scotia and Catching Post.....	E. B. Clearwater.....	$\frac{1}{2}$	6	9 ".....	58 50
Seagrave and Railway Station.....	R. Reynolds.....	$\frac{1}{2}$	6	3 " (to Sept. 30, '06).	15 00
do do.....	S. Moir.....	$\frac{1}{2}$	6	6 " from ".....	49 00
Searchmount and Railway Station..	J. L. Naylor.....	300 yds.	6	9 ".....	29 25
Seguin Falls and Railway Station..	R. Fry.....	30 yds.	12	9 ".....	41 25
Severn Bridge and Railway Station..	J. H. Jackson.....	$\frac{1}{2}$	18	9 ".....	67 50
Shallow Lake and Railway Station..	J. J. Scott.....	$\frac{1}{2}$	24	9 " (less fine)...	80 35
Shanty Bay and Railway Station...	H. G. Martin.....	$\frac{1}{2}$	12	9 ".....	70 20
Shelburne and Railway Station.....	O. Hands.....	$\frac{1}{2}$	24	9 ".....	82 82
Sheridan and Clarkson Railway Station.....	W. H. Falconer.....	$6\frac{1}{2}$	6	9 ".....	275 00
Sherkston and Railway Station...	G. Zavitz.....	400 ft.	12 & 24	9 ".....	42 50
Shislers Point and Sherkston Railway Station.....	W. E. Wilhelm.....	$11\frac{1}{2}$	12	9 ".....	75 00
Smithdale and Railway Station...	D. Smith.....	$\frac{1}{2}$	6	9 ".....	29 64
Smithville and Railway Station...	E. M. House.....	$\frac{1}{2}$	12	9 ".....	78 75
Smoky Falls and Sturgeon Falls...	A. Peno.....	10	1	3 " (to Sept. 30, '06).	13 00
do do.....	F. Legault.....	10	1	6 " from ".....	35 00
Sniders Corners and Trafalgar.....	T. Clifton.....	7	3	9 ".....	112 50
Snowville and Tehkummah.....	J. Hutchins.....	3	2	3 " (to Sept. 30, '06).	12 50
do do.....	W. B. Snow.....	3	2	6 " from ".....	25 00
Snyder and Stevensville Station...	J. J. Willick.....	$11\frac{1}{2}$	6	9 ".....	66 00
Sonya and Railway Station.....	A. Black.....	$\frac{1}{2}$	6	9 ".....	58 50
South Bay Mouth and Tehkummah	J. Hutchison.....	19	1	9 ".....	111 75
South Oshawa and Railway Station	Oshawa Railway.....	$\frac{1}{2}$	36	9 ".....	45 00
South River and Railway Station...	E. Jacobs.....	$\frac{1}{2}$	18	3 " (to Sept. 30, '06)	30 00
do do.....	T. Bottomley.....	$\frac{1}{2}$	24	5 dys. (to Oct. 5, '06)....	1 69
do do.....	D. Smeltzer.....	$\frac{1}{2}$	18	5 mos. & 26 dys. (from Oct. 5, '06).	59 02
South River and Wattenwyl.....	A. Eggers.....	18	3	9 months.....	187 50
Sowerby and Dayton Railway Stn..	A. H. Hagen.....	$6\frac{1}{2}$	3	9 ".....	146 25
Spanish and Railway Station. (C.P.)	C. W. Hamilton.....	$\frac{1}{2}$	12	9 ".....	75 00
Spragge and Railway Station.....	Cook Bros. Lumber Co.	$\frac{1}{2}$	12	9 ".....	93 60
Sprucedale and Railway Station...	W. Pearce.....	75 yds.	12	9 ".....	32 76
Sprucedale and Yearleys.....	W. Quinn.....	$10\frac{1}{2}$	3	6 " (to Dec. 31, '06).	105 66
do do.....	W. A. Campbell.....	$10\frac{1}{2}$	3	26 trips.....	39 00
Stanleydale and Uttersen.....	J. Lamb.....	15	3	9 months.....	204 75
Star and Catching Post.....	J. Ritchie.....	$\frac{1}{2}$	6	9 ".....	30 00
Stayner and Railway Station.....	D. McNabb.....	$\frac{1}{2}$	24	9 ".....	58 50
Stayner and Strongville.....	R. Fleming.....	$23\frac{1}{2}$	3	9 ".....	180 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts
Steelton and Catching Post.....	F. J. Mack.....	250 yds.	12	9 months.....	26 25
Stevensville and Railway Station..	J. D. Gilmour..	4	12	9 ".....	63 00
Stirling Falls and Catching Post...	G. L. McK. Bolton.....	6½	3	9 ".....	93 60
Stobie Mines and Sudbury.....	D. McNaughton	3½	6	9 ".....	175 50
Stone Quarry and Railway Station.	J. Wise.....	4½	6	3 " and 22 days (to Oct. 22, '06).....	30 96
do do ..	M. Bowen.....	4½	6	5 months and 9 dys. (from Oct. 22, '06).....	44 02
Stoney Creek and Woodburn	J. W. Green.....	15	6	9 months.....	273 75
Stouffville and Railway Station.....	W. S. Hare.....	1	36	9 ".....	99 00
Streetsville and Streetsville Junction Station.	W. Steen.....	¾ and 4½	18	9 ".....	115 86
Stroud and Railway Station.....	R. G. McCraw..	1	12	9 ".....	117 36
Sturgeon Bay and Railway Station.	J. Playfair.....	4½	12	9 ".....	60 00
Sturgeon and Railway Station.....	J. Lafferty.....	4½	26	9 ".....	118 62
Sturgeon Point and Wharf.....	Trent Valley Navigation Co....	1	12	Part of season 1906.....	11 25
Sudbury and Manitoulin and North Shore Railway Station.....	J. M. Kelly.....	4½	12	9 months.....	120 00
Sudbury and Railway Station, (C.P.) ..	do	4½	41 & 43	9 ".....	494 48
Summerville and Cooksville Station	W. O'Brien.....	6	6	9 ".....	127 50
Sunderland and Railway Station.....	W. H. Oliver.....	9½	24	9 ".....	70 50
Sundridge and Railway Station.....	J. Carter.....	9½	18	9 ".....	140 40
Suspension Bridge and Tolls.....	T. Reynolds.....	1	9	9 ".....	30 00
Sutton West and Railway Station.....	A. Ducett.....	1	12 & 24	9 ".....	64 11
Sutton West and Vachell	F. Daley.....	4	6	9 ".....	206 25
Swansea and Railway Station.....	J. Brydson.....	250 yds.	18	9 ".....	52 50
Temperanceville and Railway Stn..	J. W. Legge.....	6½	6	9 ".....	150 00
Terra Cotta and Railway Station....	J. Coulter.....	2	6	9 ".....	40 50
Thessalon and Railway Station.....	C. Donaldson..	2	12 & 14	9 ".....	153 60
Thessalon and Wharnciffe.....	C. N. Ansley..	19½	1	9 ".....	105 78
Thompsonville and Ry. Station....	M. Schmieten-dorf.....	1½	12	9 ".....	82 50
Thornton and Railway Station.....	W. H. Martin..	1	18	9 ".....	82 50
Thorold and Railway Station.....	P. R. Warner..	1	24	9 ".....	161 25
Tiogo and Railway Station.....	A. Lemon.....	4½	12	9 ".....	32 76
Toronto-Conveyance of Letter Carriers.....	Toronto Ry. Co. ....	..	..	9 ".....	3682 00
Toronto Mail Collections, Union Station Branch Offices, &c.	T. Mounce.....	..	..	3 " (from Jan. 1, '07) ..	685 50
Toronto and Ry. Station (T. & Y. R.)	T. Mounce.....	..	..	6 " (to Dec. 31, '06). ..	112 50
Toronto and Stations A. & C.....	T. Bilton.....	..	..	9 ".....	1350 00
Toronto and Station F.....	T. Mounce.....	..	..	1 " and 18 dys. (from Feb. 11, '07).....	212 33
Toronto and Station H.....	R. Newell.....	1	..	5 " (to Nov. 30, '06). ..	850 00
Toronto and Railway Station	Canadian Transfer Co.....	1	175	9 ".....	3,041 13
Toronto and Sorting Room at Union Station.....	A. Bailie.....	1	1	1 " (to July 31, '06). ..	1 25
Toronto Sub Post Offices and Letter Boxes	J. Power.....	..	as req.	1 " (to July 31, '06). ..	832 50
do do	R. Newell.....	..	as req.	8 " from " ..	14,237 33
Toronto Station B Letter Box, Parcel Boxes and Union Station.	T. Mounce.....	..	..	6 " (to Dec. 31, '07). ..	687 50
Toronto P. O. & Exhibition Grounds	J. S. Ciarke....	Special service.....	19 50
Toronto and Union Station.	Canadian Transfer Co.....	9 months.....	138 15

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Toronto-conveyance of mails between Post Office Building and temporary Post Office	Can. Transfer Co.	..	..	Special service.....	111 90
Toronto—Special Xmas Delivery	T. Mounce .....	..	..	" .....	294 00
Toronto Junction and Carlton and Royce Avenue Ry. Station	H. W. West....	1½	18	9 months.....	75 00
Toronto Junction and Ry. Stn. C. P.	do	1½	36	9 "	108 75
Toronto Junction and Toronto	do	5	1	9 "	25 50
Tottenham and Railway Station	M. J. Casserly..	¼	24	9 "	36 75
Trinity and Jerseyville Ry. Station	G. W. Bishop...	6	6	9 "	218 75
Trout Creek and Railway Station	M. Corkery....	¼	18	9 "	105 29
Turbine and Catching Post	Huronian Co....	3½	6	9 "	75
Uhthoff and Railway Station	J. Lynes	¼	12	9 "	72 54
Unionville and Railway Station	R. Goodyear....	¼	24	9 "	90 00
Uphill and Victoria Road	A. Gilmour.....	12 & 13½	6 & 3	9 "	405 00
Utergrove and Railway Station	J. Kenney	12	9	9 "	36 00
Utica and Uxbridge	W. Wright	6½	6	9 "	142 50
Utopia and Railway Station	A. Connor	1½	12	9 "	65 52
Uxbridge and Railway Station	F. P. Heard	1½	24	9 "	60 00
Uxbridge and Victoria Corners	J. H. Wagg	1	3	9 "	80 13
Varney and Railway Station	W. Long	¼	12	9 "	47 96
Verner and Railway Station	E. Côté	¼	24	9 "	180 00
Victoria Harbour and Ry. Station	M. Vasey	¼	24	9 "	96 60
Victoria Mines and Catching Post	G. G. Elliott ..	¼	12	6 " (to Dec. 31, '06)	72 00
do do	A. McNaughton	¼	12	3 " from "	36 00
Vine and Catching Post	V. P. Kelcey ..	1½	12	9 "	42 12
Vlnemount and Railway Station	J. S. Tallman...	2½	6	9 "	18 75
Vivian and Railway Station	G. W. McCormack	8	12 & 24	9 "	115 64
Wahnapiatae and Railway Station	J. Fortin	¼	12	9 "	135 00
Waldemar and Railway Station	E. Groskurch...	¼	12	9 "	74 88
Walford Station and Ry. Station	A. G. Walford..	¼	12	9 "	81 90
Warren and Railway Station	C. L. Keeling...	100 yds.	12 & 18	4 " (to Oct. 10, '06)	85 70
do do	A. Daigle	100 yds.	18	5 " from "	100 00
Washago and Railway Station	J. H. Carson ..	¼	12	9 "	51 48
Waterdown and Railway Station	G. F. Green	3½	12	9 "	243 75
Waubamnick and Parry Sound Rd.	H. Harris	1½	2	3 " (to Sept. 30, '06)	7 50
Waubashe and Railway Station	W. H. F. Russell	¼	24	9 "	90 00
Waverley and Railway Station	W. Drinkell	9	6	9 " and arrears.....	262 48
Maryland and Catching Post	S. E. Upton	150 yds.	12	9 "	0 75
Webbwood and Railway Station	F. Currier	300 yds.	12 & 14	9 "	133 46
Weir and Catching Post	A. Pepper	200 yds.	6	9 "	56 25
Welland and Railway Station (C.S.)	G. Minor	1½	12	3 " (to Sept. 30, '06)	78 00
do do	W. R. Strawn...	1½	12	6 " from "	124 80
do do (G.T.)	J. J. Yokom ..	1½	30	9 "	257 40
do do (T.H.B.)	J. McQueen....	1½	24	3 " (to Sept. 30, '06)	46 80
do do do	W. R. Staun ..	1½	24	6 " from "	249 60
Welland and Street Letter Boxes	J. J. Yokom ..	1	18	9 "	135 00
Wesleyville and Railway Station	W. Thorndyke..	1½	6	9 "	90 00
Weston Letter Box and Ry. Stn.	A. Harvey	1½	18	9 "	63 75
Whitby and Railway Stn. (G.T.R.)	W. Newport	1	6	9 "	56 25
do do (W. & P.P.)	W. Newport	1	12	9 "	56 25
Whitefish and Railway Station	J. D. Genmill ..	1	6	9 "	37 50
Whitehall and Railway Station	W. A. White ..	1	12	9 "	60 87
White River and Railway Station	W H McDougall	2½	12	9 "	90 00

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APPENDIX B—*Continued.*

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Woodbridge and Railway Station..	J. G. Elliston...	4	24	9 months.....	75 00
Woodville and Railway Station....	B. Lapp.....	24	9	"	74 20
Worthington and Railway Station..	J. Currell	12	6	" (to Dec. 31, '06)	31 45
do do	J. A. Harley ..	12	3	" from "	15 40
Wyebridge and Wyevale Ry. Stn..	G. Steer.....	5	6	"	163 80
Wyevale and Railway Station.	J. Bishopric...	16	6	"	11 73
Zephyr and Railway Station.	R. Cole.....	3	6 & 18	9 "	161 54
Zimmerman and Tansley Ry. Stn..	W. Lee.....	5	6	9 "	221 25
Toronto Transfer of Mails at Union Station.....	G. T. Railway..		9	"	468 00
Total.....					136,249 49
LESS amount withdrawn from Guarantee Fund.					55 75
					136,193 74

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division, made within the Fiscal Year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberarder and Railway Station...	E. Hanniford...	1	6	9 months.....	37 44
Aberdour and Railway Station...	G. Christie...	6	9	".....	52 40
Adelaide and Strathroy.....	C. McCarthy.....	9 $\frac{1}{2}$	6	9 ".....	192 23
Ailsa Craig and Nairn.....	D. A. McIntyre.....	8 $\frac{1}{2}$	6	9 ".....	210 00
Ailsa Craig and Railway Station...	J. Morgan.....	12	9	".....	60 00
Albana and Blytheswood.....	N. J. Courtney.....	2 $\frac{1}{2}$	3	9 ".....	75 00
Aldboro and Rodney.....	J. Sholtz.....	4	6	9 ".....	120 00
Alford Junction and Railway Stn.	J. R. Summer-				
	hays.....	150 yds.	6	9 ".....	26 25
Allenford and French Bay.....	H. Shannon.....	8	2	9 ".....	98 49
Allenford and Railway Station...	C. Cartwright...	12	4	" (to Oct. 31, '06).	31 50
do do	G. Morrison.....	12	5	" from ".....	38 70
Allenford and Southampton.....	C. Cartwright...	10 $\frac{1}{2}$	6	4 " (to Oct. 31, '06).	83 22
do do	G. Morrison.....	10 $\frac{1}{2}$	6	5 " from ".....	103 53
Alma and Railway Station.....	J. E. Brown.....	24	9	".....	131 04
Alma and Winfield.....	J. H. Stone.....	8	6	9 ".....	168 75
Alvinston and Railway Station...	S. G. Williams.....	12	9	".....	65 25
Amherstburg and Railway Station...	J. R. Tomlinson.....	12	9	".....	62 70
Amherstburg and Vereker.....	T. A. Thornton.....	6	6	9 ".....	105 64
Amherstburg and Windsor.....	A. Fox.....	17 $\frac{1}{2}$ & 19 $\frac{1}{2}$	6 & 3	9 ".....	337 50
Amiens and Strathroy.....	W. Ireland.....	5	6	9 ".....	113 61
Amulree and Strathford.....	J. D. Fisher.....	11	6	9 ".....	220 50
Appin and Mayfair.....	J. E. Campbell.....	5 $\frac{1}{2}$	6	9 ".....	162 00
Appin and Osman.....	H. Davis.....	8 $\frac{1}{2}$	3	9 ".....	92 68
Appledore and Railway Station...	W. Higgs.....	2 $\frac{1}{2}$	2	9 ".....	42 90
Arkona and Keyser.....	H. E. Wilson.....	5 $\frac{1}{2}$	6	9 ".....	123 75
Arkona and Thedford.....	N. C. Eastman.....	7 $\frac{1}{2}$	6	8 " (to Feb. 28, '07).	29 88
do do	W. H. Sitlington.....	7 $\frac{1}{2}$	6	1 month from ".....	3 87
Arkona and Watford.....	T. J. Wilson.....	13 $\frac{1}{2}$ & 11 $\frac{1}{4}$	6	9 months.....	224 25
Armow and Kincardine.....	D. Mackenzie.....	11	3	9 ".....	116 25
Arner and Railway Station.....	G. C. Greaves.....	$\frac{1}{4}$	12	9 ".....	40 50
Arthur and Fergus.....	W. E. Draper.....	12	6	9 ".....	101 25
Arthur and Railway Station.....	E. A. Driscoll.....	1	24	9 ".....	112 32
Atkin and Inwood.....	H. Atkin.....	4 $\frac{1}{2}$	2	9 ".....	56 25
Atwood and Mitchell.....	J. Abbott.....	17	6	9 ".....	261 75
Atwood and Railway Station...	D. Gordon.....	$\frac{1}{8}$	6	9 ".....	58 50
Auburn, Blyth Railway Station and St. Augustine.....	J. McKnight.....	6 $\frac{3}{4}$ & 6 $\frac{1}{4}$	6	9 ".....	337 50
Aughrim and Tancred.....	J. Fi-lds.....	2 $\frac{1}{2}$	2	9 ".....	30 00
Auld and Railway Station.....	A. Mayville.....	500 feet.	6	9 ".....	4 70
Avon, Putnam and Railway Stn.	G. Fralick.....	6 $\frac{1}{2}$	6 & 12	9 ".....	163 75
Avonbank and St. Paul's Railway Station.....	J. Gibson.....	14 $\frac{3}{4}$	6	9 ".....	297 75
Avonry and Wilkesport.....	E. Blacklock.....	2 $\frac{1}{2}$	2	9 ".....	33 75
Aylmer and Dunboyne.....	C. Ryckman.....	32	6 r. t.	9 ".....	355 50
Aylmer and Railway Station (G.T.)	A. W. Pierce.....	3 $\frac{3}{4}$	24	9 ".....	75 00
Aylmer and Railway Station (M.C.)	C. Ryckman.....	2 $\frac{1}{2}$	12	9 ".....	100 92
Aylmer and St. Thomas.....	J. Thody.....	10	6	9 ".....	150 00
Ayr and Railway Station.....	H. Dragon.....	$\frac{1}{4}$	18	6 " (to Dec. 31, '06).	70 65
do do	W. Wilson.....	$\frac{1}{4}$	18	3 " from ".....	34 65
Ayr and Roseville.....	F. Newmeyer.....	4 $\frac{1}{2}$	6	9 ".....	142 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Baden and Wellesley.....	P. Ortmann.....	9	6	9 months.....	176 25
Bamberg and Petersburg.....	G. Kress.....	8	6	9 ".....	142 50
Banner and Railway Station.....	J. W. Clendinning.....	$\frac{1}{2}$	6	9 ".....	60 84
Barretville and Essex.....	S. Tice.....	$8\frac{3}{8}$	2	9 ".....	68 25
Bayfield and Railway Station.....	H. Little.....	$9\frac{3}{4}$	6	9 ".....	150 00
Bayfield and Seaforth.....	do.....	17	6	9 ".....	236 25
Bayham and Ingersoll.....	P. Kennedy.....	$20\frac{1}{2}$	6	9 ".....	330 00
Beachville and Railway Station.....	T. Taylor.....	275 yds.	6	9 ".....	37 50
Beaconsfield and Woodstock.....	H. Rice.....	$25\frac{1}{2}$	6	9 ".....	300 00
Bear Line and Chatham.....	J. E. Watson.....	84	2 & 3	6 " and 18 dys. (from Sept. 13, '06).....	151 62
Becher and Terminus.....	M. Munro.....	$4\frac{1}{2}$	2	9 ".....	39 00
Beechwood, St. Columban and Railway Station.....	J. J. Ryan.....	$2\frac{3}{4}$ & $\frac{1}{2}$	6 & 18	9 " (to Dec. 31, '06).....	142 50
Belgrave and Marnoch.....	P. Porterfield.....	$3\frac{3}{4}$	3	6 ".....	30 00
Belgrave and Railway Station.....	D. Sproat.....	$\frac{1}{2}$	18	9 ".....	112 50
Belgrave and Sunshine.....	M. S. Watson.....	$3\frac{1}{2}$	2	9 ".....	52 50
Belle River and Byrnedale.....	W. Byrne.....	54	1	9 ".....	41 25
Belmont and London.....	J. Charles.....	14	6	9 ".....	105 00
Belmont and Railway Station.....	J. Charles.....	$\frac{1}{2}$	12	9 ".....	43 98
Belmore and Wroxeter.....	J. Marshall and T. Totten.....	6	6	9 ".....	111 75
Belton and Railway Station.....	W. C. Box.....	$\frac{1}{2}$	12	9 ".....	37 50
Belton and St. Ives.....	H. Powell.....	$5\frac{1}{5}$	2	4 " (to Oct. 31, '06).....	25 82
do.....	W. C. Box.....	$5\frac{1}{5}$	2	5 " from ".....	28 37
Benmiller and Goderich.....	W. Moore.....	6	6	9 ".....	180 00
Bentpath and Dresden.....	N. Reid.....	$15\frac{3}{4}$	2	9 ".....	135 45
Berlin and Crosshill.....	T. S. Playford.....	$15\frac{3}{4}$	6	9 ".....	225 00
Berlin and Grand Trunk Railway Station.....	Berlin & Waterloo Street Railway Co.....	$\frac{1}{2}$	18	9 ".....	112 50
Berlin and Street Letter Boxes.....	C. B. Fisher.....	$91\frac{1}{2}$	13 & 19	9 ".....	225 00
Berlin and Waterloo.....	Berlin & Waterloo Street Railway Co.....	2	6	9 ".....	28 08
Berlin and West Montrose.....	J. McGovern.....	14	6	9 ".....	273 75
Bickford and Railway Station.....	M. Webster.....	300 ft.	12	9 ".....	29 94
Big Point and Chatham.....	W. Lapp.....	$13\frac{1}{2}$	6	2 " (to Aug. 31, '06).....	82 55
do.....	J. Brown.....	$13\frac{1}{2}$	6	7 " from ".....	284 95
Birr and Southgate.....	G. Morrison.....	$2\frac{1}{2}$	3	9 ".....	37 50
Balckwell Station and Railway Stn.	T. C. Wheatley.....	$\frac{1}{2}$	2	9 ".....	31 20
Blair and Railway Station.....	J. J. H. Renshaw.....	20 ft.	12	9 ".....	26 75
Blandford Station and Railway Stn.	E. A. McCombs.....	$\frac{1}{2}$	12	9 ".....	27 00
Blenheim and Morpeth.....	P. K. Morris.....	11	6	3 " (to Sept. 30, '06).....	117 37
do.....	G. Walker.....	11	6	6 " from ".....	234 74
Blenheim and Railway Station.....	T. K. Morris.....	$\frac{1}{2}$	24 & 18	3 " (to Sept. 30, '06).....	39 21
do.....	G. Walker.....	$\frac{1}{2}$	18	6 " from ".....	77 93
Blenheim and Rondeau.....	J. Mann.....	5	6	9 ".....	112 50
Blenheim and Wheatley.....	W. C. Wickwire.....	$32\frac{1}{2}$	6	9 ".....	704 25
Blue Lake and Railway Station.....	J. D. McDonald.....	$\frac{1}{4}$	12	3 " (to Sept. 30, '06).....	15 60
do.....	S. H. J. Reid.....	$\frac{1}{4}$	12	6 " from ".....	31 20
Bluevale and Railway Station.....	J. Gardner.....	$\frac{1}{2}$	12	9 ".....	81 90
Blyth and Railway Station.....	W. Bell.....	$\frac{1}{2}$	24	9 ".....	131 04
Blythwood and Goldsmith.....	D. Reid.....	$\frac{1}{2}$	3	9 ".....	67 50
Blythwood and Railway Station.....	A. J. Scratch.....	$\frac{1}{2}$	6	9 ".....	105 30
Bornholm and Brodhagen.....	W. Hillebrecht.....	$\frac{1}{4}$	6	3 " (to Sept. 30, '06).....	36 75
do.....	J. Leonhardt.....	$\frac{1}{4}$	6	6 " from ".....	95 00
Bothwell and Clachan.....	J. L. Paterson.....	6 & $\frac{1}{2}$	6	9 ".....	194 24

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bothwell and Florence	C. McDonald...	8½	6	9 months.....	225 00
Bothwell and Moravian Town	W. Gooding....	4	2	9 "	48 75
Bothwell and Mosside.....	J. McConbrey..	16	6	9 "	258 75
Bowood and Ivan	J. S. Harris ...	5	6	9 "	106 06
Boxall and Fingal	L. J. Else	3½	4	9 "	75 00
Bradshaw and Brigiden.....	W. A. Dawson..	5½	3	9 "	74 25
Brandy Creek and Railway Station.....	J. Burke	7½	6	9 "	33 75
Brantford and Burtch.....	J. McIntyre	6½	6	9 "	127 50
Brantford and Grand View.....	Hunt & Colter..	1	6	9 "	37 50
Brantford and Langford	D. Dowling....	8	6	9 "	150 00
Brantford and Railway Stations.....	J. M. Dyckman & Co.	½, ¼ & ½	24, 18, 72	9 "	466 82
Brantford and Street Letter Boxes.....	E. Cutnmore....	198	18	9 "	1,247 06
Breslau and Weissenburg.....	W. Brohman....	9	6	9 "	270 00
Brewster and Park Hill.....	J. Raville	15½	6	9 "	225 00
Brigden and Railway Station.....	J. Armstrong..	4	12	9 "	70 20
Brigden and Wheeler.....	C. Napper	6	2	9 "	78 00
Bright and Cassel.....	W. Armstrong..	9	6	9 "	257 25
Bright and Railway Station.....	W. B. Wilson..	½	6	9 "	30 00
Bright, Washington, and Railway Station.....	E. Gatzka.....	6¼ & ½	6 & 12	9 "	145 50
Brinkman's Corners and Tobermory.....	W. H. Hopkins..	17½	2	9 "	145 50
Britton and Railway Station.....	M. Dobson.....	¼	6	9 "	51 00
Brucefield and Railway Station ..	C. Wilson.....	¼	24	2 " and 14 days (to Sept. 14, '06)..	14 30
do do	B. Bossenberry.	¼	24	3 " and 16 days (to Dec. 31, '06)..	20 24
do do	G. Hart	¼	24	1 " (to Jan. 31, '07).	10 34
do do	J. Swan	¼	24	2 " from " ..	19 66
Brunner and Railway Station.....	W. Peters.....	½	6	9 "	46 95
Brussels and Cranbrook.....	G. Huether.....	5	6	9 "	87 75
Brussels and Railway Station.....	G. R. Muldoon..	1½	24	6 " (to Dec. 31, '06).	60 28
do do	H. J. Ramsay..	½	24	3 " from " ..	29 56
Brussels and Seaforth.....	E. G. Lowry....	15	6	9 "	131 25
Brussels and Wroxeter	do	10	6	9 "	168 75
Bryanston and Devizes	A. Grant.....	4½	3	9 "	54 00
Burford and Cathcart.....	R. W. Cavin....	5½	6	9 "	104 25
Burford and Fairfield Plain.....	J. Cavin.....	3½	6	9 "	105 00
Burgessville and Newark.....	J. Mitchell.....	5½ & 9½	6	9 "	172 50
Burgessville and Railway Station.....	F. Purdue.....	½	18	9 "	37 50
Buxton and Railway Station	B. G. Burk.....	1	12	9 "	93 60
Byron and London.....	J. Charles.....	5 & 6	6	9 "	129 99
Calder and Railway Station.. ..	H. G. Jones....	2¾	2	9 "	38 25
Caledonia and Couboyville.....	J. W. McMillan	6	2	9 "	75 00
Caledonia and Railway Station.....	do	½	24 & 30	9 "	131 69
Caledonia and Six Nation	P. J. Atkins ...	5¼	3	9 "	54 00
Canfield and Railway Station.....	T. Brown	1½	18	9 "	58 50
Cape Croker and Colpoys Bay.....	I. Descheneaux.	15	2	2 " (to Aug. 31, '06).	45 00
Cape Croker and Warton.....	J. Owens.....	18	2	4 " (to Dec. 31, '06).	58 02
do do	J. McVannel....	18	2	3 " from " ..	43 75
Cargill and Railway Station.....	C. W. Keeling..	¾	18	9 "	101 07
Carholme and Simcoe.....	R. Hodges.....	17½	6	9 "	360 00
Carlsruhe and Railway Station	J. Lobsinger....	4	12	9 "	101 25
Cayuga and Deans	G. Shipway....	3	3	9 "	87 33
Cayuga and G. T. Railway Station.....	E. Wigg.....	½	6 & 12	9 "	79 56
Cayuga and Gypsum Mines.....	F. Walton.....	4	6	3 " (to Sept. 30, '06).	36 36
do do	W. Walton.....	4	6	6 " from " ..	72 72
Cayuga and Kohler.....	L. Min	4½	3	9 "	90 93

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cayuga and M. C. Railway Station	G. Lishman	11 $\frac{1}{2}$	12	9 months	117 00
Cayuga and Upper	J. Pridmore	12	3	9 "	112 50
Centralia and Saintsbury	W. J. Smyth	4	2	9 "	39 00
Charing Cross and Doyle	M. Doyle	4 $\frac{1}{2}$	2	9 "	56 25
Charing Cross and Railway Station	B. S. Russell	4 $\frac{1}{2}$	24	9 "	168 48
Charlemont and Tupperville	W. L. Clark	4 $\frac{1}{2}$	2	3 " (to Sept. 30, '06).	21 18
Chatham and Mitchell's Bay	J. McLaren	15 $\frac{1}{2}$	3	9 "	292 50
Chatham and Kent Centre	J. K. Hartman	5	6	3 " from Jan. 1, '07.	38 50
Chatham and Pere Marquette Railway Station	W. Lethbridge	7 $\frac{1}{4}$	30	9 "	198 75
Chatham and Street Letter Boxes	H. J. Maggs	7 $\frac{1}{4}$	18	9 "	305 46
Cheapside, Jarvis and Railway Station	R. Mattice	15 $\frac{3}{4}$	6 & 12	9 "	337 50
Cheapside and Sandusk	W. R. Dennis	4	6	9 "	123 75
Chelsea Green and London	C. F. Coates	2	6	9 "	56 25
Chepstowe and Railway Station	C. Mullin	2 $\frac{1}{2}$	6	5 " (to Nov. 30, '06).	44 49
do do	J. Lacey	2 $\frac{1}{2}$	6	4 " from "	35 76
Chesley and Railway Station	J. Lindsay	13	18	9 "	135 00
Christina and Mount Brydges	J. Bond	13	3	9 "	87 75
Clanbrassil and Railway Station	J. Cossar	2	6	9 "	45 00
Clandebove and West McGillivray	J. McCaffrey	7 $\frac{1}{2}$	6	9 "	105 64
Clifford and Huntingfield	J. Renwick	6 $\frac{1}{2}$	2	9 "	67 47
Clifford and Lakelet	J. Horton	5 $\frac{1}{2}$	6	9 "	90 00
Clifford and Railway Station	J. Bolton	1	12	9 "	44 91
Clinton and Railway Station	J. W. Elliott	1	48	9 "	131 04
Clinton and Summerhill	I. Brownlee	4 $\frac{1}{2}$	3	9 "	87 75
Coatsworth Station and Railway Station	J. E. Liddle	15 rods.	12	3 " (to Sept. 30, '06).	10 92
do do	E. Barton	15 rods.	12	6 " from "	21 84
Coldstream and Fernhill	S. P. Zavitz	6	6	1 " (to July 31, '06).	20 00
do do	E. J. Marsh	6	6	8 " from "	119 84
Colinville and Sarnia	J. McKellar	33 $\frac{3}{4}$	3	9 "	193 30
Colpoys Bay and Wiarton	S. Hvatt	3	6	9 "	67 50
Comber and Railway Station	A. Wallace	1 $\frac{1}{2}$	24	9 "	98 60
Comet and Harrow	J. B. Beaudoin	4	3	9 "	107 25
Conroy and St. Paul's Station	J. Robb	3	2	9 "	45 00
Copleston and Petrolea	W. White	3 $\frac{3}{16}$	6	9 "	120 00
Corinth and Railway Station	A. McKenzie	25 rods.	12	9 "	44 25
Cornell and Railway Station	I. Sommers	7 $\frac{1}{8}$	12	9 "	63 75
Corunna and Railway Station	E. C. Proctor	1 $\frac{1}{3}$	12	9 "	51 48
Cotswood and Palmerston	G. Williams	7	6	9 "	187 50
Cottam and Essex	A. Lonsberg	5 $\frac{1}{2}$	6	9 "	140 00
Courtland, Port Rowan and Railway Station	W. T. Minard	20 $\frac{1}{4}$	6 & 12	9 "	486 75
Courtland and Rosanna	W. J. Heron	4	2	9 "	36 00
Courtright and Ladysmith	J. Coyle	5 $\frac{1}{2}$	3	9 "	71 25
Courtright and M. C. Railway Station	W. A. Cathcart	1 $\frac{1}{11}$	12	9 "	58 50
Courtright and Pere Marquette Railway Station		1 $\frac{1}{3}$	12	9 "	57 00
Cowal and Iona Station	M. McFarlane	6	6	9 "	123 75
Cranston and Railway Station	H. B. Webber	4 $\frac{1}{2}$	6	9 "	136 50
Crediton and Railway Station	C. Wolf	5	12	9 "	225 00
Crinan and Dutton	N. Currie	10	3	9 "	142 50
Croton and Thamesville	W. H. Smith	11	6	9 "	225 00
Cultus and Erie View	E. Overbaugh	8	6	9 "	150 00
Currie's Crossing and Railway Station	W. D. Smith	4	6	9 "	56 16
Cuthbert and Edy's Mills	J. Marshall	4 $\frac{1}{2}$	2	9 "	39 00

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Darrell and Railway Station.....	J. McIsaac.....	50 ft.	6	9 months.....	11 70
Dashwood and Exeter Railway Station.....	P. McIsaac.....	8½	6	9 "	165 00
Dashwood and Park Hill.....	do.....	16½	6	9 "	250 50
Dawn Mills and Dresden.....	J. Watson.....	12½	6	9 "	162 49
Decewsville and Railway Station.....	E. Barnett.....	300 yds.	12	9 "	46 09
Deemerton and Mildmay.....	J. Kastor.....	3½	6	9 "	104 25
Delaware and London.....	F. Ireland.....	12	6	9 "	365 05
Delhi and Railway Station.....	F. McMonagle.....	½	6	9 "	37 50
Dethi and Rhineland.....	G. Mounthe.....	4	3	9 "	52 50
Dslhi, Wycombe and Railway Station.....	A. L. Wilson.....	5½ & ½	6 & 12	9 "	168 75
Delmer and Railway Station.....	E. Hicks.....	6	6	9 "	37 50
Denfield and Duncrief.....	N. Stewart.....	6½	6	9 "	150 00
Denfield and Railway Station.....	do.....	6 rods.	24	9 "	33 00
Dereham Centre and Railway Station.....	A. Chandler.....	2¾	6	9 "	105 00
Derrynane and Kenilworth.....	J. Purfill.....	5	2	9 "	37 50
Dexter and Union.....	D. Weir.....	5	6	9 "	105 00
Dobbinton and Mount Hope.....	J. King.....	19¾	3	9 "	145 08
Dobbinton and Railway Station.....	W. J. Thompson.....	1½	12	9 "	65 52
Dobbinton and Williscroft.....	H. D. Woods.....	5	3	5 " and 9 days (to Dec. 9, '06)....	34 34
do do.....	J. Brunt.....	5	3	3 " and 22 days (from Dec. 9, '06)....	24 16
Donegal and Railway Station.....	J. J. Hymers.....	4½	6	9 "	100 62
Doon and Railway Station.....	J. H. Thompson.....	1½	18	9 "	29 82
Drayton and Hollen.....	E. Close.....	5	6	5 " (to Nov. 30, '06).	94 90
do do.....	D. Franklin.....	5	6	4 " from " ..	83 72
Drayton and Railway Station.....	R. Henderson.....	½	24	9 "	119 25
Drayton and Riverbank.....	N. Ruston.....	6¾ & 6¾	6	9 "	183 18
Dresden and Railway Station.....	J. Watson.....	24	24	9 "	149 76
Drew and Railway Station.....	S. Bishop.....	2¼	6	9 "	85 21
Drew Station and Railway Station.....	J. H. Dickson.....	200 yds.	6	9 "	15 00
Drumbo and Railway Station.....	R. Alexander.....	¾ & ½	36	9 "	135 00
Drumbo—Transfer of Mails.....	do.....	500 yds.	6	9 "	11 25
Drysdale and Kippen.....	J. Howard.....	10	6	9 "	217 50
Duart, Palmyra and Railway Station.....	W. Jones.....	8¼	6 & 12	9 "	330 00
Dublin and Farquhar.....	J. Riley.....	11	6	9 "	221 25
Dublin and Railway Station.....	F. McLaughlin.....	1¾	24	9 "	115 02
Dumblane and Paisley.....	A. G. Fenwick.....	5½	3	9 "	81 00
Dunkeld and Railway Station.....	F. Schuler.....	9½	6	9 "	59 25
Dunnville and Selkirk.....	W. Swartz.....	18	6	9 "	270 75
Dutton and Railway Station.....	A. J. Leitch.....	1½	12	9 "	93 60
Dyer's Bay and Lion's Head.....	R. Currie.....	16	2	9 "	129 75
Eagle and Railway Station.....	W. Wann.....	4½	12	9 "	180 00
Eberts and Railway Station.....	E. H. Moir.....	150 yds.	12	9 "	32 76
Edgar's Mills and Railway Station.....	S. Weldon.....	140 yds.	6	9 "	30 00
Edy's Mills and Oil Springs.....	A. Groombridge.....	3	6	9 "	93 75
Electric and Railway Crossing.....	J. G. Rose.....	170 yds.	3	4 " and 12 days (from Nov. 19, '06)...	9 17
Electric and Wallaceburg.....	do.....	5¾	3	4 " and 18 days (to Nov. 18, '06)...	24 90
Elmira and Glen Allan.....	W. Steenson.....	13	6	9 "	211 11
Elmira and Railway Station.....	H. Stenernagel.....	¾	24	9 "	93 75
Elmstead and Railway Station.....	J. S. Austin.....	2	3	9 "	37 50
Elmwood and Railway Station.....	S. Ellis.....	½	12	9 "	81 90
Elmwood and Solway.....	J. McIntosh.....	7¼	6	7 " (to Jan. 31, '07).	173 49
do do.....	F. Engel.....	7¼	6	2 " from " ..	48 51

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Elora and Iverhaugh.....	H. Dobberthien.	4½	2	9 months.....	39 00
Elora and Pentland.....	D. Esch.....	5½	1 & 3	9 ".....	101 40
Elora and C.P. Railway Station.....	F. R. Johnson..	1	12	9 ".....	60 20
Elora and G.T. Railway Station.....	do.....	1	24	9 ".....	150 00
Elora and Salem.....	E. Wissler.....	1	12	9 ".....	54 00
Embro and Harrington.....	W. S. Vannatter	25½	6	9 ".....	217 50
Embro and Holiday.....	J. R. McKenzie..	4	3	9 ".....	52 50
Embro and Railway Station.....	W. S. Vannatter	3½	12	9 ".....	121 68
Erbsville and Waterloo.....	G. Brown.....	5½	2	9 ".....	60 00
Erie and Jarvis.....	W. A. Smithson	4½	2	9 ".....	56 25
Erieau and Railway Station.....	T. H. Ross.....	6 rods.	12	2 " and 8 days (to Sept. 8, '06)...	6 00
Eskdale and Tiverton.....	A. McDonald....	3½	3	9 ".....	56 25
Essex and Gesto.....	R. Hamilton....	5½	6	9 ".....	118 50
Essex and Railway Station.....	T. Rush.....	24	9	9 ".....	140 40
Ethel and Railway Station.....	J. Jamieson.....	12	9	9 ".....	101 25
Ettrick and Ilderton.....	J. H. McKae....	13	3	9 ".....	66 50
Exeter and Railway Station.....	C. Snell.....	1	24	6 " (to Dec 31, '06).	94 20
Exeter and Railway Station.....	C. T. Brooks....	1	24	3 " from ".....	46 20
Exeter and St. Mary's.....	F. Ballentyne..	26	6	9 ".....	390 00
Fair Ground and Tillsonburg.....	W. Smith.....	20½	6	9 ".....	442 50
Fair Play and Tecumseh.....	E. Baillargeon..	4	2	9 ".....	48 75
Fairview and Stratford.....	J. T. Waddell..	7	3	9 ".....	112 50
Falconbridge and Mount Brydges..	Nevills & Hooper	16½	3	9 ".....	82 50
Falkland and Paris Station.....	T. Halbert.....	9	6	9 ".....	180 00
Farewell and Kenilworth.....	H. Morrison....	6½	6	9 ".....	132 00
Farewell and Wagram.....	do.....	3	2	9 ".....	18 00
Fargo and Kent Centre.....	N. E. Horton....	3	2	6 " (to Dec. 31, '06).	27 50
do do.....	J. K. Hartman..	3	2	6 days (to Jan. 6, '07)...	0 92
Fargo and Railway Station.....	W. B. Fluelling.	300 yds.	18	9 months.....	44 91
Fergus and Ponsonby.....	D. Duffield....	7	3	9 ".....	97 50
Fergus and Railway Station (C.P.)	R. C. Hayden....	12	9	9 ".....	75 00
Fergus and Railway Station (G.T.)	".....	24	9	9 ".....	89 82
Fernbank, Millbank and Railway Station.....	T. J. Hawthorne	4 & 3	6 & 12	9 ".....	228 75
Fingal and Port Talbot.....	J. Brown.....	7½	3	9 ".....	117 50
Fingal and Railway Station.....	N. McIntyre....	3	12	9 ".....	130 50
Fingal and St. Thomas.....	J. Cameron.....	7	6	9 ".....	105 00
Fisherville, Nelles Corners and Railway Station.....	H. Nablo.....	4½	6 & 12	9 ".....	130 50
Fletcher and Railway Station.....	R. Sainsbury....	7½	12	9 ".....	48 75
Florence and Oakdale.....	R. Sinclair.....	9	6	9 ".....	236 25
Florence and Rutherford.....	J. McDonald....	6	6	9 ".....	186 00
Florence and Shetland.....	G. Thompson....	5	6	9 ".....	105 00
Fordwich and Newbridge.....	W. Chapman....	4½ & 7	6 & 3	9 ".....	101 07
Fordwich and Railway Station.....	J. Wilson.....	9	18	9 ".....	94 50
Fordyce and Lucknow.....	A. McLeod.....	9	6	9 ".....	225 00
Forest and Railway Station.....	R. Foster.....	167 yds.	12	9 ".....	65 52
Forest and Ravenswood.....	C. Anderson....	9	3	9 ".....	75 00
Forestville and Railway Station.....	E. T. Martin....	6	12	9 ".....	74 88
Formosa and Mildmay.....	A. Brick.....	6	6	9 ".....	243 75
Freeborn and Peffer's Crossing.....	H. Freeborn....	1	6	9 ".....	32 48
Frome and Railway Station.....	W. F. Silcox....	1	6	9 ".....	58 50
Fullarton and Mitchell.....	H. Rogers.....	8½	6	9 ".....	234 75
Fulton Mills and Railway Station.....	G. Fulton.....	300 yds.	6	9 ".....	29 94
Galt and Railway Station (C.P.)....	T. Keachie.....	½	24	9 ".....	149 76
Galt and Railway Station (W.G.&B.)	".....	½ & ¼	12 & 6	9 ".....	112 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Galt and Glen Morris.....	J. Costin.....	7	6	6 mos. [to Dec. 31, '06].	105 00
do do.....	E. T. Charles.....	7	6	3 " from ".....	52 50
Galt and Street Letter Boxes.....	J. A. Lenfesty.....	4½	13	9 ".....	120 00
Garnet and Railway Station.....	C. A. Walker.....	½	12	9 ".....	60 00
Gladstone and Railway Station.....	E. M. Murray.....	5	6	9 ".....	112 50
Glamis and Pinkerton Railway Stn.....	H. McLeod.....	18½	6	9 ".....	191 85
Glamworth and Railway Station.....	K. G. Turnbull.....	½	6	9 ".....	47 96
Glen Annan and Railway Station.....	A. Anderson.....	½	12	9 ".....	36 02
Glencoe and Kilmartin.....	D. McAlpine.....	4½	3	9 ".....	66 75
Glencoe and Wood Green.....	J. L. McIntyre.....	5½	6	9 ".....	131 25
Glen Colin and Railway Station.....	S. T. Young.....	100 yds.	6	9 ".....	75 00
Glendale and Main Post Road.....	E. E. Caldwell.....	½	3	9 ".....	18 75
Glen Farrow and Wingham.....	W. McKersie.....	6	2	9 ".....	52 50
Glenmeyer and Kinglake.....	M. Carron.....	3	6	9 ".....	75 00
Glen Rae and Railway Station.....	F. A. Newell.....	50 yds.	12	9 ".....	19 41
Glenwood Station and Railway Stn.....	W. C. Estabrook.....	½	12	9 ".....	33 75
Goderich and Kincardine.....	J. C. Watson.....	33	6	8 " & 10 d. (to Mar. 10, '07).....	551 26
do do.....	A. & J. Hartwick.....	33½	6	21 days from ".....	46 49
Goderich and Lucknow.....	E. Thompson.....	21½	6	9 months.....	307 50
Goderich and Railway Station.....	T. Gundry.....	½	42	9 ".....	245 70
Goderich and Street Letter Boxes.....	G. Bissett.....	6½	12	9 ".....	108 00
Goldstone and Railway Station.....	E. H. Webber.....	1½	6	9 ".....	93 60
Goldstone Station, Parker and Railway Station.....	E. C. Shantz.....	3½	6 & 6	9 ".....	54 75
Golspie and Woodstock.....	C. Cullen.....	18	6	9 ".....	225 00
Gordon and Railway Station.....	A. C. Mailloux.....	½	12	9 ".....	46 80
Gorrie and Railway Station.....	W. A. Irwin.....	½	18	9 ".....	87 73
Gowanstown and Kurtzville.....	J. Gibson.....	7½	3	9 ".....	105 00
Gowanstown, Wallace and Railway Station.....	F. E. Welkes.....	3½ and ½	6 & 12	9 ".....	150 00
Gowrie and Munro.....	F. W. Moore.....	5	3	9 ".....	38 25
Granthurst and St. Mary's.....	E. Day.....	5½	6	9 ".....	135 00
Granton and London.....	J. M. Shoebottom.....	20	6	9 ".....	416 63
Granton and Metropolitan.....	R. T. Raycroft.....	15	2	9 ".....	93 75
Granton and Prospect Hill.....	J. W. Dunnan.....	5	3	9 ".....	52 47
Gresham and Paisley.....	J. J. McNally.....	23½	3	9 ".....	138 00
Hagersville and New Credit.....	E. L. Clement.....	4½	3	9 ".....	48 75
Hagersville and Railway Station.....	J. Lynch.....	13	36	9 ".....	210 60
Hagersville and Selkirk.....	F. Matthews.....	12	6	9 ".....	201 00
Hagersville and Springvale.....	S. Kenner.....	4	6	9 ".....	90 60
Harley and Hawtrey.....	R. Hammond.....	15	6	9 ".....	228 00
Harley and New Durham.....	J. Cavin.....	5	6	6 " (to Dec. 31, '06).....	72 00
do do.....	R. George.....	5	9	3 " from ".....	50 00
Harley and Railway Station.....	J. Cavin.....	½	12	3 " (to Sept 30, '06).....	32 76
do do.....	R. Hammond.....	½	12	6 " from ".....	61 00
Harlock and Seaforth.....	W. McIntosh.....	11½	6	9 ".....	261 00
Harriston and Railway Stations.....	R. H. Ward.....	¼ and ½	36 & 12	9 ".....	131 04
Harriston Transfers, C.P.R. and G.T.R.....	do.....	½	6	9 ".....	23 48
Harrow and Railway Stations.....	T. H. Ferris.....	½	6	9 ".....	41 25
Hartford and Waterford.....	L. S. Dean.....	12	6	9 ".....	307 50
Harwich and Railway Station.....	L. Galbraith.....	5	6	9 ".....	147 42
Hatchley Station and Railway Stn.....	B. Powell.....	1½	12	9 ".....	22 45
Hawtrey and Railway Station (G.T.).....	S. A. Innis.....	1½	12	9 ".....	30 00
Hawtrey and Railway Station (M.C.).....	do.....	½	12	9 ".....	90 00
Haysville and New Hamburg.....	J. Anderson.....	3½	6	9 ".....	104 25
Henfryn and Railway Station.....	R. Rowland.....	½	6	9 ".....	45 00
Hensall and Hurondale.....	T. Murdock.....	14½	6	9 ".....	169 59

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hensall Letter Box, Hensall P. O. and R. P. O.	J. Sutherland	660 ft.	36	9 months	7 50
Hensall and Railway Station	do	$\frac{1}{4}$	12	9 "	74 88
Hepworth and Railway Station	J. A. Crichton	800 yds.	18	9 "	123 54
Hesson and Newton	F. J. Knoblanck	27	6	9 "	243 75
Hickson and Railway Station	T. J. Loveys	$\frac{3}{4}$	24	9 "	30 00
Highgate and Railway Station	R. B. Teetzel	$\frac{1}{4}$	24	9 "	187 20
Hillman and Leamington	R. Manery	6	2	3 " (to Sept. 30, '06).	18 75
do do	Plant and Ivison	6	2	6 " from "	49 50
Holmesville and Porter's Hill	W. Pickard	4	4	9 "	77 18
Holmesville and Railway Station	A. J. Courtice	$\frac{1}{4}$	12	9 "	37 50
Howlett and Lambert	J. Howlett	4	3 & 6	9 "	79 89
Hubrey and Railway Station	A. B. Murray	3	3	9 "	52 50
Hutchinson, McInnes and Park Hill	T. McInnes	$2\frac{1}{2}$ & $\frac{1}{2}$	36	9 "	112 50
Hyde Park Railway Station and Komoka Railway Station	J. P. Fisher	19 $\frac{1}{2}$	6	9 "	487 50
Ilderton and Railway Station	J. H. McRae	$\frac{1}{16}$	24	9 "	74 88
Ilderton and Vanneck	H. D. Fraser	13	3	9 "	66 50
Ingersoll and Railway Station (C.P.)	T. J. Sherlock	$\frac{1}{4}$	18	6 " (to Dec. 31, '06).	52 74
do do	T. Chambers	$\frac{1}{4}$	18	3 " from "	50 00
do do (G.T.)	T. J. Sherlock	$\frac{1}{4}$	6	9 "	33 75
Ingersoll and Street Letter Boxes	do	16 $\frac{1}{4}$	18	9 "	180 00
Innerkip and Railway Station	D. Blackmore	$\frac{3}{4}$	12	6 " (to Dec. 31, '06)	48 03
do do	J. Borland	$\frac{3}{4}$	12	3 " from "	23 56
Inverhuron and Tiverton	A. McDonald	3	3	9 "	48 75
Invermay and Railway Station	W. C. Croome	$\frac{1}{4}$	12	9 "	70 20
Inwood and Railway Station	J. M. Courtwright	50 rods	12	9 "	45 00
Iona and Railway Station	W. Fletcher	2	12	9 "	93 60
Jaffa and Orwell	J. Elgie	3	2	9 "	37 50
Jarvis and Railway Station	H. A. Smithson	$\frac{7}{8}$	24	9 "	93 00
Jeannette's Creek and Railway Stn.	F. C. Peck	150 yds.	6	9 "	30 00
Jura and Railway Station	C. W. McCordie	$2\frac{3}{8}$	3	9 "	45 00
Kenilworth and Olivet	A. E. Tremain	$4\frac{3}{4}$	2	9 "	58 50
Kenilworth and Petherton	H. Fraser	$2\frac{3}{4}$	6	9 "	93 75
Kenilworth and Railway Station	G. Cushing	$\frac{1}{4}$	12	9 "	75 00
Kertch and Uttoxeter	C. H. Nesbitt	$3\frac{1}{2}$	3	1 " & 14 dys. (from Feb. 15, '07).	12 50
Kertch and Wanstead	N. K. Nesbitt	$2\frac{1}{2}$	6	9 "	86 25
Khiva and Shipka	F. Heitzman	$2\frac{1}{2}$	4	9 "	65 00
Kilworth Bridge and Komoka	H. Kilbourne	3	6	9 "	48 75
Kincardine and Port Elgin	W. Goar	24	6	6 " (to Dec. 31, '06).	204 50
do do	A. Mackay	24	6	3 " from "	102 25
Kincardine and Railway Station	G. D. Morrison	$\frac{9}{16}$	30	9 "	292 50
Kincardine and Walkerton	J. Sexsmith	28	6	9 "	525 00
Kingarf and Kinloss	B. Moulton	4	3	9 "	35 63
Kingscourt and Railway Station	B. Williamson	$1\frac{1}{4}$	3	9 "	56 25
Kingsmill and Mapleton	G. A. McCaulley	4	6	9 "	138 75
Kingsmill and Railway Station	F. L. Wagner	40 rods	12	9 "	45 00
Kingsville and Railway Station	J. L. Noble	$\frac{1}{4}$	12	9 "	73 93
Kinkora and Sebringville	M. Hishon	15 & $11\frac{1}{2}$	6	9 "	375 00
Kinloss and Lucknow	J. R. Brownscombe	10 $\frac{1}{2}$	6	9 "	180 00
Kinlough and Westford	A. W. Haldenby	$3\frac{3}{4}$	2	9 "	41 25
Kintyre and Railway Station	N. Brodie	$\frac{1}{4}$	6	9 "	111 70
Kippen and Railway Station	R. Mellis	$2\frac{3}{4}$	24	9 "	168 75

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Knapdale and Newbury.....	D. McNaughton	5	1	9 months.....	30 00
Kossuth and Preston.....	H. Short.....	5½	2	9 ".....	63 75
Lakeside and Thamesford.....	J. Gregory.....	12	6	9 ".....	219 75
Lambeth and Tempo.....	A. Taylor.....	4	6	9 ".....	56 25
Lamon and Sylvan.....	A. Randall.....	3	3	9 ".....	45 00
Langside and Whitechurch.....	H. Rintoul.....	5	3	9 ".....	52 50
Langton and Marston.....	J. L. Long.....	4½	2	9 ".....	26 25
La Salette and Railway Station.....	J. J. Casey.....	24	9	9 ".....	54 98
Lawrence Station and Railway Stn.	R. Miller.....	5½	6	9 ".....	142 00
Leamington and Railway Stn. (M.C.)	S. C. Wigle.....	24	9	9 ".....	56 25
do (Pere Marquette).....	do.....	12	6	9 ".....	56 16
Lebanon and Moorefield.....	J. Sinclair.....	8	3	9 ".....	75 00
Leesboro and Main Post Road.....	A. Heath.....	1½	3	9 ".....	30 00
Linwood and St. Jacobs.....	W. Oakley.....	12	6	9 ".....	228 75
Lion's Head and Spry.....	A. Martindale.....	6	3	9 ".....	63 75
Lion's Head and Warton.....	J. Owens.....	22	3	9 ".....	217 50
Lisbon and Wellesley.....	H. Witzel.....	2	3	9 ".....	48 00
Lisburn and Purple Grove.....	P. Leskey.....	11½	3	9 ".....	93 75
Lisburn and Railway Station.....	do.....	6	9	9 ".....	37 50
Listowel and Molesworth.....	S. Laugheed.....	7	6	9 ".....	118 55
Listowel and Railway Station.....	W. Donagan.....	½	42	9 ".....	131 25
Listowel and Trowbridge.....	F. Cosens.....	5	6	9 ".....	145 87
Littlewood and Tempo.....	A. Taylor.....	1¾	4	9 ".....	18 75
Lochalsh and Ripley.....	H. Campbell.....	15	6	5 " (to Nov. 30, '06).....	100 50
do.....	J. McGillivray.....	15	6	4 " from ".....	91 58
Londesborough and Railway Stn.....	S. Woodman.....	5	24	9 ".....	168 48
London—Conveyance of Letter Carriers.....	London Street Railway Co.....	as req.	9	9 ".....	750 00
London and London East.....	do.....	¾	24	9 ".....	105 00
London and London, Huron and Bruce Railway Station.....	The Shedden Forwarding Co.....	½	24	9 ".....	131 04
London and Lucan.....	J. H. Hodgins.....	10½	6	9 ".....	224 25
London and MacMillan.....	D. McMillan.....	17¾	6	9 ".....	297 75
London and Odell.....	S. Reid.....	3	3	9 ".....	48 75
London and Pere Marquette Railway Station.....	The Shedden Forwarding Co.....	¾	24	9 ".....	131 25
London Post Office, Street Letter Boxes and Railway Stations.....	C. H. Anderson.....	31, 12	& 18	9 ".....	1,873 00
London Post Office and C. P. Railway Station.....	T. Ball.....	do	1	special trip.....	2 00
London—Special Christmas delivery	do.....	do	6	3 " from ".....	15 00
London Junction and Railway Stn.	D. F. Buchanan.....	1½	12	9 months.....	37 44
Louiseville and Railway Station.....	J. Scott.....	6½	6	6 " (to Dec. 31, '06).....	119 52
do do.....	G. H. Morton.....	6½	3	3 " from ".....	70 07
Luncan, Clandeboye and Railway.....	J. Ward.....	3	12	9 ".....	150 00
Lucknow, Lanes and Mafeking.....	A. McLeod.....	14½ & 21	3 & 3	9 ".....	243 75
Lucknow and Railway Station.....	W. Connell.....	¾	24	9 ".....	131 04
Lurgan, Main Post Road and Amberley.....	D. Ray.....	2½ & 5	6 & 3	9 ".....	78 75
Lynn Valley and Railway Station.....	E. Edmonds.....	¾	12	9 ".....	23 85
Lynnville and Railway Station.....	W. Axford.....	2½ & 10	6	9 ".....	90 91
Lyons and Railway Station.....	C. W. Appleford.....	2½	6	9 ".....	128 70
McCready and Newbury.....	D. Ross.....	6	2	9 ".....	45 00
McGregor and Railway Station.....	J. A. Aubin.....	½	12	9 ".....	67 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					£ s. cts.
McWilliams and Railway Station..	W. Judge	1 ³ / ₁₆	6	9 months.....	15 00
Macton and Yatton..	J. H. Housinger	5	3	9 "	53 25
Maguire and Railway Station.....	A. Tod.....	2 ¹ / ₄	6	9 "	75 00
Mahaffy and Munro.	J. O. Coles.....	3 ³ / ₈	3	9 "	56 25
Maidstone and Railway Station.....	J. Robinson	4	12	0 "	88 92
Maple Lodge Railway Station.....	A. W. Smith.....	110 yds.	6	9 "	37 50
Mar and Red Bay.	C. McFarlane	7	2	9 "	57 75
Marburg and Railway Station.....	J. Awford	1 ¹ / ₂	6	9 "	75 00
Marshfield and Railway Station.....	J. R. Pollard.....	3	6	9 "	56 16
Melbourne and Middlemiss.....	T. Hearn.....	4 ¹ / ₂	6	9 "	97 12
Melbourne and Railway Station	G. W. Sponen- burgh	1 ¹ / ₄	12	9 "	37 44
Melgund and Railway Station.....	J. J. Bracken.....	2	3	9 "	49 14
Merlin and Railway Station.....	J. K. Brethour	1 ¹ / ₂	12	9 "	44 25
Merlin and Tilbury.....	C. Palmer.....	15	6	9 "	351 75
Mildmay and Railway Station.....	G. Hecinger.....	1 ¹ / ₄	12	9 "	72 05
Millbank and Railway Station.....	T. J. Hawthorne	3	12	9 "	74 88
Miller Lake and Stokes Bay	S. C. Weather- head	6	2	2 " (to Aug. 31, '06).	21 06
do do	D. Martin.....	6	2	7 " from "	52 34
Milverton and Railway Station.....	J. H. Schmidt.....	1 ¹ / ₁₆	24	9 "	112 32
Mitchell and Railway Station.....	J. Coping.....	2 ¹ / ₄	24	9 "	93 60
Mohawk and Railway Station.....	J. W. McLaren.....	4	12	9 "	37 44
Moltke and Neustadt	A. Duneman.....	2 ¹ / ₂	3	3 "	58 50
Moncrieff & Monkton	A. Campbell	7	3	9 "	90 90
Moorefield and Railway Station.....	P. Johnson.....	1 ¹ / ₄	24	9 "	75 00
Moorefield and Rothsay.....	R. Lawless.....	3 ¹ / ₂	6	9 "	181 25
Moorefield and Treecastle.....	J. Christie.....	3	6	9 "	75 00
Mooretown and Railway Station.....	J. Morrison.....	900 feet.	12	9 "	37 50
Mooreville and Railway Station.....	J. Bloomfield.....	1 ¹ / ₂	12	9 "	75 00
Morpeth and Thamesville	L. J. Poulin.....	15 ¹ / ₂	6	9 "	387 75
Mossley and Railway Station	E. M. Murray.....	3	6	9 "	31 50
Mount Elgin and Railway Station.....	F. Grey.....	3	12	9 "	74 88
Mount Forest and Railway Station.....	D. S. Allan.....	3	36	9 "	171 99
Mount Healy and Railway Station.....	D. Taggart.....	4 ¹ / ₂	6	9 "	117 00
Mount Vernon and Railway Station.....	J. Cavin.....	2	24	9 "	227 25
Muir and Vandecar.....	H. Virtue.....	2 ¹ / ₄	3	9 "	30 00
Mull and Pinehurst.....	J. T. O'Keefe.....	3 ¹ / ₂	2	9 "	52 50
Mull and Railway Station.....	J. H. Saddington	1 ¹ / ₂	12	9 "	60 00
Muncey and Railway Station.....	J. A. McGregor.....	30 rods.	12	9 "	29 94
Napier and Rokeby.....	M. Campbell.....	4	2	9 "	37 50
Napier and Strathroy.....	R. Tompkins.....	12	6	9 "	186 75
New Canaan and Railway Station.....	E. Neal.....	1 ¹ / ₁₆	12	9 "	33 75
New Dundee and Petersburg	A. Koehler.....	10	6	9 "	215 25
New Scotland and Redley.....	A. L. Stirling.....	2 ¹ / ₄	6	8 " (from Aug. 1, '06)	59 92
Nithburg and Stratford.....	W. Thompson.....	13 ¹ / ₂	6	9 "	309 00
Nixon and Railway Station.....	C. E. Kingsbury	300 yds.	12	9 "	46 80
Nober and Railway Station.....	J. D. Fryer.....	100 yds.	12	9 "	37 44
Normandale and Vittoria.....	D. S. Smith.....	4 ¹ / ₂	3	9 "	52 50
North Bruce and Queen Hill.....	J. T. Agar.....	2 ¹ / ₄	3	9 "	60 00
North Buxton and Railway Station.....	G. B. Shreve.....	1 ¹ / ₂	12	9 "	29 94
Norwich and Railway Stn. (B. & T.)	J. M. Wilson.....	1 ¹ / ₂	24	9 "	89 84
Norwich and Ry. Stn. (G. B. & L. E.)	do	4	24	9 "	90 00
Oakland and Railway Station.....	J. S. Crumback.....	2 ¹ / ₂	12	9 "	187 50
Ohsweken and Railway Station.....	D. Davis.....	5	6	9 "	152 10
Ohsweken and Sixty-nine Corners..	G. Nash.....	2 ¹ / ₄	3	9 "	29 25
Oil City and Railway Station	G. W. Bentley.....	1 ¹ / ₈	12	9 "	58 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Oil Springs and Railway Station...	D. P. Sisk...	300 yds.	24	9 months	49 90
Oldcastle and Railway Station...	M. McCarthy...	100 yds.	6	9 "	18 72
Olinda and Ruthven...	T. H. Wingle...	2 $\frac{1}{2}$	6	9 "	96 00
Oliver and Thorndale...	J. G. McLeod...	6	2	9 "	75 00
Oneida and Railway Station...	W. Reid...	11	6	3 " (to Sept. 30, '06)	25 00
do do	J. A. Senn...	1 $\frac{1}{2}$	6	6 " from "	50 00
Onondaga and Railway Station...	S. G. Simpson...	4	6	9 "	67 86
Ostrander and Railway Station...	W. J. S. Burn...	4	12	9 "	44 25
Otterville and Railway Station...	M. J. Lavigne...	3 $\frac{1}{2}$	18	9 "	112 50
Oxley and Railway Station...	T. A. Elliott...	6 $\frac{1}{2}$	6	9 "	165 90
Paisley and Railway Station...	J. Trelford...	1 $\frac{1}{2}$	12	9 "	74 88
Paisley and Vesta...	R. W. Burns...	17	6	1 " and 10 days. (to Sept. 10, '06).	57 28
do do	W. Rankin...	17	6	6 " and 20 dys (from Sept. 10, '06).	159 65
Palmerston and Railway Station...	W. Nowry...	1 $\frac{1}{2}$	48	9 "	93 75
Paquette Station and Railway Stn.	F. Harshaw...	33 rods.	6	9 "	30 42
Paris and Railway Station...	M. C. Gray...	1	48	9 "	468 00
Paris and Street Letter Boxes...	do	4	12	9 "	55 13
Park Head and Railway Station...	J. Pattison...	1	12	9 "	58 50
Park Hill and Railway Station...	S. Tudor...	1 $\frac{1}{2}$	12	9 "	63 63
Park Hill and Strathroy...	R. McPhie...	18	3	9 "	180 00
Peebles and Woodstock...	O. P. Brown...	11 $\frac{1}{2}$	6	9 "	349 25
Peele Island and Mainland...	J. E. Quick...	26 $\frac{1}{2}$	1 & 2	9 days (to July 9, '06).	19 94
do do	T. J. Stockwell...	26 $\frac{1}{2}$	1 & 2	8 mos. and 22 dys. (from July 9, '06).	1,088 32
Perch Station and Railway Station...	R. Bright...	5 $\frac{1}{2}$	2	9 "	37 50
Petrolea and Railway Station (G. T.)	Grand Trunk Railway Co.	275 ft.	6	9 "	16 50
Petrolea and Railway Station (M. C.)	R. E. Germain...	1	24	9 "	63 75
Petrolea and Street Letter Box...	J. Shaw...	1,200 yd.	12	9 "	0 75
Petrolea and Wilsoncroft...	E. Clemens...	6 $\frac{3}{4}$	2	9 "	75 00
Pike Creek and Railway Station...	M. Suzor...	1 $\frac{1}{2}$	6	9 "	45 00
Pilette Corners and Walkerville...	O. Samson...	3 $\frac{1}{2}$	2	9 "	30 00
Pinkerton and Railway Station...	J. Keyes...	2 $\frac{1}{2}$	6	9 "	85 40
Plattsville and Railway Station...	E. Gatzka...	4 $\frac{1}{2}$	6	9 "	67 50
Point Edward and Sarnias...	H. W. Mills...	2	24	9 "	234 75
Pond Mills and Wilton Grove...	A. B. Murray...	12 $\frac{1}{2}$	3	9 "	72 75
Port Burwell and Port Rowan...	O. Barrett...	22 $\frac{1}{2}$	6	9 "	360 00
Port Dover and Railway Station...	I. Johnson...	4 $\frac{1}{2}$	30	9 "	98 74
Port Elgin and Railway Station...	A. C. Gilbert...	4	18	9 "	105 30
Port Elgin and Tara...	J. E. Grant...	15	6	9 "	270 00
Port Franks and Thedford...	F. Burley...	6	3	3 " (to Sept. 30, '06).	19 50
do do	H. W. Brown...	6	3	6 " from "	39 00
Port Lambton and Railway Station...	J. S. McDonald...	7 $\frac{1}{2}$	12	9 "	45 00
Port Rowan and Railway Station...	F. E. Foster...	3	12	9 "	75 00
Port Ryerse and Vittoria...	D. S. Smith...	3 $\frac{1}{2}$	6	9 "	97 50
Port Stanley and Railway Station...	P. L. Glover...	4	24	9 "	52 50
Preston and C. P. Ry. Stn. at Galt...	Galt, Preston & Hespeler St. Ry. Co.	31 $\frac{1}{2}$	6	8 "	811 90
Puce and Railway Station...	J. Stone...	4	12	9 "	33 68
Ratho and Railway Station...	G. Steedsman...	1 $\frac{1}{2}$	6	9 "	39 00
Rayside and Railway Station...	F. Day...	880 yds.	6	9 "	37 44
Renton and Railway Station...	M. Chrysler...	3	12	9 "	56 25
Renwick and Railway Station...	T. G. Harlton...	50 yds.	12	9 "	33 68
Richwood and Railway Station...	W. Taylor...	1 $\frac{1}{2}$	6	9 "	58 50

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ridgetown and Railway Station (M.C.).....	M.H. Dougherty	1	12	9 months.....	91 26
Ridgetown and Railway Station (Père Marquette).....	do	$\frac{1}{2}$	12	9 "	88 92
Ripley and Railway Station.....	J. McInnis.....	$\frac{3}{4}$	24	9 "	131 04
Rockford and Railway Station.....	W. Richards.....	3 $\frac{3}{4}$	6	9 "	120 00
Rodney and Railway Station.....	J. S. McGugan..	40 rods.	24	9 "	93 60
Round Plains and Waterford.....	T. Kitchen.....	4	3	9 "	45 94
Ruscom Station and Railway Station.....	W. H. Knister..	50 yds.	12	9 "	37 50
Ruthven and Railway Station.....	T. H. Wigle....	$\frac{1}{4}$	12	9 "	57 60
St. George and Railway Station...	G. W. Howell..	1	24	9 "	234 75
St. Jacobs and Railway Station....	J. Menger.....	$\frac{1}{2}$	18	9 "	56 16
St. Joachim, River Ruscom and Railway Station.....	O. Janisse.....	2	6	9 "	105 00
St. Joseph and Zurich.....	D. Spencer.....	4	6	9 "	86 25
St. Mary's and Wildwood.....	J. Bolton.....	5	3	9 "	75 00
St. Paul's Station and Railway Station.....	A. Thom.....	$\frac{1}{16}$	12	9 "	46 80
St. Thomas Railway Stations and Street Letter Boxes.....	H. Fearnley....	1&14 $\frac{3}{4}$	84&18	9 " and extra trips..	699 94
St. Thomas and Sparta.....	W. Butterwick..	11	6	9 "	100 87
St. Thomas and Talbotville Royal, do do.....	G. Fearnley....	3 $\frac{3}{4}$	6	9 "	36 25
	South Western Traction Co'y.	3 $\frac{3}{4}$	6	3 " (to Sept. 30, '06)..	68 86
St. Williams and Railway Station..	J. Cope.....	$\frac{1}{4}$	12	6 " from "	44 46
Sable and Main Post Road.....	N. McPhee.....	2	3	9 "	56 25
Salford and Railway Station.....	J. B. Turner....	$\frac{1}{2}$	12	9 "	58 50
Sandwich and Windsor.....	Sandwich, Windsor & Amherstburg Ry. Co..	2	6	9 "	93 75
Sarnia and Père Marquette Railway Station.....	D. McCrae.....	200 yds.	24	9 "	157 50
Sarnia and Port Huron.....	J. McKelvy....	1	12	9 "	89 63
Sarnia and Street Letter Boxes...	J. Lucas.....	4 $\frac{3}{4}$	12	9 "	109 06
Sauble Falls and Wiarton.....	S. Hyatt.....	12	2	9 "	93 75
Seaforth and Railway Station.....	T. Simpson.....	$\frac{1}{4}$	36	3 " & 28 dys. (to Oct. 28, '06).....	78 26
do do.....	T. Corbert.....	$\frac{1}{4}$	36	5 " & 3 days (from Oct. 28, '06)....	101 74
Sebringville and Railway Station..	H. Kaercher....	$\frac{3}{4}$	18	9 "	112 50
Seckerton and Railway Station.....	D. Leroux.....	4	3	9 "	56 25
Shedden and Railway Station.....	A. Burwell.....	$\frac{5}{8}$	12	9 "	56 25
Silver Hill and Tain.....	G. Charlton....	3 $\frac{1}{2}$	2	13 days (to July 13, '06)..	4 00
do do.....	A. McDowell....	3 $\frac{1}{2}$	2	8 months and 18 days (from July 13, '06).....	36 74
Simcoe and Loop Line Letter Box..	C. A. Chadwick	1	18	9 "	21 06
Simcoe and Railway Stations.....	do	$\frac{1}{2}$ & 1	24 & 18	9 "	189 54
Simcoe and Waterford.....	M. L. Boughner	7	6	0 "	198 75
Sombra and Railway Station.....	P. Helmer.....	$\frac{1}{8}$	12	9 "	37 50
Sombra and Wilkesport.....	D. Shephard....	7	6	9 "	172 50
Southampton and Railway Station..	W. Gilbert.....	$\frac{1}{3}$	24	9 "	91 60
Springfield and Railway Station....	F. Soper.....	$\frac{1}{10}$	12	9 "	51 48
Springford and Railway Station....	H. A. White....	$\frac{1}{3}$	24	9 "	74 88
Staples and Railway Station.....	D. R. Menzies..	30 rods.	12	9 "	65 52
Stevenson and Railway Station.....	R. A. Howard..	50 rods.	12	9 "	51 48
Stokes Bay and Wiarton.....	J. E. Sutherby..	27 $\frac{1}{2}$	3	9 "	221 25
Stony Point and Railway Station..	E. Desmarais...	1	12	9 "	78 75

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Strasburg and Railway Station ...	S. Bartholomew.	8	6	3 mos. (to Sept. 30, '06).	28 75
do do	A. Cressman.	8	6	6 " from " ..	87 50
Stratford and Railway Station....	A. Easson.....	$15\frac{1}{2}$	60	9 " ..	280 80
Stratford and Street Letter Boxes..	W. T. Cook	15	18	3 " (to Sept. 30, '06).	120 00
do do	W. Murch.....	17	18	6 " from " ..	245 00
Strathroy and Street Letter Boxes..	R. E. Richards..	$51\frac{1}{2}$	12 & 18	9 " ..	150 00
Sutherland and Windsor	C. C. Chauvin..	3	3	18 days (from Mar. 14, '07)	3 00
Sutorville and Watford.....	S. E. Thompson	7	2	9 months.....	56 25
Sylvan and Thedford	W. Randall.....	5	6	9 " ..	109 42
Tara and Railway Station.....	J. N. Monkman	$3\frac{1}{2}$	12	9 " ..	60 84
Tavistock and Railway Station....	G. Matheson....	$2\frac{1}{2}$	24	9 " ..	75 00
Teeswater and Railway Station....	F. Green.....	$1\frac{1}{2}$	18	9 " ..	74 25
Teeswater and Walkerton	G. Kreutzwiser.	16	6	9 " ..	333 75
Teeterville and Windham Centre..	E. J. Arthur....	$3\frac{1}{2}$	6	9 " ..	95 25
Thamesford and Railway Station....	N. C. McCarthy.	$\frac{1}{2}$	12	9 " ..	93 60
Thamesville and Railway Station....	J. K. Duncan....	525	12	9 " ..	56 25
Thedford and Railway Station....	R. Wilson	150 yds.	12	9 " ..	29 25
The Gore and Main Post Road....	M. Ackland	1	6	9 " ..	56 25
The Grove and Railway Station....	T. A. Robinson.	$\frac{1}{4}$	6	9 " ..	18 72
Thorndale and Railway Station....	F. Falconer....	70 rods.	6	4 " (from Dec. 1, '06)	10 45
Thornylhurst and Wallaceburg....	F. Varnell.....	11	3	9 " ..	131 25
Tilbury and Railway Station....	J. Funston.....	$1\frac{1}{4}$	24	9 " ..	93 75
Tillsonburg and B. & T. Railway Station.....	C. Becker & Son.	$2\frac{3}{4}$	24	9 " ..	74 88
Tillsonburg, Lake Erie and Pacific Railway Stations and respective Post Offices.....	Canadian Pacific Railway Co.....		18 & 24	9 " ..	438 90
Tillsonburg and Loop Line Railway Station.....	W. A. Cowan....	$1\frac{1}{2}$	12	9 " ..	131 04
Tillsonburg and M. C. Railway Station.....	do	$1\frac{1}{2}$	12	9 " ..	105 30
Topping and Railway Station....	D. L. Brenneman	6	6	9 " ..	150 00
Townsend Centre and Railway Station.....	W. J. Smith....	49 rods.	12	9 " ..	37 50
Tunnel and Street Railway.....	J. Fry.....	49 feet.	18	6 " ..	7 50
Tupperville and Railway Station....	A. McArthur....	30 yds.	12	9 " ..	29 94
Turnerville and Railway Station....	J. T. Shaw.....	100 feet.	12	9 " ..	33 75
Tuscarora and Railway Station....	S. J. McKelvey.		6	9 " ..	70 20
Tyrone and Wallaceburg	P. Gerow.....	6	12	9 " ..	82 17
Tyrrell and Railway Station....	W. Austin.....	$1\frac{1}{4}$	6	9 " ..	75 00
Vanessa and Railway Station	J. C. Lutes.....	3	12	9 " ..	112 50
Van Horn and Railway Station.....	J. Zink.....	$1\frac{1}{2}$	2	3 " (to Sept. 30, '06).	7 50
do do	W. Smith.....	$1\frac{1}{4}$	2	6 " from " ..	15 00
Villa Nova and Railway Station....	M. McAlpin....	$\frac{1}{2}$	6	9 " ..	37 44
Vittoria and Railway Station....	D. S. Smith....	$\frac{1}{2}$	12	9 " ..	36 75
Vyner and Railway Station	D. Lamont.....	$1\frac{1}{2}$	3	9 " ..	52 75
Walker's and Railway Station....	J. Grieve	$\frac{1}{4}$	12	9 " ..	30 42
Walkerton and Railway Station....	F. Rennie.....	$1\frac{1}{2}$	18	9 " ..	87 73
Walkerville and G. T. Railway Stn.	N. B. Vrooman.	75 yds.	36	9 " ..	119 34
Walkerville and G. R. Ry. Station at Windsor	do	$1\frac{1}{2}$	6	9 " ..	52 50
Wallaceburg and C. W. and L. E. Railway Station	A. Fisher.....	1,700 ft.	6	9 " ..	56 25
Wallaceburg and P. M. Ry. Station	do	$\frac{1}{2}$	24	9 " ..	150 00

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Wallaceburg and Walpole Island ..	J. B. McDougall	8	2	9 months.....	56 25
Wallacetown and Railway Station.	P. Gerow.....	34½	12	9 "	159 12
Walnut and Watford.....	A. Black.....	6	2	9 "	78 75
Walsh and Railway Station.....	A. Brett.....	2½	6	9 "	75 75
Wardsville and Railway Station...	J. W. Wilson...	3½	12	9 "	93 60
Warwick and Railway Station.....	D. M. Ross.....	8	6	9 "	195 00
Waterford and M. C. Railway Stn.	L. S. Dean.....	12	9	9 "	56 25
Waterford and T. H. & B. Ry. Stn.	M. L. Boughner.	12	9	9 "	45 62
Waterloo and G. T. Ry. Station at Berlin.....	Berlin & Waterloo St. Ry. Co.	2	30	9 "	269 60
Waterloo and Galt and Elmira Ry. Station.....	W. W. Glaister.	1½	18	9 "	63 87
Waubuno and Railway Station.....	J. Young.....	3	6	9 "	94 85
Weidmann and Railway Station.....	A. W. Craig.....	70 rods	12	9 "	39 78
West Lorne and Railway Station...	S. McKillop....	1½	12	9 "	30 00
Wheatley and Railway Station.....	O. Iverson.....	1	12	9 "	140 40
Wheatley and Windfall.....	G. Gibson.....	5	2	9 "	78 00
Whitebread Station and Ry. Stn.	W. E. Evans....	50 yds.	12	9 "	29 94
Whitechurch and Railway Station.	E. Everitt.....	18	9	9 "	45 56
White Oak and Main Post Road...	G. F. Johnston..	2½	3	9 "	56 25
Wiarton and Railway Station.....	S. Hyatt.....	30	9	9 "	198 90
Williams and Railway Station.....	C. A. Williams..	6	9	9 "	75 00
Wilton Grove and Railway Station.	P. Murray.....	6	9	9 "	33 68
Windham Centre and Ry. Station.	I. W. Lewis.....	12	9	9 "	22 43
Windsor and Detroit.....	E. Gignac.....	14	18	9 "	372 06
Windsor and Railway Station (M.C.)	do.....	1	24	9 "	243 36
Windsor and Railway Station (Pere Marquette).....	M. H. McCarthy	1½	12	9 "	177 84
Windsor and Street Letter Boxes...	B. McLellan...	19½	25	9 "	675 00
Windsor and Walkerville.....	N. B. Vrooman..	1	6	9 "	52 50
Wingham and Railway Stn. (C.P.)	A. R. Anderson..	12	9	9 "	117 00
Wingham and Railway Stn. (G.T.)	Cassels & Carr..	30	4	" (to Oct. 31, '06).	84 00
do do	A. R. Anderson..	30	5	" from " ..	103 20
Wolverton and Railway Station...	G. W. Dawson..	12	9	9 "	90 00
Woodslee and Railway Station.....	T. Galloway.....	12	9	9 "	150 00
Woodstock and Railway Stn. (C.P.)	J. A. McKenzie..	12	3	" (to Sept. 30, '06).	31 20
do do	G. F. Thurlow..	12	6	" from " ..	95 00
do do (P.D. & L.H.)	J. A. McKenzie..	24	9	9 "	142 50
Woodstock and Street Letter Boxes	C. Cullen.....	12	18	9 "	110 78
Woodstock Station Letter Box and C. P. R. Postal Car.....	R. Scott.....	50 yds.	12	8 " & 17 days (to Mar. 17, '07).....	12 80
do do	H. G. Winter...	50	12	14 days (from " ..	1 17
Wroxeter and Railway Station ..	A. Paulin.....	18	9	9 months	83 54
Wyton Station and Railway Stn...	G. Scatcherd...	12	9	9 "	14 96
Zurich and Railway Station.....	T. Murdock.....	6½	12	9 "	168 00
Total.....					\$79,099 08
Less amount withdrawn from Guarantee Fund.....					56 90
					\$79,043 08

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APPENDIX B—Continued.

WINNIPEG POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Winnipeg Postal Division,
made within the year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberdeen and Railway Station	H. Schroeder	170 yds.	6	3 months (to Sept. 30, '06)	18 78
do do	do	170 yds.	6	6 " from "	62 60
Abernethy and Chickney	D. Switzer	21	2	9 " (to Mar. 31, '07)	180 00
Abernethy and Katepwe	do	13	2	9 " "	172 50
Abernethy and Railway Station	J. B. Gillespie	50 rods	6	9 " "	117 36
Almeda and Curt Hill	M. Hedge	27	1	9 " "	195 00
Almeda and Railway Station	B. L. Gibson	$\frac{1}{2}$	12	9 " "	93 60
Alcester and Minto	M. C. Mitchell	6	2	7 " (to Jan. 31, '07)	66 73
Alexander and Mayne	H. W. Lundy	13 $\frac{1}{2}$	1	45 days (to Aug. 14, '06)	15 28
Alexander and Railway Station	J. F. Walker	$\frac{1}{4}$	18	9 months (to Mar. 31, '07)	253 11
Allanlea and Glenella	S. Alexander	14	1	9 " "	82 38
Almasippi and Graysville	Mrs. S. J. Huntley	6 $\frac{1}{2}$	2	9 " "	117 00
Alpha and Fillmore	W. H. Smelker	23	1	6 " (to Dec. 31, '06)	45 00
do do	A. R. Reid	23	1	3 " from "	43 75
Altamont and Railway Station	H. Mussell	$\frac{1}{2}$	12	6 " (to Dec. 31, '06)	62 40
do do	do	$\frac{1}{2}$	6	3 " from "	15 60
Altana and Railway Stations	L. P. Yoerger	$\frac{1}{2}$	12	9 " "	56 25
Alvena and Rosthern	A. Hryzal	18	1	9 " "	136 50
Angove and Stornoway	James Craig	18	1	1 " (from Mar. 1, '07)	6 66
Annaheim and Muenster	R. Litkinhaus	12	1	5 " (to Nov. 30, '06)	59 58
do do	G. G. Doepker	12	2	4 " from "	69 33
Antler and Bellegarde	F. Sylvestre	5	1	9 " "	35 25
Antler and Fry's	J. H. Fry	6	1	9 " "	37 50
Antler and Railway Station	E. Haight	$\frac{1}{2}$	12	9 " "	90 00
Arbakka and Stuartburn	J. Gillies	17	1	6 " (to Dec. 31, '06)	70 00
do do	do	21	1	3 " from "	43 23
Arcola and Ossa	J. Greatrix	39	1	9 " "	315 00
Arcola and Percy	R. J. Morrison	8	1	9 " "	75 00
Arcola and Railway Station	T. G. Yeoward	$\frac{3}{4}$	12	3 " (to Sept. 30, '06)	90 00
do do	do	$\frac{1}{4}$	12	6 " from "	138 00
Arden and Railway Station	W. E. Boughton	$\frac{1}{4}$	12	9 " "	101 25
Argyle and Woodlands	G. Josling	13	2	9 " "	117 00
Arnau and Carlowrie	R. Sumner	6	1	9 " "	48 75
Arnau and Railway Station	E. Smith	$\frac{1}{4}$	12	9 " "	117 36
Arnau and Ste. Elizabeth	H. Fontaine	9	2	3 " (to Sept. 30, '06)	26 00
Arrow River and Orrwold	W. Tennant	20 $\frac{1}{2}$	2	4 " (to Oct. 31, '06)	74 53
do do	do	20 $\frac{1}{2}$ & 22	2	4 " (to Feb. 28, '07)	80 60
do do	do	42 $\frac{1}{2}$	2	1 " from "	21 67
Arrow River and Railway Station	do	1	5	4 " (to Oct. 31, '06)	26 08
do do	do	1	12	5 " from "	65 20
Asessippi and Russell	J. T. Adams	15	2	9 " "	180 00
Ashville and Railway Station	E. S. Young	550 yds.	6	9 " "	46 80
Atikokan and Railway Station	F. J. Schieder	300 yds.	6	9 " "	35 19
Aubigny and Silver Plain	H. Mousseau	23	2	9 " "	44 25
Auburnton and Oxbow	A. J. Watson	14	1	9 " "	75 00
Audry and Carievale	T. J. Puffer	12 $\frac{1}{2}$	1	9 " "	75 75
Austin and Railway Station	J. Willott	$\frac{1}{4}$	12	9 " "	149 76
Avonhurst and South Qu'Appelle	W. F. Mathews	17 $\frac{3}{4}$	2	9 " "	234 00
Aweme and Treesbank	E. Little	8	1	9 " "	56 25
Aylesbury and Railway Station	H. H. Johnston	$\frac{1}{2}$	12	1 " (to July 31, '06)	12 50
do do	do	$\frac{1}{2}$	12	8 " from "	163 32

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Aylesworth and Emo.	J. L. Locking...	6	1	9 months.....	56 25
Badger and Railway Station. . .	H. Johnson ...	150 yds.	4	2 " (to Aug. 31, '06).	5 00
do do	A. White	$3\frac{1}{2}$	4	7 " from "	35 00
Badgerville and Canora.....	L. Sexsmith	18	1	1 " (to July 31, '06).	8 67
Bagley and Milfort.....	N. Anderson....	15	1	9 "	70 50
Bagot and Railway Station.....	J. C. Lowrie....	$\frac{1}{2}$	12	9 "	45 15
Balcarres and File Hills.....	R. T. Grant....	22	2	1 " (to July 31, '06).	16 66
do do	L. Liberte	21	2	8 " from " ..	219 33
Balcarres and Railway Station.....	G. C. Ludlow....	200 yds.	6	9 "	105 63
Baldur and Grund	S. Christopher-son	6	2	9 "	90 00
Baldur and Railway Station.....	A. Fowler	$\frac{1}{2}$	12	9 "	155 05
Baldur and Rosebery.....	T. Sexsmith....	12	1	2 " (to Aug. 31, '06).	17 33
Balgonie and Hednesford	F. Gentner	24	1	9 "	157 50
Balgonie and Kathrinthal.....	P. Dielschneider	15	1	9 "	97 50
Balgonie and Railway Station.....	J. C. Wilson....	$\frac{1}{2}$	20	9 "	197 31
Balmoral and Greenwood.....	E. Bowman....	$6\frac{1}{2}$	1	9 "	56 25
Balmoral and Railway Station.....	R. Rutherford..	$\frac{1}{2}$	12	9 "	210 60
Balsam Bay and Gilelo.....	H. Thomas	31	1	2 " (from Feb. 1, '07)	56 33
Barnhart and Emo	J. Schalmehorn.	9	1	9 "	58 50
Barnsley and Station.....	P. McBride....	$\frac{1}{2}$	3	9 "	18 75
Barwick and Chapple.....	W. H. Smith....	$6\frac{1}{2}$	1	9 "	48 75
Barwick and Railway Station	E. Both	$\frac{3}{4}$	12	9 "	164 31
Basswood and Railway Station.....	D. McPherson..	$\frac{1}{2}$	12	9 "	93 60
Basswood and Rolling River.....	D. Cameron....	10	1	9 "	56 25
Bates and Homewood.....	J. Crawley	3	2	9 "	58 50
Batoche and Wakaw.....	R. Boyer	24	1	9 "	132 00
Barelaw and Millwood.....	M. O. Borke	9	1	9 "	45 00
Beaconsfield and Swan Lake.....	J. R. Couch	14	2	1 " and 14 days (to Aug. 14, '06)	17 73
Beaconsfield and Somerset.....	R. W. McMorran	$6\frac{1}{2}$	2	7 " and 17 days from Aug. 14, '06)..	88 13
Beausejour and Broken head.....	F. Staska	14	1	9 "	63 75
Beausejour and Railway Station.....	S. Turner	$\frac{1}{2}$	14	9 "	82 11
Beaver and Railway Station.....	R. H. McLeod..	$\frac{1}{4}$	6	1 " (to July 31, '06).	7 93
do do	do	$\frac{1}{4}$	12	8 " from " ..	99 40
Beaver Dale and Yorkton.....	W. E. Moore....	29	1	9 "	180 00
Beckenham and Sheho.....	N. D. Currie....	40	1	9 "	318 74
Beeston and Grenfell.....	A. B. Varley....	31	1	5 " (to Nov. 30, '06).	62 50
do do	do	25	1	4 " from " ..	25 00
Bekevar and Fletwode.....	J. Szakais	9	1	9 "	60 00
Belcourt and Reaburn.....	T. H. Brown....	5	2	9 "	71 25
Belle Plain and Railway Station.....	J. R. M. Dixon.	150 yds.	14	9 "	75 00
Bellhampton and Glenella.....	C. W. Clark....	12	1	2 " from Feb. 1, '07)	15 00
Belmont and Railway Station.....	K. Kirkman....	$\frac{1}{2}$	24	7 " and 3 days (to Feb. 3, '07)...	186 06
do do	do	$\frac{1}{2}$	18	29 days (to Mar. 4, '07)..	18 90
do do	do	$\frac{1}{2}$	24	27 " from " ..	23 47
Bender and Broadview.....	J. McDougall..	29	1	2 mos. (from Feb. 1, '07).	30 00
Benito and Swan River.....	J. S. Free	30	1	7 " (to Jan. 31, '07).	151 66
do do	do	$30\frac{1}{2}$	1	2 " from " ..	48 32
Beresford and Railway Station.....	W. Cannon....	$\frac{1}{2}$	12	9 "	67 50
Bethany and Railway Station.....	R. A. Myrick....	85 yds.	6	9 "	59 28
Bethune and Railway Station.....	E. J. Cleugh ...	200 yds.	6	9 "	58 50
Bienfait and Railway Station.....	A. J. Milligan..	450 yds.	2	20 days (to July 20, '06).	1 08
do do	do	450 "	3	2 months and 22 days (to Oct. 11, '06)...	6 76
do do	do	450 "	3	5 " and 20 days (from Oct. 11, '06)...	28 20

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Big Fork and Devlin.....	P. O'Connell....	11	2	1 month (to July 31, '06)	13 00
do do	A. Spencer....	11	2	8 months from "	106 66
Binscarth and Railway Station.....	D. McGilvray ..	17 $\frac{1}{2}$	12	9 "	140 85
Binscarth and Seeburn	O. Seebach....	14	1	9 "	97 50
Birch Hills and Deer Lodge.....	W. Stevens....	8	1	9 "	76 18
Birch Hills and Railway Station.....	do	1 $\frac{1}{2}$	2	5 " (from Nov. 1, '06)	39 25
Birds Hill and Railway Station.....	G. Chudleigh....	2 $\frac{1}{2}$	6	9 "	93 90
Bernie and Railway Station.....	R. Watson.....	200 yds.	6	9 "	46 95
Birtle and Fort Ellice.....	G. H. Dickinson....	12	2	9 "	156 00
Birtle and Miniota.....	do	23	3	9 "	337 50
Birtle and Railway Station.....	do	3 $\frac{1}{2}$	12	9 "	187 80
Birtle and Warleigh	do	8	1	9 "	45 00
Black Hawk and Stratton Station.....	G. N. Hughes....	15 $\frac{1}{2}$	1	9 "	58 50
Bladworth and Railway Station.....	A. J. Ault.....	166 yds.	12	9 "	37 50
Bladworth and Strongfield.....	P. Van Herewehye	21	1	9 "	153 75
Bleakmore and Strasburg Station.....	A. W. Hudson....	32	1	9 "	331 50
Blythfield and Railway Station.....	W. H. Mellow....	3 $\frac{1}{2}$	2	9 "	62 85
Boissevain and Railway Station.....	W. H. Sauls....	12	12	9 "	117 36
Boissevain and Sheppardville.....	G. F. Brown....	14 $\frac{1}{2}$	2	9 "	150 00
Boissevain and Wapaha.....	do	16 $\frac{1}{2}$	1	9 "	74 25
Boissevain and Wassewa	W. Millions....	10	2	5 " & 6 d. (to Dec. 6, '06)	54 31
Bonheur and Railway Station	J. C. Roney....	325 yds.	12	9 "	151 50
Bonne Madone and Donremy.....	G. Revcy....	14	1	9 "	81 75
Bonnie Doon and Reaburn	W. Finegan....	9 $\frac{1}{2}$	2	9 "	136 50
Boscourvis and Oxbow.....	T. Decker....	14	1	9 "	84 00
Boucherville and Stratton Station.....	I. Vipond....	3	2	9 "	78 00
Bowsman and Railway Station	J. Caverly....	300 ft.	6	2 " (to Aug. 31, '06)	13 00
Bradwardine and Railway Station.....	A. Hays....	1 $\frac{1}{2}$	6	9 "	58 68
Brancipeth and Railway Station.....	G. Taylor, jr....	3	2	5 " (from Nov. 1, '06)	47 66
Brandon and Hayfield.....	G. E. Cowling....	12	2	6 " (to Dec. 1, '06)	268 00
do do	N. Twigge....	12	2	3 " from "	104 00
Brandon and Railway Stations (C.N. & C.P.).....	F. J. Baird....	$\frac{1}{2}$ & $\frac{1}{4}$	128 ⁸²	9 " (to Nov. 30, '06)	1,284 50
Brandon and Shrubland.....	W. Cannon....	9	2	5 " & 14 dys. (to Feb. 4, '07)	119 17
Brandon and Roseland.....	do	9	2	2 " "	59 58
do do	John Scott....	9	2	1 " 14 dys. from "	26 00
Brandon Hills and Railway Station.....	A. J. Gerry....	2 $\frac{1}{2}$	2	9 "	97 50
Bredenberg and Railway Station.....	H. Pearpoint....	100 yds.	6	9 "	82 17
Bridge Creek and Franklin	C. R. Campbell....	3 $\frac{1}{2}$	3	9 "	82 50
Broadview and Crystal Springs.....	J. McDougall....	29	1	7 " (to Jan. 31, '07)	105 00
Broadview and Graytown.....	R. Gray....	42	1	9 " & arrears	272 55
Broadview and Railway Station.....	A. L. Brown....	$\frac{1}{2}$	28	9 "	226 50
Broken Shell and Yellow Grass.....	M. Garritty....	12	1	9 "	86 25
Brookdale and Railway Station.....	J. W. Miller....	560 feet	6	9 "	58 68
Broomhill and Melita.....	W. Kilkenny....	12	1	9 "	68 25
Brown and Morden	A. Stapel....	13	2	9 "	142 50
Bru and Cypress River.....	H. Josephson....	11 $\frac{1}{2}$	2	9 "	120 00
Brunkild and Railway Station.....	Wm. Poersch....	300 yds.	3	9 "	17 55
Bruno and Railway Station	F. G. Tolley....	60 yds.	6	5 " (to Nov. 30, '06)	19 56
do do	A. J. Schwinghamer	60 yds.	6	4 " from " "	26 08
Bruxelles and Holland.....	V. Poncelet....	16	2	9 "	111 75
Buchanan and Mitchellview.....	R. Mitchell....	9 $\frac{1}{2}$	1	1 " (from Mar. 1, '07)	10 83
Buchanan and Railway Station	C. C. Godfrey....	100 yds.	6	4 " (from Dec. 1, '06)	31 29
Buffalo Plains and Hazelwood.....	C. V. Shaver....	12	1	9 "	97 50
Eufin and Milestone.....	G. Cassidy....	17	1	8 " (from Aug. 1, '06)	117 86
Bulyea and Railway Station.....	J. W. Barlow....	500 yds.	6	9 "	58 68
Buncloody and Fairfax.....	D. A. Rose....	7 $\frac{1}{2}$	1	9 "	60 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bunsville and Mulock.....	J. Thomas.....	12	1	9 months.....	75 00
Burnbank and Elkhorn.....	J. H. Cavanagh.....	8	2	9 ".....	117 00
Burnbank and Two Creeks.....	G. Allison.....	7½	1	9 ".....	67 59
Burnside and Fox.....	S. Hadly.....	6½	1	6 " (to Dec. 31, '06)	19 50
Burnside and Railway Station.....	J. R. Fox.....	12	9	" ".....	37 65
Butterton and Earl Grey.....	A. C. Foster.....	8	1	7 " and 8 days (to Feb. 8, '07)....	45 62
do do.....	R. Stotts.....	8	1	1 " and 20 dys. from Feb. 8, '07)....	12 04
Cameron and Railway Station.....	W. D. Hamilton.....	¼	6	9 ".....	33 75
Camperville and Winnipegosis.....	J. B. Napakisit.....	35	9	9 ".....	108 75
Cannington Manor and Moosomin.....	H. King.....	43½	1	9 ".....	187 50
Canora and Devil's Lake.....	R. R. Smith.....	17	1	9 ".....	81 12
Canora and Ebenezer.....	E. Barchell.....	19½	1	7 " (to Jan. 31, '07)	106 16
do do.....	do.....	13	1	2 " from ".....	21 66
Canora and Railway Station.....	John Leitch.....	400 yds.	12	4 " (to Oct. 31, '06)...	125 00
do do.....	do.....	400 yds.	12	1 " and 7 days (to Dec. 7, '06)....	31 47
do do.....	do.....	400 yds.	14	24 days to Dec. 31, '06...	23 80
do do.....	do.....	400 yds.	14	3 mos. from ".....	66 00
Canora and White Hawk (C.R.).....	E. Barchell.....	71	1	8 " (from Aug. 1, '06)	277 33
Cantal and Wanchope.....	N. Menard.....	12	1	8 " (to Feb. 28, '07)	66 66
do do.....	E. Lemieux.....	12	1	1 " from ".....	8 34
Carberry and Montrose.....	S. Shannon.....	36	2	9 ".....	187 50
Carberry and Petrel.....	do.....	7½	1	9 ".....	75 00
Carberry and Railway Stn. (C.N.).....	J. Smaile.....	500 yds.	6	8 " and 21 days from July 11, '06)...	90 50
do do (C.P.).....	J. Whitelaw.....	¼	20	9 ".....	312 90
Cardinal and Railway Station.....	M. Allaire.....	125 yds.	6 & 12	2 " (from Feb. 1, '07)	9 88
Carrievale and Railway Station.....	E. Bowers.....	¼	12	9 ".....	93 75
Carlyle and Railway Station.....	E. H. Hayward.....	150	12	9 ".....	117 04
Carman and Railway Station (C.N.).....	R. Squires.....	¼	12	7 " and 3 days (to Feb. 3, '07)....	148 85
do do.....	do.....	¼	6	29 days (to March 4, '07).	10 08
do do.....	do.....	¼	12	27 days from ".....	18 78
do do (C.P.).....	do.....	¼	12	9 months.....	210 60
Carman and St. Daniel.....	J. M. Aymont.....	11	1	9 ".....	37 50
Carnduff and Oakley.....	W. G. Lee.....	11	1	9 ".....	75 00
Carnduff and Railway Station.....	J. P. Carnduff.....	½	12	9 ".....	120 00
Carnegie and Railway Station.....	W. A. Pierson.....	½	6	9 ".....	46 80
Carnoustie and Wapella.....	W. H. Birdsell.....	22	1	9 ".....	142 50
Carroll and Railway Station.....	J. W. Graham.....	¼	12	9 ".....	187 50
Carroll River and Tisdale.....	W. J. Doyle.....	26	1	1 " (from Feb. 1, '07)	16 66
Cartwright and Railway Station.....	M. Watts.....	½	12	9 ".....	140 85
Castleberry and Roblin.....	H. Fox.....	13	1	9 ".....	78 00
Cateville and Hill Crest.....	C. C. Cate.....	9	1	9 ".....	78 00
Cecil and Steep Creek.....	W. E. Summerby.....	15½	1	3 " (to Sept. 30, '06)	22 26
do do.....	H. C. Mitchell.....	15½	1	6 " from ".....	75 00
Cedar Lake and The Pas.....	Hudson's Bay Co.....	77	9	9 ".....	112 50
Cedoux and McTaggart.....	J. Nealy.....	12	1	6 " and 19 days to Jan. 19, '07)...	65 25
do do.....	A. Hoge.....	12	1	1 " and 14 days (to March 23, '07).	2 40
do do.....	A. T. McKeague.....	12	1	8 " from ".....	5 00
Chamberlain and Frohlich.....	G. Frohlich.....	16	1	" and 5 dys. (from Feb. 23, '07)...	16 03
Chamberlain and Railway Station.....	A. Elkerton.....	150 yds.	12	9 ".....	37 50
Chater and Railway Station.....	T. S. Smyth.....	½	12	9 ".....	93 60
Chatfield and Hauerlik.....	J. P. Hauerlik.....	9	1	2 " (from Feb. 1, '07)	18 33
Chatfield and Teulon.....	J. Espe.....	36	3	9 ".....	133 75

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APPENDIX B—Continued.

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

Name of Route.	Name. of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Churchbridge and Railway Station.	H. E. Lewarton.	$\frac{1}{2}$	12	9 months.....	187 80
Churchbridge and Rothbury.....	R. Smith.....	27	1	4 " (to Oct. 31, '06)	63 81
do do	do	29	1	5 " from "	85 68
Churchbridge and Summer.....	A. J. Putland ..	32	1	7 " (to Feb. 28, '07).	186 66
do do	do	37	1	1 " (from ")	33 33
Clair and Railway Station.....	G. W. Heller.....	75 yds.	4	3 " (to Sept. 30, '06).	3 75
do do	C. M. Stephens ..	75 yds.	4	6 " (from ")	20 80
Clandeboye and Dunara.....	A. McBain.....	$8\frac{1}{2}$	2	9 "	97 50
Clandeboye and Railway Station.....	do	300 yds.	3 & 6	9 "	30 55
Clan William and Railway Station.	R. A. McQuarrie ..	200 yds.	6	9 "	70 41
Clan William and Scandanavia	H. H. Sanderson ..	13	1	9 "	78 00
Clarkleigh and Railway Station.....	J. Clark, jr.	$11\frac{1}{2}$	2	9 "	93 00
Clarks Crossing and Railway Stn.	J. Driedger	100 yds.	6	9 "	35 10
Clearwater and Railway Station.....	H. McKellar.....	$\frac{1}{4}$	12	9 "	117 00
Coal Fields and Roche Percee.....	H. Lees.....	3	6	3 " (to Sept. 30, '06).	78 00
do do	J. Twigger.....	3	6	2 " (to Nov. 30, '06).	52 00
Cold Springs and Mary Hill.....	J. Sigurdson.....	8	2	9 "	105 00
Condie and Railway Station.....	N. Henderson.....	$\frac{1}{2}$	12	9 "	84 51
Cooks Creek and Winnipeg.....	M. Peebles.....	22	2	9 "	312 00
Copley and Lyleton.....	C. J. Reid.....	$5\frac{1}{2}$	1	9 "	58 50
Cordova and Moore Park.....	J. Allan.....	$8\frac{1}{2}$	2	9 "	118 05
Cotham and Dubuc.....	H. H. Willway.....	10	1	9 "	60 00
Coulter and Coulterville.....	F. Coulter.....	$5\frac{1}{2}$	2	9 "	97 50
Coulter and Railway Station.....	A. Gould.....	500 ft.	6	9 "	46 65
Coulter and Sourisford.....	do	6	2	9 "	112 50
Coxby and Kyle.....	R. B. Atkinson ..	7	1	9 "	58 50
Craik and Foote.....	N. Foote.....	14	1	9 "	93 75
Craik and Hustlers.....	H. Dapper.....	16	1	9 "	93 75
Craik and Railway Station.....	A. B. Foote.....	100 yds.	12	1 " & 14 dys.(to Aug. 14, '06).....	7 65
do do	do	100 yds.	12	7 months and 17 days (from Aug. 14, '06)...	68 76
Craik and Squaw Valley.....	B. F. Browning.....	7	1	9 months.....	56 25
Crandell and Penrith.....	W. Bishop.....	9	1	9 "	78 00
Crandell and Railway Station.....	T. Hamilton.....	$\frac{1}{2}$	12	9 "	117 36
Craven and Railway Station.....	L. H. Hoskins.....	$6\frac{1}{2}$	6	9 "	204 23
Creelman and Railway Station.....	S. R. Carrothers ..	100 yds.	12	9 "	117 24
Crescent Lake and Saltcoats.....	H. Y. Abra.....	33	1	9 "	156 00
Cressman and Humboldt.....	G. F. Friesen.....	32	1	9 "	262 86
Cressman and Lanigan.....	J. E. Shellenberg ..	12	1	1 " (from Mch. 1, '07)	10 83
Crozier and Fort Francis.....	F. E. Stuart.....	6	1	1 " from "	7 50
Crystal City and Railway Station.....	G. R. Taylor.....	$\frac{1}{2}$	12	8 " (to Feb. 28, '07).	174 72
do do	W. H. Greenway ..	$\frac{1}{2}$	12	1 " from "	21 84
Culross and Railway Station.....	P. Anderson.....	$2\frac{1}{2}$	12	9 "	46 90
Cupar and Loon Creek.....	W. H. Fynn.....	9	1	9 "	78 00
Cupar and McDonald's Hills.....	J. McDonnell.....	14	1	9 "	97 50
Cupar and Railway Station.....	J. A. McLaughlin ..	$\frac{1}{2}$	6	9 "	58 50
Curzon and Dundurn.....	P. A. Edquist	20	1	6 " and 8 days(to Jan. 8, '07).....	79 99
do do	A. McNeil.....	20	1	1 month and 3 days (to Feb. 11, '07).....	14 97
do do	J. H. Foster.....			1 month and 14 days (from Feb. 11, '07).....	20 53
Cypress River and Railway Station.	S. F. Pierce.....	$\frac{1}{2}$	12	3 months (to Sept. 30, '06)	24 96
do do	G. Cole.....	$\frac{1}{2}$	12	6 " from "	78 24
Dacotah and Railway Station.....	C. Winslow.....	250 ft.	6	3 " (to Sept. 30, '06)	10 00
do do	do	$\frac{1}{2}$	6	6 " from " ..	50 00
Dalmeny and Railway Station.....	D. P. Janzen.....	175 ft.	12, 6, 12	8 " (from Aug. 1, '06)	30 40

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Daly and Virden	W. McKenzie ..	10	1	9 months	60 00
Dana and Leofeld.	F. Rocheleau....	12	2	9 "	150 00
Dana and Railway Station.....	L. Normand....	200 yds.	6	3 " (to Sept. 30, '06)	19 50
do do	A. Pirot.	200 "	6	6 " from " ..	62 60
Danvers and Scandinavia	J. T. Lee.	7 $\frac{1}{2}$	1	9 "	30 75
Darlingford and Railway Station	J. F. Crosby....	12 $\frac{1}{2}$	12	9 "	93 90
Darlingford and Shadeland	W. Hood.	8 $\frac{1}{2}$	2	3 " (to Sept. 30, '06)	39 00
do do	R. McElroy....	8 $\frac{1}{2}$	2	6 " from " ..	87 50
Dauphin and Melton.....	H. L. Short....	12	1	9 "	75 00
Dauphin and Railway Station.....	T. Jordan.....	$\frac{1}{2}$	34, 36,	9 "	289 02
Dauphin and Spruce Creek.....	J. A. Fisher ...	9	1	9 "	78 75
Davidson and Railway Station.....	H. Barton	70 yds.	12	9 "	45 00
Davidson and River View.....	G. J. Thurber ..	34	1	6 " (to Dec. 31, '06)	169 00
do do	W. C. Webster..	34	1	3 " from " ..	84 50
Davin and McLean.	X. Grad.....	10	1	4 " 4 dys. (to Nov. 4, '06)	37 96
do do	M. Duesterbeck.	10	1	4 " 26 dys. (from Nov. 4, '06)	44 54
Davis and Railway Station.....	J. E. Evans	670 yds.	6	1 " (from Mar. 31, '07)	3 90
Dead Moose Lake and Lenora Lake	H. Wessling....	12	1	9 "	71 25
DeClare and McAuley	C. H. Lewis....	5	2	9 "	117 00
Dear Horn and Lundar.....	T. Johnson.....	7	1	5 " (from Nov. 1, '06)	16 66
Deerwood and Railway Station.....	A. McDowell....	$\frac{1}{2}$	3	9 "	29 25
Deleau and Railway Station.....	J. B. Abraham ..	$\frac{1}{2}$	12	9 "	45 00
Deloraine and Railway.....	J. Gleeson.....	$\frac{1}{2}$	12	9 "	117 36
Dempsey and Souris.....	J. Dempsey.....	10	1	9 "	67 50
Dennington and Manor.....	G. Brack.....	6	1	9 "	45 45
Dermid and Devlin.....	S. Shine.....	6	2	9 "	97 50
Devlin and Railway Station.....	D. McRitchie...	400 yds.	12	9 "	110 82
Dinorwic and Railway Station.....	S. H. King.....	280 yds.	12	9 "	150 00
Disley and Railway Station.....	G. Gilmour.....	140 yds.	6	7 " (to Jan. 31, '07)	17 50
do do	do	140 yds.	12	2 " from " ..	25 00
Dominion City and Railway Station	R. Taylor.....	$\frac{1}{3}$	12	9 "	117 36
Dominion City and Stuartburn	J. Khivel.....	48	2	9 "	300 00
Domremy and Spring Grove.....	G. H. Scott.....	6	1	9 "	39 00
Douglas Station and Creelford.....	R. Arran.....	40 $\frac{1}{2}$	2	9 "	175 50
Douglas Station and Railway Station	R. H. Arran....	$\frac{1}{2}$	12	9 "	85 50
Douglas Station and Woodlea	J. Mitchell.....	9 $\frac{1}{4}$	1	9 "	48 75
Drinkwater and Catching Post.....	W. H. Duff.....	40 yds.	12	9 "	58 50
Drumague and File Hills.....	A. Longmore....	7 $\frac{1}{2}$	1	9 "	57 00
Dryden and Railway Station.....	I. Smith.....	$\frac{1}{2}$	12	9 "	236 25
Dry River and Mariapolis.....	W. Craik.....	4	2	9 "	66 25
Dubuc and Railway Station.....	R. Drysdale....	80 yds.	6	9 "	58 68
Duck Lake and Mistawasis.....	M. Lepine.....	66 $\frac{1}{4}$	2	9 "	624 00
Duck Lake and Railway Station.....	H. Despais.....	$\frac{1}{2}$	12	9 "	187 60
Duck Lake and St. Louis.....	A. Ferguson....	34	2	9 "	375 00
Duck Mountain and Togo.....	H. Boyce.....	12	1	4 " (from Dec. 1, '06)	41 66
Dufresne and Railway Station.....	B. Laurin.....	$\frac{1}{2}$	3	9 "	58 50
Dufresne and Rosewood.....	J. Hourie.....	4	3	9 "	106 05
Dunara and Woodfield.....	F. Philpott.....	6 $\frac{1}{2}$	1	9 "	56 25
Dundurn and Railway Station.....	R. McCordick ..	260 yds.	12	9 "	117 00
Dunrea and Langdale.....	G. Lang.....	5 $\frac{1}{2}$	2	9 "	117 00
Dunrea and Railway Station.....	A. Dunlop.....	165 yds.	12	9 "	88 60
Dunrea and St. Felix.....	A. Parent.....	3 $\frac{1}{2}$	2	9 "	56 25
Dupuis and Estevan.....	P. Dupuis.....	27	1	9 "	112 50
Dyment and Railway Station.....	J. Olberg.....	$\frac{1}{2}$	7	9 "	45 00
Dysart and Railway Station.....	F. Nuttall.....	50 feet.	6	6 " 16 dys. (from Sept. 15, '06)	27 17
Eagle River and Railway Station.....	D. Gardiner....	$\frac{1}{4}$	7	9 "	56 25

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Eagleton and Sinclair Station.....	A. Lapointe....	13	2	9 months	141 00
Earl Grey and Railway Station....	R. J. Wells ...	70 yds.	6	9 "	56 25
East Bay and Makinak.....	W. Coutts	20	1	9 "	147 75
East Bay and Million.....	J. E. McCormick	10	2	1 " 14 dys. (from Feb. 15, '07)...	15 62
East Selkirk and Libau.....	L. Schalmé.....	15	1	7 " (to Jan. 31, '07)...	58 33
East Selkirk and Melrose.....	W. O. Harris....	6	1	9 "	39 00
Ebenezer and Springside.....	A. Schramm.....	14	1	9 " (from Feb. 1, '07)...	30 33
Edelane and Pengarth.....	W. McKillop....	9	1	4 " (to Oct. 31, '06)...	34 00
Eden and Glenholm.....	J. Butterfield....	5	1	9 "	39 00
Eden and Railway Station.....	M. M. Scott.....	150 yds.	6	9 "	58 50
Edrans and Railway Station.....	M. Watson.....	140 yds.	6	9 "	58 68
Edrans and Rutherford.....	D. Doubleday....	6	1	9 "	56 25
Edwin and Railway Station.....	W. Brass.....	200 yds.	6	3 " (from Jan. 1, '07)	11 73
Elgin and Railway Station.....	O. Johnston.....	$\frac{1}{8}$	12, 6,	12 9 "	106 62
Elie and Railway Station.....	J. Bernardin....	$\frac{1}{3}$	12	9 "	93 75
Elie and St. Eustache.....	F. Letourneau....	6	3	9 "	82 50
Elkhorn and Heron.....	J. H. Cavanagh....	25	1	9 "	172 50
Elkhorn and Maryfield.....	T. McDindoe.....	16 $\frac{1}{2}$	1	9 "	112 50
Elkhorn and Railway Station.....	W. M. Cushing....	705 yds.	34	9 "	475 28
Ellisboro and Wolseley.....	J. T. Mutrie.....	9	2, 3	8 " (to Feb. 28, '07)...	182 00
do do.....	L. E. Tourigny....	9	3	1 " from "	26 00
Elm Creek and New Sydenham.....	J. H. Layland....	12	1	9 "	75 00
Elm Creek and Railway Station....	T. Kennedy.....	$\frac{1}{2}$	12	9 "	140 85
Elm Valley and Reston.....	A. Bonniman.....	17	1	9 "	105 00
Elphinstone and Railway Station...	L. Lander.....	300 yds.	6	9 "	136 49
Elva and Railway Station.....	C. W. McLennan...	$\frac{1}{16}$	12	9 "	117 00
Emerson and Halbstadt.....	H. Loewen.....	8	1	3 " (to Sept. 30, '06)...	18 75
do do.....	J. J. Leppky.....	8	1	6 " from "	37 50
Emerson and Railway Station (C.N.)	J. H. Vanwhort..	1	14	9 "	71 31
do do (C.P.).....	do	$\frac{3}{4}$	12	9 "	96 15
Emo and Railway Station.....	J. Reid.....	$\frac{1}{4}$	12	9 "	225 00
Englefeld and Railway Station.....	H. Nordick.....	75 yds.	6	2 " (from Feb. 1, '07)	8 66
Erwood and Railway Station.....	I. Clyde.....	300 yds.	4, 6	9 "	77 99
Esterhazy and Ohlen.....	S. Krocek.....	14 $\frac{1}{2}$	1	2 " (to Aug. 31, '06)...	26 66
Esterhazy and Kolin.....	S. Krocek.....	8	1	7 " (from Sept. 1, '06)	60 66
Esterhazy and Railway Station....	V. Flook.....	250 yds.	6	9 "	58 68
Esterhazy and Stunner.....	G. Kubik.....	3 $\frac{1}{2}$	1	9 "	37 50
Estevan and Hill Hall.....	I. H. Lackey.....	20	1	9 "	118 20
Estevan and Railway Station.....	R. S. Hobbs.....	$\frac{1}{8}$	26	8 " (to Feb. 28, '07)...	180 80
do do.....	W. J. Stephens....	$\frac{1}{8}$	26	1 " from "	28 50
Ethelbert and Railway Station....	G. C. Bear.....	$\frac{1}{25}$	6	3 " (to Sept. 30, '06)...	3 75
do do.....	L. Hill.....	$\frac{1}{25}$	6	6 " from "	39 12
Ethelton and St. Brieux.....	J. Morrow.....	19	1	9 "	111 75
Etiomami and Railway Station....	C. H. Fleming....	1	6	1 " (from Mch. 1, '07)	9 75
Fairfax and Railway Station.....	J. L. Hettle.....	$\frac{1}{2}$	12, 6,	12 9 "	111 05
Fairland and Kristnes.....	J. Paulson.....	7	1	6 " (from Oct. 1, '06)	26 00
Fairlight and Fairlight Station....	R. J. Todd.....	5 $\frac{1}{2}$	2	5 " (from Nov. 1, '06)	39 47
Fairmede and High View.....	J. A. Dorrance....	22 $\frac{1}{2}$	1	9 "	190 50
Fannystelle and Railway Station...	J. E. Guibault....	$\frac{1}{4}$	12	9 "	45 00
Fenton and Railway Station.....	J. K. Rennie.....	220 yds.	2	1 " (from Mar. 1, '07)	4 17
File Hills and Lawler.....	M. A. Klyne.....	8	1	4 " (from Dec. 1, '06)...	17 33
Fillmore and Huronville.....	F. Wiggins.....	13	1, 2	9 "	166 40
Fillmore and Railway Station.....	H. J. McDiarmid..	1	12	9 "	231 00
Findlay and Railway Station.....	J. W. Mackey....	$\frac{1}{16}$	12	9 "	70 41
Fisher River and Icelandic River..	E. Sinclair.....	50	1, 2,	9 "	113 25

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fishing Lake and Haglof.....	P. J. Peterson..	16	1	1 month (from Mar. 1, '07)	12 08
Fishing Lake and Shebo.....	J. F. O'Dell....	32	1	6 months (to Dec. 31, '06)	227 50
do do	do	36	1	3 " from "	127 97
Fishing Lake and Slepner.....	M. F. Slepner..	20	1	1 " (to July 31, '06)..	22 00
do do	H. J. Halldorsen	20	1	2 " (to Sep. 30, '06)..	26 00
do do	J. Krist jenson..	20	1	4 " (to Jan. 31, '07)..	58 23
Flee Island and High Bluff.....	H. W. Cox-Smith	9	1	9 "	60 00
Fleming and Railway Station.....	E. Elliott.....	770 yds.	20	9 "	273 75
Flett Springs and Melfort.....	N. N. Anderson..	15	2	5 " (from Nov. 1, '06)	108 33
Fletwode and Hazelwood.....	M. McMillan....	9	1	9 "	90 00
Fletwode and Whitewood.....	J. A. Warner....	35½	2	3 " (to Sept. 30, '06)..	135 00
do do	do	38	2	6 " from " ..	322 00
Florenta and Plumas.....	T. McKenzie....	4½	1	9 "	39 00
Foam Lake and Ladstock.....	A. E. Garnham..	15	1	9 "	105 00
Foley and Winnipeg Beach.....	J. T. Thomas....	13 s. 7 w.	1	9 "	56 25
Forrest Farm and Grove Park..	J. Johanson....	9	1	9 "	39 00
Forget and Gap View.....	R. J. Baxter....	9	1	8 " 23 dys. (to Mar. 23, '07)..	78 60
Forget and Handsworth.....	C. G. Wilson....	20	1	2 " 2 dys. (from Mar. 30, '07)..	1 11
Forget and Railway Station.....	M. Agarent....	85 yds.	12	6 " (to Dec. 31, '06)..	156 00
do do	do	85 yds.	12	3 " from " ..	58 69
Fork River and Oakbrae.....	F. B. Lacey....	6½	1	9 "	58 50
Fork River and Railway Station.....	N. Little.....	1	4	9 "	39 00
Forrest Station and Railway Station.....	C. Watkins.....	12½	12	9 "	70 41
Fort a la Corne and Prince Albert.	A. Sutherland..	58	1	9 "	356 25
Fort a la Corne and The Pas....	Hudson's Bay Co	245	m'thly	9 "	330 00
Fort Alexander and Lac du Bonnet	R. N. Campbell..	30	1	2 " (from Feb. 1, '07)	56 00
Fort Frances and Isherwood.....	J. Watson.....	9	1	9 "	67 50
Fort Frances and Railway Station.	W. J. Clark....	½	12, 18	9 "	356 71
Fort Pelly and Kamsack.....	E. A. W. R. McKenzie.	17	1	2 " (from Feb. 1, '07)	21 66
Fort Pelly and Plateau.....	M. McDonald....	34	1	1 " (to July 31, '06)..	29 47
Fort Pelly and Ulric	do	17	1	8 " (from Aug. 1, '06)	166 66
Fort William and Railway Station (C.N.).....	G. L. Allen....	400 yds.	6	4 " and 12 dys. (from Nov. 19, '06)..	57 40
Fort William and Railway Station (C.P.).....	do	½	28	9 "	602 25
Fort William and Street Letter Boxes	do	1½	6	8 " and 26 dys. (from July 6, '06)....	88 88
Fort William West and Railway Station.....	D. S. McLean..	¼	12	9 "	187 50
Fox Warren and Railway Station.....	A. Laycock....	¼	12	9 "	140 85
Fox Warren and St. Lazare.....	G. Hudon.....	12	2	9 "	156 00
Franness and Geyser	G. Magnussen ..	13	1	4 " (to Oct. 31, '06)..	26 66
Francis and Railway Station	C. Thompson....	400 yds.	12	9 "	177 13
Franklin and Glendale	W. F. Sirett ..	10	2	9 "	117 00
Franklin and Murchison	W. Morris	33½	1	8 " (to Feb. 28, '07)..	86 66
do do	do	33½	1	1 " from " ..	13 00
Franklin and Railway Station.....	A. M. Anderson..	¼	12	9 "	75 00
French and Nutana.....	D. E. French....	21	2	9 "	261 00
French and Sunny Plain.....	R. C. Wilson....	7	1	9 "	45 00
Frobisher and Railway Station.....	J. S. Riddell....	75 yds.	12	9 "	82 40
Frobisher and Roseview	W. H. Cole.....	26	2	9 "	273 75
Fulda and Humboldt.....	M. Kalthoff....	18	2	9 "	281 25
Gainsborough and Railway Station.	R. B. Elliott ..	¼	12	9 "	117 00
Gainsborough and Workman	H. Harris.....	22	2	9 "	331 49
Gardenton and Stuartburn	B. A. Johnson....	8½	1	9 "	56 25
Garland and Railway Station	W. J. Curtis....	½	6	9 "	13 53

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Garnoch and Headlands.....	G. T. North.....	11	1	9 months.....	74 25
Garonne and St. Isidore de Bellevue.....	P. E. Myre.....	3	1	9 " (from Nov. 1, '06)	19 50
Geysir and Vidir.....	J. Halldorsson.....	20	1	5 " (from Nov. 1, '06)	66 66
Gilbert Plains and Glenlyon.....	R. Shaw.....	7	1	9 " (to Aug. 31, '06).	48 75
Gilbert Plains and Oaknook.....	R. Shaw.....	8½	1	2 " (to Aug. 31, '06).	13 50
Gilbert Plains and Railway Station.....	T. Embleton, jr.....	250 yds.	12, 14, 6 & 14	9 " (to Oct. 31, '06)..	158 77
Gilbert Plains and Umatilla.....	W. J. McNaught.....	14½	1	4 " (to Oct. 31, '06)..	46 66
do do.....	R. Shaw.....	14½	1	5 " from ".....	77 00
Gilbert Plains and Venlaw.....	C. S. Heath.....	17	1	7 " from Sept. 1, '06)	113 75
Gilbert Plains and Wilford.....	H. Atkin.....	12	1	9 ".....	56 25
Gillies and Marcelin.....	H. Gillies.....	6	2	9 ".....	68 25
Gilolo and St. George.....	J. Cummings.....	59	1	7 " (to Jan. 31, '07)..	364 00
Gilolo and Selkirk.....	G. S. Dickinson.....	6½	2	9 ".....	136 50
Gimli and Icelandic River.....	B. Anderson.....	39	2	2 " and 17 dys. (from Jan. 15, '07)..	156 64
Gimli and Railway Station.....	G. Solmundson.....	½	6	2 " and 5 days (to Mar. 19, '07) ..	17 77
do do.....	do.....	½	12	12 days from ".....	6 66
Girvin and Railway Station.....	T. W. Hansford.....	200 feet.	12	9 months.....	22 50
Gladstone and Railway Stations.....	W. A. Sebastian.....	¼	12, 14 & 6	3 " (to Sept. 30, '06).	84 12
do do.....	J. Jacobs.....	¼	12, 14 & 6	6 " from ".....	164 25
Glenboro and Railway.....	J. A. Smith.....	1 ¾	12	9 ".....	118 50
Glenboro and Skalholt.....	J. J. Anderson.....	11	1	9 ".....	72 00
Glencairn and Railway Station.....	W. Minty.....	1 ½	4	9 ".....	62 40
Glendinning and Moropano.....	J. Cumming.....	6	1	2 " (to Aug. 31, '06).	10 00
Glenella and Railway Station.....	H. W. Roy.....	1 ½	6	9 ".....	58 50
Glen Ewen and Goschen.....	T. R. Preston.....	18	1	9 ".....	78 75
Glen Ewen and Railway Station.....	do.....	1 ½	12	9 ".....	58 68
Glenforsa and Railway Station.....	J. M. M. Geekie.....	1	3	9 ".....	87 75
Glen Mary and Nesheim.....	I. Nesheim.....	5	1	9 ".....	18 75
Glen Mary and Norden.....	C. C. Larsen.....	8	1	9 ".....	45 00
Glenora and Pilot Mound.....	J. Wardell.....	16	2	4 " (to Oct. 31, '06)..	86 66
Glenora and Marringhurst.....	V. L. Cooper.....	6	2	5 " (from Nov. 1, '06)	41 66
Glenora and Railway Station.....	G. Fraser.....	½	6	5 " from ".....	39 12
Glen Smith and Kelwood.....	T. J. Hall.....	2	2	9 " and extra trips..	74 25
Glen Valley and Pense.....	C. Rogan.....	24½	2	9 ".....	307 50
Glenwell and Grenfell.....	A. G. Bell.....	25½	1	4 " (from Dec. 1, '06)	25 00
Goldbourn Valley and Tisdale.....	J. Durber.....	9	1	8 " and 16 days (to Mar. 16, '07)..	64 46
Gold Rock and Wabigoon.....	J. Smith.....	25	2	5 " (from Nov. 1, '06)	140 00
Golden Stream and Railway Stn.....	D. Gibson.....	2	2	9 ".....	57 75
Gonor and Lockport.....	W. Swain.....	1¼	2	9 ".....	37 50
Goodlands and Lennox.....	H. C. Manz.....	3¼	2	1 month and 15 days (to Aug. 15, '06).	9 75
Goodlands and Montefiore.....	W. G. Cooper.....	4½	2	9 months.....	91 75
Goodlands and Railway Station.....	do.....	7½	6	9 ".....	50 00
Goose Lake and Weyburn.....	H. Davidson.....	29	1	9 ".....	187 50
Gordon and Sancte Andrea.....	D. Macdonald.....	6	1	6 " (to Dec. 31, '06).	26 00
do do.....	R. McEachen.....	6	1	3 " from ".....	13 00
Gowland Lake and Rokeby Stn.....	T. G. Hyde.....	5	1	9 ".....	39 00
Grand Clairière and Railway Stn.....	N. Filtean.....	½	6	9 ".....	55 53
Grand Coulee and Catching Post.....	A. D. Wright.....	¼	12	9 ".....	74 72
Grande Pointe and Isle des Chenes.....	J. Rowan.....	8	2	9 ".....	72 00
Grande Pointe and Railway Stn.....	do.....	340 yds.	12	9 ".....	52 50
Grand Rapids and Winnipegosis.....	M. S. Simpson.....	120	4	trips.....	80 00
Grand View and Mountain Gap.....	T. F. Stubbs.....	18½	1	9 months.....	105 00
Grand View and Railway Station.....	A. Hume.....	125 yds.	42	9 ".....	90 44

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Grass River and Plumas.	E. Hankie ..	12	1	9 months	67 50
Gray and Milestone.	J. N. Beattie....	15	1	9 "	198 75
Grayson and Mariabillf.	D. Flegel	8	1	9 "	58 50
Grayson and Railway Station	A. J. W. Lowe..	500 yds.	6	9 "	46 95
Graysville and Lintrathen.	J. Menzies.....	4	2	9 "	71 25
Graysville and Railway Station.	J. D. Dewar....	75 yds.	6	9 "	67 50
Green Lake and Mistawasis.	D. M. Morin....	124	12	9 "	225 00
Greenland and Ste. Anne des Chenes	P. Penner	5½	2	9 "	78 00
Greenway and Railway Station.	P. A. McBean..	120 yds.	12, 18,	9 "	86 12
Grenfell and Railway Station	H. Coy	1½	27	9 "	283 50
Gretna and Railway Station.	H. Purpur	1	14	9 "	98 28
Gretna and Reinland.	J. Quiring	17	2	9 "	161 25
Griswold and Railway Station.	A. E. Hill....	1¼	20	9 "	201 90
Griswold and Roden	J. Laing	28½	2	9 "	356 25
Gruber and Railway Station.	H. Girtle	50 yds.	4	9 "	31 00
Grunthal and Steinbach.	G. A. St. John..	20½	2	9 "	225 00
Gunton and Railway Station.	D. Gunn	350 yds.	12	9 "	60 00
Gypsumville and Scotch Bay	W. Workman..	103	1, 2	9 "	360 00
Hague and Railway Station.	K. D. Dyck ...	¼	14	9 "	82 14
Halbrite and Catching Post.	F. Litschke....	150 yds.	14	9 "	136 50
Hamiota and Railway Station.	N. Bethune....	1½	12	9 "	234 00
Hamiota and Viola Dale	J. T. Pollock....	7	3	9 "	187 50
Hamona and Tantallon.	A. McMillan ..	9	1	9 "	74 10
Hanley and Railway Station.	F. Hazel	150 yds.	12	9 "	78 00
Hauley and Rudy	J. M. Eby	26	1	9 "	187 50
Harding and Railway Station.	J. A. Reid	60 yds.	6	9 "	58 50
Hargrave and Railway Station.	H. Cutfield.	½	18	9 "	140 85
Hackness and Peacock	J. Chapman ..	11	1	1 " (from Mar. 1, '07)	8 75
Harperville and Woodlands.	A. M. Millar ..	20	1	9 "	93 75
Harrowby and Railway Station.	S. Blane	165 yds.	6	9 "	58 68
Hartney and Railway Stn. (C.N.).	J. M. Fee	1½	12, 6	9 "	177 71
do do (C.P.).	do	1½	12	9 "	98 58
Hawk Lake and Railway Station.	B. J. Hodgins..	4	12	2 " 20 dys. (to Sept. 20, '06).....	5 36
Haywood and Railway Station.	R. Raulin	200 yds.	12	3 " (from Jan. 1, '07).	23 47
Hazel Cliffe and Railway Station.	Rawson and McLaughlin.....	300 ft.	6	9 "	58 68
Hazel Ridge and Sapton.	A. J. Peterson..	5	1	9 "	58 50
Headingley and Railway Station.	J. L. Francis..	1¼	12	9 "	70 41
Hecla and Icelandic River.	H. Asbjornsson.	24	1	5 " (to Nov. 30, '06).	54 16
do do	B. O. Bjornson.	24	1	4 " from "	70 00
Heward and Hudmore	D. Kirk	8	1	9 "	45 00
Heward and Railway Station.	N. P. Crich....	300 yds.	12	9 "	157 50
Heward and Roxboro	W. P. Thompson	13	1	7 " (from Sept. 1, '06)	72 91
High Bluff and Railway Station.	HW. Cox Smith.	1½	12	9 "	67 74
Highclere and Strasburg Station.	A. J. Burrows..	32	1	3 " (to Sept. 30, '06).	91 25
do do	do	32	1	6 " from "	208 56
Hillburn and Moosomin.	W. B. C. Greene	20, 25	2	9 "	242 08
Hilldrop and Shell Brook	W. A. Benson..	7	1	5 " (from Nov. 1, '06)	21 66
Hill Farm and Lemberg	T. Clarke	8	2	9 "	112 50
Hilton and Railway Station.	J. Brydon	12	12	9 "	75 12
Hirsch and Railway Station.	M. Berner	4	3	6 " (to Sept. 30, '06).	25 00
do do	B. Lapp	4	4	6 " from "	20 80
Hirzel and Pheasant Forks	S. Good	20	1	2 " (to Aug. 31, '06).	25 00
do do	G. Czychrun ..	20	1	7 " from "	102 08
Hitchcock and Catching Post.	N. Dupuis	125 yds.	7	8 " (to Feb. 28, '07).	17 49
do do	D. Duchesneau.	125 yds.	6	1 " from "	5 83
Holland and Railway Station.	J. J. Pearson..	12	6	6 " (to Dec. 31, '06).	100 02
do do	G. Smart	8	12	3 " from "	58 68

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Holmfild and Ry. Station (C.N.)	J. McKenzie...	$\frac{1}{2}$	12	5 mos. (from Nov. 1, '06)	52 16
Holmfild and Ry. Station (C.P.)	F. J. Messner...	$\frac{1}{2}$	12	9 " "	117 36
Homewood and Railway Station...	W. Brown...	126 yds.	6	9 " "	46 80
Hoodoo and Leofeld.....	B. Olivier.....	12	1	1 " "	75 00
Howell and Railway Station....	L. A. Lafreniere.	$\frac{1}{2}$	6	9 " "	54 72
Humboldt and Railway Station....	J. W. Louis....	400 yds.	as req.	9 " "	132 42
Husavick and Winnipeg Beach....	T. B. Arason...	5	2	2 " (& 17 days (from Jan. 15, '07).	29 97
Hyde Park and Roseisle	E. Griffith.....	6	1	9 " "	58 50
Hyder and Minga	W. J. Moore....	8	2	9 " "	150 00
Hymers and O'Connor.	R. A. Winslow.	5	2	9 " "	90 00
Hymers and Railway Station....	G. E. Hymers...	50 yds.	2	3 " (and 22 days (to Oct. 22, '06)...	8 05
do do	do	50 yds.	4	5 " and 9 days (from Oct. 22, '06)....	22 89
Hymers and South Gillies.....	M. Couch.	5	1	9 " "	30 00
Icelandic River and Norway House	D. C. McTavish.	300	fo'tly.	Season 1906-'07.....	400 00
Icelandic River and Winnipeg Beach	B. Anderson....	51	2	6 months 14 days (to June 14, '07)...	549 23
Ideals and Radway	A. C. Jeffrey...	8	1	6 " (to Dec. 31, '06)...	22 00
Ideal and St. Laurent.....	J. Ennis	13	1	3 " (from Jan 1, '07)	16 25
Ignace and Railway Station.....	J. Davies.	$\frac{1}{2}$	12	9 " "	60 00
Indian Ford and Rathwell.....	A. Sturton.....	$\frac{1}{2}$	2	9 " "	93 75
Indian Head and Railway Station.	A. Leach	$\frac{1}{2}$	27	9 " "	397 74
Indian Springs and Ry. Station...	J. Toutant.....	25 yds.	6	9 " "	27 00
Ingleside and Willow Range	W. J. Williams.	7	1	9 " "	39 00
Ingolf and Catching Post.....	R.M. Macdonald	$\frac{1}{2}$	12	9 " "	45 00
Insinger and Railway Station	J. Prouse.....	1 $\frac{1}{2}$	2	2 " 9 days (to Sept. 9, '06).....	10 03
do do	W. Palij	1 $\frac{1}{2}$	2	8 " 21 days (from Sept. 9, '06)...	28 97
Invermay and Railway Station....	O. Turner.....	100 yds.	6	8 " 17 days (to Mar. 17, '07)....	77 88
do do	do	100 yds.	12	14 " days (from Mar. 17, '07).....	8 52
Invermay and Sluggett	C. Sluggett....	25	1	9 " "	225 00
Janon and Whitemonth.....	J. Gilewicz	9	1	3 " (to Dec. 31, '06).	22 75
do do	do	9	1	3 " from "	20 22
Kakabeka and Catching Post.....	M. Hennessey..	$\frac{1}{8}$	6	7 " 23 days (to Feb. 23, '07)	35 75
do do	do	$\frac{1}{8}$	7	1 " 5 days (from Feb. 23, '07).....	6 41
Kakabeka Falls and Railway Stn..	J. Mount Stephen	350 ft.	6, 12	6 " (from Oct. 1, '06).	39 12
Kaleida and Manitou	N. Morrison....	12	2	9 " "	156 00
Kalmar and Catching Post.....	J. M. Lynch....	150 yds.	14	1 " (from Mar. 1, '07)	5 00
Kaministikwia and Catching Post.	G. J. Ellett	$\frac{1}{2}$	12	21 days (from Mar. 11, '07)	9 12
Kamsack and Mulock	J. Thomas.....	15	1	2 mos. (from Feb. 1, '07)	26 00
Kamsack and Neewin.....	J. C. Murray...	37	1	9 months.....	305 55
Kamsack and Railway Station	H. Harvey.....	400 ft.	as req.	9 " "	145 90
Katrine and Railway Station.....	M. McLachlan..	200 yds.	6, 12	1 " (from Mar. 1, '07)	3 94
Kawende and Kelvin.....	C. Moxham.	6	1	14 days (to July 14, '06)...	1 99
Kawende and Railway Station	D. A. Moore....	202 yds.	as req.	9 months	62 53
Keewatin and Railway Station	J. A. Fletcher..	$\frac{1}{4}$	28	9 " "	448 95
Kelloe and Railway Station.....	J. T. Cairns....	$\frac{1}{4}$	12	9 " "	117 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Kelvington and Wadena.....	J. Heffern.....	26	1	7 mos. (from Sept. 1, '06)	160 41
Kelwood and Norgate.....	J. McKenzie....	8	1	9 " "	39 00
Kelwood and Railway Station.....	J. Wood.....	100 yds.	6	9 " "	35 10
Kemnay and Railway Station.....	E. B. Scott.....	12	9	" "	122 40
Kenaston and Railway Station.....	T. C. Haygarth..	183 yds.	12	9 " "	0 75
Kenlis and Sintaluta.....	F. Jones.....	15	2	9 " "	183 75
Kenora and Railway Station.....	L. Hilliard.....	14	28	9 " "	360 00
Kenton and Logoch.....	S. Fisk.....	11	11,7&1	7 " (to Jan. 31, '07).	68 25
do do.....	G. B. Brown....	11	1	2 " from "	19 50
Kenton and Railway Station.....	A. W. Kent.....	194 yds.	6	9 " "	58 68
Keyes and Berton.....	J. A. McIntyre..	23	3	9 " "	225 00
Keyes and Railway Station.....	J. A. Christlaw..	14	12	9 " "	117 36
Killally and Railway Station.....	J. Fesser.....	400 yds.	6	9 " "	52 50
Killarney and Glendinning.....	A. Young.....	33	2	9 " "	146 25
Killarney and Railway Station.....	C. Bate.....	14	12	9 " "	117 36
Killarney and Wakopa.....	A. Hannah.....	33	2	4 " 14 days (to Nov. 14, '06).....	100 51
Kingsley and Larivière.....	R. Henderson....	6	2	9 " "	135 00
Kinistino and Railway Station.....	C. S. Lawrie....	14	6	5 " (from Nov. 1, '06)	42 95
Kinistino and Weldon.....	T. Pringle.....	7	2	5 " from "	66 66
Kinisota and Siglunes.....	J. S. Eyford....	9	1	9 " "	48 75
Kinisota and Westbourne.....	H. Moar.....	72	1	1 " (to July 31, '06).	34 66
do do.....	W. Sanderson....	72	1	3 " (to Oct. 31, '06)..	109 99
do do.....	do.....	78	1	5 " from "	198 60
Kirkella and Railway Station.....	J. Neilly.....	252 yds.	34	3 " (to Sept. 30, '06).	97 05
do do.....	do.....	252 yds.	34	4 " 10 days (to Feb. 10, '07)	82 45
do do.....	do.....	252 yds.	14	1 " 18 dys (from Feb. 10, '07).....	38 88
Kirkpatrick and Prince Albert.....	J. Tanner.....	22	2	6 " (to Dec. 31, '06..	125 00
do do.....	T. Scott.....	22	2	3 " from "	51 66
Kisbey and Railway Station.....	W. M. Seller.....	200 yds.	12	3 " (to Sept. 30, '06..	31 20
do do.....	J. L. MacLeod..	200 yds.	12	6 " from "	46 94
Kisbey and Warmley.....	A. S. Porter.....	12	1	2 " (to Aug. 31, '06).	8 66
do do.....	do.....	12	1	7 " from "	75 83
Komarno and Teulon.....	W. C. McKinnell	8½	1	1 " 14 days (from Feb. 15, '07)....	13 00
Kristnes and Quill Plain.....	J. F. Leifson....	8	1	9 " "	60 00
Kronan and Railway Station.....	H. Entenier....	300 yds.	6	9 " "	137 63
Kronan and St. Marys.....	M. Ehman.....	5	2	9 " "	75 00
Kuroki and Railway Station.....	T. J. E. Oats....	200 yds.	6	3 " (to Sept. 30, '06 .	19 50
do do.....	do.....	200 yds.	6	6 " from do	78 24
Kutawa and Progress.....	H. Shannon.....	30	1	4 " (from Dec. 1, '06)	50 60
Kutawa and Wolfsheim.....	J. Muller.....	18	1	9 " "	108 75
La Broquerie and Railway Station.....	E. Savard.....	14	6	9 " "	70 71
Lac du Bonnet and Railway Station.....	J. D. McArthur	1½	6	9 " "	23 46
Lajord and Railway Station.....	I. O. Berg.....	80 yds.	4	4 " 15 days (to Nov. 15, '06)....	19 50
do do.....	do.....	80 yds.	12	4 " 15 days (from Nov. 15, '06..	58 68
Lake Francis and Railway Station.....	A. Tarn.....	5	2	9 " "	156 00
Lake Park and Langham.....	J. F. Reimer....	9	1	8 " 14 days (to Mar. 14, '07)....	73 09
do do.....	A. P. Dickman .	12	1	17 days (from Mar. 14, '07)	5 90
Landestrew and Langenburg.....	T. H. Popp.....	15	1	9 months.....	48 75
Lang and Railway Station.....	S. C. Wright....	270 yds.	14	9 " "	105 00
Langenburg and Railway Station.....	F. J. Shopland..	14	12	9 " "	112 50
Larivière and Railway Station.....	T. Dunlop.....	14	18	9 " "	126 36
La Salle and Railway Station.....	J. A. Cormier...	8	12	9 " "	45 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lander and Railway Station.....	G. E. Moore....	$\frac{1}{2}$	12	9 months	164 31
Laurier and Railway Station ...	P. Trottier....	$\frac{1}{2}$	12 6	9 "	142 41
La Vallee and Railway Station....	T. Martin.....	160 yds.	12 3	" (to Sept. 30, '06).	15 00
do do	G. McTavish....	160 yds.	12 2	" (to Nov. 30, '06)	18 20
do do	do	160 yds.	12 4	" from "	41 73
Lavenham and Railway Station....	W. Perkins.....	80 yds.	6 9	"	35 10
Lavina and Orwold	A. W. Lief....	$5\frac{1}{2}$	1 9	"	56 25
Lebret and Qu'Appelle.....	A. Bouffard	$4\frac{1}{2}$	6 9	"	105 30
Lemberg and Pheasant Forks.....	G. Bettker.....	7	2 8	" and 7 days (to March 7, '07)..	102 50
do do	J. A. Argue....	7	2 24	days (from Mch. 7, '07)	10 00
Lemberg and Railway Station....	G. M. Gillespie.	100 yds.	6 9	months.....	117 36
Lena and Railway Station.....	A. B. Langenfeld	30 yds.	6 5	" (from Nov. 1, '06)	32 60
Lenore and Railway Station.....	S. S. Carscadden	165 yds.	6 9	"	58 68
Letellier and Railway Station....	A. Guilbert....	$\frac{1}{2}$	12 9	"	142 50
Letellier, St. Joseph and St. Pie...	J. A. Poliquin..	$3\frac{1}{2}, 4\frac{1}{2}$	2 9	"	147 14
Lidstone and Minitonas.....	T. W. Lidstone.	9	1 4	" (to Oct. 31, '06)	41 66
do do	J. Jamieson	9	1 5	" from "	40 83
Lillyfield and Winnipeg	T. Riggall....	$14\frac{1}{2}$	1 9	"	67 50
Lipton and Pechet.....	S. Pechet.....	10	1 9	"	93 75
Lipton and Qu'Appelle.....	F. Brinkworth..	12	1 9	"	37 50
Lipton and Railway Station.....	J. Atkinson....	300 yds.	6 9	"	52 50
Loch Monar and Stonewall.....	P. Harper....	36	1 9	"	185 25
Lone Tree and Rossburn	R. Carson.....	$7\frac{1}{2}$	2 9	"	94 38
Longburn and MacDonald.....	A. Curtis.....	$5\frac{1}{2}$	2 9	"	63 00
Long Creek and Milestone.....	Grant Cassidy ..	17	1 1	" (to July 31, '06).	14 73
Loon Creek and Wheatwyn... ..	T. Bradwell....	63	1 8	" (to Feb. 28, '07)	60 00
Loretto and Railway Station	A. Marcoux....	$3\frac{1}{2}$	3 9	"	150 00
Lost River and Star City.....	C. G. Bonnar....	35	1 7	days from Mar. 26, '07	3 03
Lothair and Wheatland.....	J. A. Dyer.....	$5\frac{1}{2}$	2 9	months.....	37 50
Louise Bridge and Winnipeg	J. H. McGrath..	$1\frac{1}{2}$	6 9	"	58 50
Lowe Farm and Railway Station.	J. Wiens, jr....	$\frac{1}{2}$	12 6	" (to Dec. 31, '06)	50 00
do do	do	$\frac{1}{2}$	6 3	" from "	12 50
Lower Fort Garry and Oak Ham-					
mock	C. Johnstone....	9	1 9	"	30 00
Lower Fort Garry and Pigeon Bluff	J. Linklater....	$6\frac{1}{2}$	1 9	"	21 00
Lumsden and Marieton.....	J. Mair.....	$30\frac{1}{2}$	1 5	" (from Nov. 1, '06)	136 66
Lumsden and Railway Station....	do	$\frac{1}{2}$	12 9	"	117 36
Lumsden and Taylorboro.....	W. Seeley.....	$70\frac{1}{2}$	1 4	" (to Oct. 31, '06.)	240 66
Lumsden and Tregarva.....	W. R. Jamieson.	8	1 9	"	58 50
Lyleton and Railway Station.....	R. Murray....	$\frac{1}{2}$	6 9	"	58 50
McAulay and Railway Station. ..	R. A. Miller....	100 yds.	6 9	"	63 75
McCreary and Railway Station....	A. J. Ledoux....	$\frac{1}{2}$	12 7	" & 3 dys. (to Feb. 3, '07).....	130 23
do do	do	$\frac{1}{2}$	6 1	" & 14 d. (to Mar. 17, '07).....	12 77
do do	do	$\frac{1}{2}$	12 14	days from "	8 52
McKenzie and Snow Flake.....	C. Strachan....	6	2 6	months (to Dec. 31, '06)	50 00
do do	do	6	2 3	" from "	39 00
McLean and Railway Station....	T. Seelin.....	$\frac{1}{2}$	20 9	"	195 00
McTaggart and Catching Post....	R. E. Foisie....	200 yds.	7 9	" & arrears.....	131 68
McTavish and Railway Station....	W. Beattie.....	200 yds.	12 21	days (from Mar. 11, '07)	3 06
McTavish and Rosenort.....	I. Harms....	$4\frac{1}{2}$	2 21	" from "	5 25
MacDonald and Railway Station ..	do	$\frac{1}{2}$	12 9	months.....	63 00
MacDowall and Railway Station....	E. McK. Ellis ..	200 yds.	12 9	"	117 36
MacDowall and Willoughby.....	A. McLeod.....	2	1 1	" (to July 31, '06).	6 50
do do	N. McLeod.....	4	1 8	" from "	69 33
Macfarlane and Taylorboro.....	J. W. Rowand..	25	1 1	" (to July 31, '06)..	18 75
do do	D. Kempton....	25	1 5	" (to Dec. 31, '06)..	125 00
do do	do	38	1 3	" from "	111 53

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
MacGregor and Railway Station...	G. Hay...	$\frac{1}{4}$	26	9 months.....	253 50
MacGregor and Rose Hill.....	E. C. Hamblin..	10	1	9 "	75 00
Macoun and Catching Post....	E. Rollins	320 yds.	12	9 "	70 41
Macoun and Slager.....	R. C. Riddell..	50	1	9 "	300 00
Macoun and Viewfield.....	A. McAulay	15	1	9 "	78 00
Makaroff and Railway Station....	D. Sinclair.....	200 yds.	4	14 days (to July 14, '06 & arrears).....	12 13
do do	J. G. Sinclair...	200 yds.	4	6 months & 17 days (to Jan. 31, '07 & arrears).....	77 59
do do	do	200 yds.	4	2 " from " ..	21 00
Makaroff and Shillingthorpe.....	G. H. E. Maple-ton	15	1	2 " (to Aug. 31, '06).....	18 33
do do	do	18	1	7 " from " ..	105 00
Makinak and Railway Station....	B. W. Grant....	$\frac{1}{8}$	12	3 " (to Sept. 30, '06).....	30 00
do do	E. Pinette.....	$\frac{1}{8}$	12	2 " & 7 dys. (to Dec. 7, '06).....	22 17
do do	do	$\frac{1}{8}$	14	1 " & 27 dys. (to Feb. 3, '07).....	22 35
do do	do	$\frac{1}{8}$	6	1 " & 12 d. (to Mar. 17, '07).....	7 00
do do	do	$\frac{1}{8}$	14	14 days from " ..	5 44
Makinak and St. Amelie, &c.....	L. Kimps.	16 & 10	2 & 1	9 "	258 50
Mandal and Ridgeford.....	R. Thomas	13	1	6 "	75 00
do do	T. N. Bjomdahl ..	13	1	3 trips	12 00
Mandal and Taylorboro.....	H. Johnson.....	41	1	8 "	96 00
do do	J. Dahl.....	41	1	2 "	24 60
Manitou and Railway Station....	J. G. Harman..	$\frac{1}{4}$	12	9 months	117 00
Manor and Moosomin.....	W. B. C. Green..	53 $\frac{1}{4}$	1	9 "	318 75
Manor and Railway Station....	E. N. Maltby	80 yds.	12	9 "	60 24
Manson and Railway Station	P. F. Robin	300 yds.	4	2 " (from Feb. 1, '07).....	10 00
Maravilla and Nesbitt.....	I. B. Donaldson..	9	1	9 "	75 00
Marchand and Railway Station....	E. F. Carter	$\frac{1}{8}$	6	4 " (from Dec. 1, '06).....	6 66
Margaret and Railway Station....	John Magwood..	$\frac{1}{8}$	12	7 " & 3 dys. (to Feb. 3, '07).....	62 01
do do	do	$\frac{1}{8}$	6	1 " (to Mar. 4, '07).....	4 20
do do	do	$\frac{1}{8}$	12	27 days from " ..	7 82
Margo and Railway Station.....	E. M. Bigelow..	$\frac{1}{8}$	6	3 months (to Dec. 31, '06).....	19 50
do do	M. M. Culp	$\frac{1}{8}$	6	6 " from " ..	78 24
Mariapolis and Railway Station....	C. Landry.....	$\frac{1}{8}$	12	7 " & 3 dys. (to Feb. 3, '07).....	145 08
do do	do	$\frac{1}{8}$	6	1 " (to Mar. 4, '07).....	9 83
do do	do	$\frac{1}{8}$	12	14 days from " ..	18 31
Mariapolis and St. Alphonse.....	T. Chapdelaine ..	5 $\frac{1}{8}$	2	9 months	78 00
Markinch and Railway Station....	G. Meldrum.....	$\frac{1}{8}$	6	6 " (from Oct. 1, '06).....	39 12
Markinch and Wheatwyn.....	T. Bradwell	7	1	1 " (from Mar. 1, '07).....	7 50
Markland and St. Adelard.....	B. S. Lindal	14	1	9 "	52 50
Marney and Strathclair Station....	W. D. Coghlin..	7	2	9 "	78 00
Marquette and Railway Station....	H. O. Smith.....	$\frac{1}{8}$	12	9 "	73 50
Marshland and Woodside.....	G. Johnson.....	10	1	6 " (to Dec. 31, '06).....	35 00
do do	S. B. Olson.....	10	1	3 " from " ..	26 00
Mather and Railway Station.....	H. A. McKinnon ..	$\frac{1}{8}$	12	5 " & 8 dys. (to Dec. 8, '06).....	60 14
do do	E. Schell.....	$\frac{1}{8}$	12	3 " & 23 dys. from " ..	43 04
Mayne and Westwood	H. White.....	5 $\frac{1}{8}$	1	7 " & 16 dys. (from Aug. 15, '06).....	37 66
Meadow Lea and Warren.....	J. Macdonald....	12	2	9 "	131 25
Meadows and Railway Station....	W. Clark.....	300 yds.	6	9 "	18 75
Meadowvale and Plympton.....	E. Hayward.....	4	2	9 "	53 01
Medora Station and Railway Station	J. Dandy.....	$\frac{1}{2}$	6	9 "	45 00
Milbourne and Railway Station....	A. H. Graham....	$\frac{1}{2}$	2	9 "	39 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Melfort and Prince Albert	W. McDonald	99	2	4 mos. (to Oct. 31, '06)	500 00
Melfort and Railway Station	A. E. Wild	200 yds.	6	9 " " " " " "	140 40
Melfort and South Melfort	R. B. Harley	11	2	9 " " " " " "	187 50
Melita and Railway Station	R. Cruikshank	$\frac{1}{2}$ mi.	12	6 " (to Dec. 31, '06)	37 50
do do	do	$\frac{1}{2}$ mi.	12	3 " from " "	37 50
Menofield and Verigin	J. Boreko	6	1	9 " " " " " "	56 25
Mentith and Railway Station	J. Abrey	1	6	9 " " " " " "	93 90
Methven and Railway Station	S. Zeigler	$\frac{1}{2}$ mi.	12	9 " " " " " "	93 60
Methven and Wawanesa	A. Avion	4	3	2 " (to Aug. 31, '06)	20 80
Miami and Opawaka	Ida Angers	7	1	9 " " " " " "	63 75
Miami and Railway Station	R. Paterson	233 yds.	12	6 " (to Dec. 31, '06)	78 00
do do	do	233 yds.	6	3 " from " "	19 50
Midale and Catching Post	O. Wedin	50 yds.	14	3 " (to Sept. 30, '06)	6 25
do do	A. Westman	150 yds.	14	6 " from " "	60 00
Milestone and Railway Station	C. O. Carlson	75 yds.	14	9 " " " " " "	136 86
Mill Creek and Willow Range	T. Irvine	$5\frac{1}{2}$	1	9 " " " " " "	39 00
Millwood and Railway Station	E. Walker	$\frac{1}{4}$	12	9 " " " " " "	150 24
Mine Centre Station and Railway Station	L. Hamel	100 feet.	6	6 " (to Dec. 31, '06)	39 00
do do	P. Flynn	100 feet.	6	3 " from " "	25 00
Miniota and Railway Station	D. Rowan	200 yds.	12	9 " " " " " "	187 80
Mintonas and Railway Station	Pocock & Gibson	$\frac{1}{2}$ mi.	6	6 " (to Dec. 31, '06)	117 75
do do	W. S. Osborne	$\frac{1}{2}$ mi.	6	3 " from " "	46 95
Minnedosa and Railway Station	H. J. Armitage	$\frac{1}{10}$	18	9 " " " " " "	176 07
Minniwakan and Oak Point	P. Chartrand	17	2	9 " " " " " "	180 00
Minniwakan and Rabbit Point	C. E. Bault	4	2	9 " " " " " "	48 75
Minniwakan and Scotch Bay	T. Malcolm	$16\frac{1}{2}$	2	9 " " " " " "	175 50
Minitaki and Catching Point	C. S. Hewson	$\frac{1}{4}$	3	9 " " " " " "	45 00
Minto and Railway Station	A. Scott	80 yds.	12	7 " and 3 days (to Feb. 3, '07)	74 42
do do	do	80 yds.	6	1 " and 1 d. (to Mar. 4, '07)	5 04
do do	do	80 yds.	12	27 days (from Mar. 4, '07)	9 39
Mistawasis and Nebo	J. M. Cameron	11	1	9 mos. " " " " " "	55 50
Moffat and Stonybrook	M. Livingston	30	1	7 " (to Jan. 31, '07)	182 00
do do	J. Hawkins	30	1	2 " from " "	60 66
Moffat and Wolseley	J. T. Mutrie	21	2	9 " " " " " "	195 00
Moline and Rapid City	D. Dick	8	1	9 " " " " " "	58 50
Molson and Railway Station	B. F. Hinchliffe	$\frac{1}{10}$	18	9 " " " " " "	77 13
Monominto and Rosewood	F. Back	$\frac{1}{10}$	1	2 " (from Feb. 1, '07)	13 00
Montmarte and Wolseley	O. Beaudouin	21	1	9 " " " " " "	86 61
Moosomin and Railway Station	G. Sims	$\frac{1}{3}$	20	9 " " " " " "	273 75
Moosomin and Rosette	R. Irwin	19	2	9 " " " " " "	187 50
Morden and Nelson	John Duncan	$10\frac{1}{2}$	2	9 " " " " " "	112 50
Morden and Railway Station	J. Wright	$\frac{1}{2}$	12	9 " " " " " "	117 00
Morden and Wakeham	R. C. Baylis	16	2	9 " " " " " "	180 00
Morris and Railway Stations	M. Lawrie	$\frac{1}{4}$ & $\frac{1}{2}$	36 & 38	6 " (to Dec. 31, '06)	421 20
do do	do	$\frac{1}{4}$ & $\frac{1}{2}$	30 & 18	3 " from " "	187 20
Morris and St. Elizabeth	H. Fontaine	8	3	6 " from Oct. 1, '06	92 50
Mountain Side and Strasburg Station	T. L. Richardson	$7\frac{1}{2}$	1	9 " " " " " "	75 00
Mount Royal and Winnipeg	J. J. Taylor	$10\frac{1}{2}$	2	9 " " " " " "	75 00
Mowbray and Railway Station	W. W. Mitchell	160 yds.	6	9 " " " " " "	84 36
Mowbray and Windygates	W. W. Mitchell	$7\frac{1}{2}$	2	9 months " " " " "	112 50
Muenster and Railway Station	A. Nenzel	850 yds.	6	4 " (to Oct. 31, '06)	52 00
do do	R. Jarvis	850 yds.	6	1 " and 21 days (to Dec. 21, '06)	21 61
do do	do	850 yds.	12	10 days (to Dec. 31, '06)	5 43
do do	H. Bruning	850 yds.	12	1 month and 3 days (to Feb. 3, '07)	18 88
do do	do	850 yds.	6	1 month and 14 days (to Mch. 17, '07)	11 66

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Muenster and Railway Station.....	H. Bruning.....	850 yds.	12	14 days (from Mch. 17, '07.)	7 77
Muenster and Sinnett.....	W. Rockie.....	20	1	1 trip.....	4 25
Mulock and Yorkton.....	J. Thomas.....	22	1	7 months (to Jan. 31, '07.)	182 00
Murillo and Railway Station.....	J. W. McArthur.....	$\frac{1}{2}$	12	6 " (to Dec. 31, '06.)	89 30
do do.....	do.....	$\frac{1}{2}$	12	3 " from ".....	62 50
Murray Park and Railway Station.....	J. Bunting.....	$\frac{1}{2}$	6	9 ".....	37 50
Myrtle and Railway Station.....	P. H. Harrison.....	225 yds.	6	6 " (to Dec. 31, '06.)	82 50
do do.....	do.....	225 yds.	6	3 " from ".....	20 62
Napinka and Railway Station.....	A. E. Slater.....	$\frac{1}{2}$	18	9 ".....	140 40
Neelin and Railway Station.....	J. Graham.....	100 yds.	6	5 " (from Nov. 1, '06)	32 60
Neepawa and Railway Station.....	H. R. Rutledge.....	$\frac{1}{2}$	12	9 ".....	234 75
Neepawa and Railway Station (C.P.).....	J. Howatt.....	$\frac{1}{2}$	12	9 ".....	187 50
Nesbitt and Railway Station.....	G. B. Barager.....	$\frac{1}{2}$	12	9 ".....	117 36
Net of Lakes and Wadena.....	F. Donnell.....	9	1	2 " (to Aug. 31, '06.)	17 33
Nettly Lake and Railway Station.....	J. McDonald.....	2	2	9 ".....	78 00
Neudorf and Pearl Lake.....	F. Pinder.....	16	1	9 ".....	150 00
Neudorf and Railway Station.....	D. Kuss.....	250 yds.	6	9 ".....	46 95
Neudorf and Tiree.....	do.....	17	2	9 ".....	234 00
Newdale and Railway Station.....	A. R. Fanning.....	$\frac{1}{2}$	12	9 ".....	117 36
New Finland and Whitewood.....	F. Kennedy.....	21 $\frac{1}{2}$	1	9 " and arrears.....	148 61
New Hastings and Welwyn Station.....	J. Byers.....	$\frac{1}{2}$	2	4 " (to Oct. 31, '06.)	55 33
New Holstein and Sedley.....	R. Koch.....	$\frac{1}{2}$	1	9 ".....	60 00
New Warren and Rouleau.....	H. A. Hastings.....	15	1	7 " (to Jan. 31, '07.)	86 33
do do.....	do.....	15	2	2 " from ".....	37 50
Ninette and Railway Station.....	J. Overend.....	200 yds.	12	7 " and 3 days (to Feb. 3, '07.)	85 57
do do.....	do.....	200 yds.	6	1 month (to Mch. 4, '07.)	5 79
do do.....	do.....	200 yds.	12	27 days (from Mch. 4, '07)	10 79
Ninga and Railway Station.....	G. Robinson.....	$\frac{1}{2}$	12	9 months.....	119 99
Niverville and Railway Station.....	A. P. Penner.....	$\frac{1}{2}$	12	9 ".....	150 00
Nolalu and Railway Station.....	A. Bishop.....	20 yds.	2	3 " and 22 days (to Oct. 22, '06.)	3 86
do do.....	do.....	20 yds.	4	5 months and 9 days (from Oct. 22, '06.)	11 00
Norman and Railway Station.....	J. O. Dulmadge.....	25 yds.	12	9 months.....	234 00
North Portal and Railway Station.....	W. H. Dorsey.....	$\frac{1}{2}$	14	9 ".....	72 26
Norwood Grove and Winnipeg.....	E. Gregoire.....	1 $\frac{1}{2}$	6	9 ".....	46 50
Notre Dame de Lourdes and Rathwell.....	F. Chapman.....	8	2	9 ".....	90 00
Nutana and Saskatoon.....	Holmes & Benson.....	1	12	3 " (to Sept. 30, '06.)	50 00
do do.....	do.....	1	12	5 " (to Feb. 28, '07.)	130 00
do do.....	do.....	1	12	1 " from ".....	33 33
Oak Bank and Pine Ridge.....	A. Schmidt.....	6	1	9 ".....	37 50
Oak Bluff and Railway Station.....	G. P. Wastle.....	2 $\frac{3}{4}$	2	9 ".....	42 90
Oakburn and Railway Station.....	T. H. Halliday.....	320 yds.	6	9 ".....	58 68
Oak Lake and Railway Station.....	R. L. Hood.....	$\frac{1}{2}$	20	9 ".....	188 01
Oakland and Portage la Prairie.....	J. and E. Brown.....	12	2	9 ".....	195 00
Oak Nook and Venlaw.....	W. Walker.....	9	1	2 " (to Aug. 31, '06.)	12 00
Oak Point and Railway Station.....	A. Pritchard.....	200 yds.	6	8 " 30 d. (from July 2, '06)	44 83
Oak River and Railway Station.....	J. Little.....	$\frac{1}{2}$	12	9 months.....	180 00
Oak River and Totonka.....	F. C. Sparling.....	10	1	9 ".....	74 25
Oberon and Railway Station.....	C. E. McGuire.....	100 ft.	6	9 ".....	43 86
Ochre River and Railway Station.....	W. A. Oliver.....	$\frac{1}{2}$	12	6 ".....	129 30
Ogilvie Station and Railway Station.....	E. P. Parker.....	$\frac{1}{2}$	6	9 ".....	39 00
Ohlen and Stockholm.....	G. Persson.....	9	2	3 " (to Nov. 30, '06.)	37 50
Olive and Treherne.....	R. McQuay.....	9 $\frac{1}{2}$	2	9 ".....	117 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Omega and Prince Albert	Sturgeon Lum- ber Co.	31	1	7 dys. (from Mar. 25, '07)	3 03
Orcadia and Railway Station	F. R. Knight ..	4	4	9 months	37 50
Osage and Railway Station	J. R. Standen ..	100 yds.	6, 12	9 "	157 73
Osler and Railway Station	J. S. Grant	12	9	"	81 90
Otterbourne and Railway Station ..	J. Rougeau	12	9	"	117 00
Otterbourne and St. Pierre	J. Cadotte	6	12	3 " (to Sept. 30, '06).	57 50
do do	E. Jerome	6	12	6 " from "	125 00
Otto and Seamo	J. E. Westdal ..	8	1	8 " (to Feb. 28, '07).	40 00
do do	do	8	2	1 " from "	10 00
Otthon and Yorkton	M. Litvanyi	17	1	4 " (to Oct. 31, '06)..	26 66
Oxbow and Railway Station	T. Decker	350 yds.	12	9 "	140 85
Oxdrift and Railway Station	A. Beatty	$\frac{1}{8}$	6	9 "	67 50
Parkside and Wingard	W. Hamilton	22	1	9 "	150 00
Pasewgin and Railway Station	W. Gillanders ..	160 ft.	6	3 " (to Sept. 30, '06).	8 75
do do	do	160 ft.	6	6 " from "	31 30
Pendennis and Railway Station	C. Fox	200 yds.	6	9 "	58 50
Pengarth and Strasburg Station ..	A. Johnson	11	1	5 " (from Nov. 1, '06)	65 00
Pennock and Saltcoats	W. Anderson	9	1	4 " (to Dec. 31, '06).	21 66
do do	J. Thorleifson ..	10 $\frac{1}{2}$	1	10 dys. (to Jan. 10, '07)..	2 40
do do	J. Bolton	10 $\frac{1}{2}$	1	2 m. 20 dys. (from Jan. 12, '07)	27 43
Pense and Railway Station	S. Marling	$\frac{1}{2}$	14	2 mos. (to Aug. 31, '06).	16 70
do do	P. F. Weiss	$\frac{1}{2}$	14	7 " from "	106 44
Pense and Stony Beach	S. Marling	17	2	4 " 18 dys. (to Nov. 18, '06)	94 06
do do	P. F. Weiss	17	2	4 mos. 12 dys. (from Nov. 18, '06)	110 05
Percival and Catching Post	D. McKenzie	55 yds.	6	9 "	58 68
Petrofka and Waldheim	J. E. Veer	12 m.	1	1 " (from Mar. 1, '07)	9 58
Pettapiece and Railway Station ..	F. W. Giles	200 ft.	12	9 "	75 00
Pierson and Railway Station	G. A. Bremner ..	$\frac{1}{2}$	12	9 "	82 14
Pigeon Lake and Railway Station ..	F. Pattenau	9 $\frac{1}{2}$	3	9 "	117 00
Pilot Butte and Railway Station ..	B. Holden	100 yds.	13	9 "	81 24
Pilot Mound and Railway Station ..	J. B. Baird	$\frac{1}{2}$	12	9 "	150 00
Pine River Station and Ry. Station	M. McLean	100 yds.	2	1 " 7 dys. (to Aug. 7, '06)	1 03
do do	do	100 yds.	6	7 " 24 dys. from "	12 93
Pine Valley and Vassar	P. Palmason	7	2	9 "	70 20
Pinewood and Railway Station	H. Proctor	$\frac{1}{2}$	12	9 "	117 36
Pinto and Railway Station	F. H. Dagg and R. Robertson ..	50 yds.	14	9 "	0 75
Pipestone and Railway Station	Stewart Bros ..	$\frac{1}{2}$	12	9 "	117 00
Pipestone and Shilson	do	10	1	3 " (to Sept. 30, '06).	21 00
do do	R. B. Paul	10	1	6 " from "	42 00
Plainview and Willow Brook	U. E. Strevell ..	12	2	6 " (to Dec. 31, '06)	67 50
do do	J. Pekar	12	2	3 " from "	33 75
Plateau and White Hawk	L. Simair	14	1	1 " (to July 31, '06).	12 08
Plumas and Railway Station	W. D. Lamb	$\frac{1}{2}$	as req.	9 "	110 56
Plum Coulee and Railway Station ..	J. A. Mactavish ..	$\frac{1}{2}$	12	9 "	112 50
Pomeroy and Roland	F. Sutton	5	1	9 "	41 25
Poplar Point and Railway Station ..	M. H. Ritchie	$\frac{1}{2}$	12	9 "	138 75
Poplar Point and St. Ambroise	M. R. Gowler	17 $\frac{1}{2}$	2	9 "	187 50
Portage la Prairie and Railway Stations (C. N. and C. P.)	W. F. Smith	$\frac{1}{2}$	as req.	3 " (to Sept. 30, '06).	160 90
do do	W. Leslie	$\frac{1}{2}$	as req.	2 " (to Nov. 30, '06).	139 09
do do	R. Rennie	$\frac{1}{2}$	as req.	4 " from "	386 12
Portage la Prairie and Street Letter Boxes	E. Ridler	4 $\frac{1}{2}$	20	9 "	273 75

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Port Arthur and Railway Station (C. N.).....	R. Milne.....	$\frac{1}{4}$	as req.	9 months.....	198 52
Port Arthur and Railway Station (C. P.).....	A. McFadden..	$\frac{1}{4}$	28	9 "	569 40
Prairie Grove and Railway Station.	R. Dunlop	$4\frac{1}{2}$	2	9 "	117 00
Prairie Rose and Watson	I. J. White.....	26	1	3 " (to Sept. 30, '06).	73 75
do do	J. C. Guittard..	26	1	6 " from "	147 50
Prince Albert and Puckahn..	S. Pritchard....	32	2	3 " (to Jan. 31, '07).	123 75
do do	B. Brewster....	32	2	2 " from "	100 00
Prince Albert and Railway Station (C. N.).....	R. Stanley.....	$\frac{3}{4}$	6	5 " (from Nov. 1, '06)	97 80
Prince Albert and Railway Station (C. P.).....	S. Hillier.....	$\frac{1}{2}$	12	9 "	405 00
Prince Albert and Shell Brook....	J. Cadien.....	30	2	9 "	375 00
Prince Albert and Street Letter Boxes	W. McDonald..	7	22	7 " 10 dys. (from Aug. 22, '06) ..	347 54
Princess and Waskada.....	M. H. Hotham..	6	2	9 "	78 00
Purvis and Railway Station.	A. Hyslop	200 ft.	6	9 "	28 11
Qu'Appelle and South Qu'Appelle.	Creamer Bros....	18	6	9 "	330 00
Qu'Appelle and Wishart.....	H. & J. Shannon	$76\frac{1}{4}$	1	2 " (to Aug. 31, '06).	86 66
do do	do	$76\frac{1}{4}$	2	7 " from "	522 08
Queen's Valley and Winnipeg.....	W. H. Hemmings.....	$39\frac{3}{4}$	2	9 "	485 46
Quill Lake and Railway Station....	A. K. Thom.....	160 yds.	6	5 " 3 dys. (to Dec. 3, '06)	66 13
do do	R. Bannatyne..	160 yds.	12, 6	3 " 28 dys. from " ..	67 02
Rainy River and Railway Station..	E. M. Reid.....	$\frac{1}{4}$	12	9 "	234 75
Rainy River and Rapid River.....	O. J. Hunter....	8	1	2 " (to Aug. 31, '06).	21 66
Ranchvale and Rossburn	W. Strong.....	$7\frac{1}{4}$	2	9 "	112 50
Rapid City and Railway Station....	J. B. M. Dunoon	$4\frac{1}{4}$	18	9 "	175 50
Rapid River and Sleeman.....	A. J. Hunter....	2	1	7 " (from Sep. 1, '06)	40 83
Rathwell and Railway Station....	T. C. Forbes....	$1\frac{1}{2}$	12	9 "	112 86
Reaburn and Railway Station....	M. E. Main	$1\frac{1}{2}$	12	9 "	117 00
Red Jacket and Railway Station....	J. C. Buck.....	$1\frac{1}{2}$	7	3 " (to Sept. 30, '06).	23 33
do do	J. M. Mackinnon.	$1\frac{1}{2}$	7	6 " from "	46 66
Redpath and Tantallon.....	A. McMillan....	13	1	9 "	107 25
Redvers and Railway Station....	R. Ferguson....	100 yds.	12	6 "	79 56
Redvers and Rose Plain	E. Dymond.....	16	1	9 "	108 75
Redvers and St. Antoine.....	M. Bertrand....	10	1	9 "	78 00
Regina and Fairy Hill.....	G. Mollard.....	$62\frac{1}{2}$	1	2 " (to Aug. 31, '06).	78 00
do do	A. E. E. Graham	$62\frac{1}{2}$	1	7 " from "	291 66
Regina and Railway Station....	W. Russell.....	$3\frac{3}{4}$	58	9 "	975 48
Regina and Street Letter Boxes....	do	do	6	9 "	175 50
do do	G. E. Symonds..	do	1	5 " (to Nov. 30, '06).	16 50
do do	C. J. Chubb....	do	1	3 " 8 dys. (to Mar. 8, '07)	10 50
do do	H. Lane.....	do	1	23 dys. from " ..	3 00
Regina and Wascana	W. Howland....	12	1	3 mos. (to Sept. 30, '06).	25 75
do do	J. Purcell.....	12	1	1 " (to Oct. 31, '06)..	12 00
do do	do	$16\frac{1}{2}$	1	5 " from "	75 00
Rennie and Catching Post.....	L. W. Hart.....	300 yds.	12	6 " (to Dec. 31, '06).	21 06
do do	do	300 yds.	12	3 " from "	25 00
Raihn and Yorkton.....	A. Weinmeister.	20	1	2 " (from Feb. 1, '07)	34 66
Reston and Railway Station....	W. H. McDougall	$\frac{1}{2}$	12	12 dys. (to July 12, '06).	3 27
do do	do	$\frac{1}{2}$	12	8 mos. 19 dys. from " ..	196 49
Richer and Ste. Anne des Chenes..	J. Hupé	7	2	9 "	60 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ridgedale and Star City.....	M. J. Grant....	18	1	1 mos. (from Mar. 1, '07.	2 88
Ridgedale and Taylorboro.....	A. Currie.....	28	1	3 dys. (to July 3, '06) ..	6 00
do do	J. K. Taylor....	28	1	5 mos. 28 d. (to Dec. 31, '06).....	150 00
do do	G. Mollison....	28	1	trip	6 50
do do	J. K. Taylor....	28	1	"	6 50
do do	E. Boon.....	28	1	"	6 50
do do	R. Faushe.....	28	1	"	6 50
Ridgeway and Railway Station...	J. Dunfield....	2	2	9 months.....	78 00
Riding Mountain and Railway Station.....	A. H. Scouten..	$\frac{1}{2}$	6	9 "	58 50
Riding Mountain and Roskeen....	A. Dunlop.....	$\frac{1}{2}$	1	9 "	39 00
Ritchot and St. Boniface.....	S. J. St. Germain	7	2	9 "	112 50
Roblin and Railway Station.....	A. W. Forfar....	150 yds.	12	5 " (to Nov. 30, '06).	65 00
do do	A. Williamson..	150 yds. as req.	4	" from	79 28
Roblin and Zorra.....	J. Hunter.....	10	1	2 " (to Aug. 31, '06).	13 33
Rocanville and Railway Station....	A. H. Bastien..	400 yds.	6	9 "	58 68
Roche Percee and Railway Station...	M. T. Knight....	200	14	9 "	75 00
Roche Percee and Taylorton.....	J. Twigger.....	3	6	2 " (to Jan. 31, '07) ..	52 00
do do	do	3	6	2 " from "	66 66
Rokeby Station and Railway Stn....	A. H. Walker....	140 yds.	12	9 "	117 36
Roland and Railway Station.....	W. H. Lowe.....	$\frac{1}{10}$	12	6 " (to Dec. 31, '06)..	56 34
do do	do	$\frac{1}{10}$	6	3 " from "	14 08
Rosebank and Railway Station.....	A. H. Baker....	$\frac{1}{10}$	12	6 " (to Dec. 31, '06)..	46 80
do do	do	$\frac{1}{10}$	6	3 " from "	11 70
Roseisle and Railway Station.....	W. C. Galbraith	150 yds.	12 & 6	9 "	66 61
Rosenfeld and Railway Station.....	S. B. Acheson ..		24	9 "	149 20
Rosnort and Railway Station.....	I. Harms.....	$\frac{4}{10}$	2	8 " 10 days (to Mar. 10, '07).....	62 25
Rossburn and Railway Station.....	W. Strong.....	$\frac{1}{2}$	6	9 "	52 50
Rossendale and Railway Station....	J. Cook.....	340 yds.	6	9 "	46 95
Rosser and Railway Station.....	H. J. Beachell..	$\frac{1}{10}$	12	9 "	52 41
Rosthern and Railway Station.....	W. Rempel.....	$\frac{1}{10}$	12	9 "	233 12
Rosthern and Tiefengrund.....	J. J. Dyck.....	$15\frac{1}{2}$	1	9 "	48 75
do do	C. Regier.....	$15\frac{1}{2}$	1	9 "	52 49
Rosthern and Waldheim.....	D. Neufeld.....	16	2	9 "	127 50
Rouleau and Railway Station.....	W. H. Johnston	$\frac{1}{10}$	14	9 "	123 74
Rounthwaite and Railway Station...	J. Martin.....	$\frac{1}{10}$	12	9 "	117 36
Routledge and Railway Station....	L. Lambourn....	$\frac{1}{10}$	3	9 "	23 40
Royal and Railway Station.....	O. Panas.....	$5\frac{1}{10}$	2	9 "	75 00
Russell and Railway Station.....	G. R. Wishart..	$\frac{1}{10}$	12	9 "	234 75
Russell and Shellmouth.....	L. Pearpoint....	$14\frac{1}{2}$	2	6 " (to Dec. 31, '06).	140 00
do do	C. Paulson.....	$14\frac{1}{2}$	2	1 " (to Jan. 31, '07).	23 33
do do	F. Bryant.....	$14\frac{1}{2}$	2	2 " from "	54 16
Russell and Snake Creek	A. Newton.....	$15\frac{1}{2}$	1	9 "	86 10
St. Adolphe and Railway Station..	U. Delorme....	2	2	9 "	48 75
Ste. Agathe and Railway Station...	A. Dorge.....	1	12	9 "	150 00
Ste. Anne des Chênes and Railway Station.....	F. Hebert.....	1	12	9 "	154 44
Ste. Anne des Chênes and St. Raymond.....	W. Smith.....	$4\frac{1}{2}$	2	5 " (to Nov. 30, '06).	16 66
do do	J. Dufresne....	$4\frac{1}{2}$	2	2 " (to Jan. 31, '07)..	11 32
do do	do	$4\frac{1}{2}$	2	2 " from "	9 83
St. Boniface and Railway Station...	E. Gregoire....	$\frac{1}{10}$	6	9 "	58 50
St. Boniface and Winnipeg.....	E. Gregoire....	1	18	9 "	328 50
St. Charles and Winnipeg.....	M. Peebles.....	8	3	3 " (to Sept. 30, '06).	78 00
do do	Winnipeg Electric Railway..	8	6	6 " from "	300 00
St. Claude and Railway Station....	E. L. Fayollatt..	$\frac{1}{10}$	12	9 "	70 34

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Jean and Railway Station.....	E. Comeault....	1	12	9 mos.	67 50
St. Laurent and Railway Station....	A. G. Hepworth	4	4	1 day (to July 2, '06)	0 23
do do	do	6	6	8 months 30 days (from July 2, '06)...	95 60
St. Leon and Somerset	P. Payette.....	7	2	9 " " (to Dec. 31, '06).	73 50
St. Malo and Railway Station.....	J. Gladu.....	6½	6	6 " " from " ..	108 32
do do	do	6½	6	3 " " (to Sept. 30, '06).	97 81
St. Norbert and Railway Station....	O. Pirson.....	12	12	6 " " from " ..	15 00
do do	do	12	12	6 " " from " ..	60 00
St. Owens and Catching Post	H. A. Gibson....	14	14	9 " " " " ..	75 00
St. Vital and Winnipeg.....	J. Nisbet.....	5½	2	9 " " " " ..	45 00
Saltcoats and Railway Station.....	E. Bolton.....	12	12	9 " " " " ..	202 92
Saltcoats and Stornoway	V. Dures.....	19	1	9 " " " " ..	95 25
Sandilands and Railway Station....	P. W. Reimer....	160 yds.	6	9 " " " " ..	22 50
Sandford and Railway Station.....	D. M. McFee....	186 ft.	6 & 12	9 " " " " ..	20 92
Septon and Tyndall.....	A. J. Peterson....	6½	1	3 " (to Sept. 30, '06)	13 00
do do	do	6½	1	6 " from " ..	39 00
Saskatoon and Railway Station.....	A. Bowerman....	1½	12	9 " " " " ..	234 75
Saskatoon and Street Letter Boxes.	M. Isbister....	12	1	16 dys. (to Sept. 30, '06) ..	59 96
do do	J. Vance.....	12	6	9 " from " ..	150 00
Savanne and Railway Station.....	W. J. Mitchell..	12	9	9 " " (from Nov. 1, '06)	117 36
Saxon Hill and Yorkton.....	L. Saxon.....	23	1	5 " " " " ..	62 50
Seamo and Vestfold.....	A. M. Freeman....	7	1	9 " " " " ..	34 50
Sedley and Railway Station.....	C. F. Becker....	300 yds.	12	9 " " " " ..	180 00
Selkirk and East Selkirk Station....	Millidge Bros....	2½	28	9 " " " " ..	492 75
Selkirk and Railway Station.....	"	6	9	9 " " " " ..	61 27
Selkirk and Winnipeg.....	C. S. Dickinson..	25½	6	9 " " " " ..	975 00
Sewell and Railway Station.....	J. McLean.....	12	9	9 " " " " ..	45 00
Shanawan and Railway Station.....	W. Ramsden....	100 yds.	12	8 " 3 dys. (to Mar. 3, '07)	10 08
do do	H. B. Yarwood..	100 yds.	12	28 days from " ..	1 17
Sheho and Railway Station.....	J. T. Enright....	275 yds.	4	9 months " " ..	39 00
Shenston and Stratton Station.....	J. Potter.....	7½	2	9 " " " " ..	75 74
Shipley and Starbuck.....	A. Lesperance....	7	1	9 " " " " ..	52 50
Shoal Lake and Railway Station.....	C. S. Castell....	1½	12	9 " " " " ..	129 09
Sidney and Railway Station.....	T. Babb.....	1½	12	9 " " " " ..	94 47
Sifton and Railway Station.....	Jones and Wood..	1½	6	9 " " " " ..	28 11
Silver Mountain and Railway Stn.	W. W. Willson....	200 yds.	2	9 " " " " ..	11 89
Silver Plains and Railway Station....	W. Elliott.....	1½	6	3 " (to Sept. 30, '06)	7 50
do do	do	1½	6	6 " from " ..	31 30
Sinclair Station and Railway Stn.	J. Milton.....	1½	12	9 " " " " ..	117 36
Sinclair Station and Sproule.....	W. D. Wilson....	13	1	9 " " " " ..	82 50
Sintaluta and Railway Station.....	D. J. Dutton....	27	9	9 " " " " ..	294 84
Slate River Valley and Railway Stn.	A. W. Trewin....	4½	2	9 " " " " ..	98 25
Sleeman and Railway Station.....	G. Sleeman....	50 yds.	12	9 " " " " ..	46 95
Sleipner and Wadena.....	J. O. Magnusson	24	1	2 " (from Feb. 1, '07)	37 50
Snow Flake and Railway Station.....	E. Shilson.....	125 yds.	6	9 " " " " ..	46 95
Solsgirith and Railway Station.....	J. C. Anderson....	12	9	9 " " " " ..	90 33
Somerset and Railway Station.....	R. W. McMorran..	as req.	9	9 " " " " ..	141 96
Souris and Railway Station.....	J. F. Moore.....	36	9	9 " " " " ..	372 06
South Qu'Appelle and Railway Stn.	W. L. Wait.....	420 yds.	27	9 " " " " ..	312 54
Southey and Railway Station.....	J. Ermel.....	1	6	9 " " " " ..	58 50
Spalding and Watson.....	J. C. Guittard....	21	1	4 " (from Dec. 1, '06)	89 33
Sperling and Railway Station.....	J. Smith.....	50 yds.	12	3 " (to Sept. 30, '06)	23 40
do do	W. H. Milli-champ....	50 yds.	12 & 6	6 " from " ..	43 03
Sprague and Railway Station.....	J. W. Caldwell..	800 ft.	12	9 " " " " ..	45 00
Springside and Railway Station.....	F. H. Willis....	500 yds.	4	9 " " " " ..	46 80
Springside and White Sand.....	M. E. Harper....	8	1	7 " (to Jan. 31, '07)	35 00
Spy Hill and Tantaloon.....	A. R. Miller.....	15	2	9 " " " " ..	146 90

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Stanley and Railway Station.....	G. Steen.....	50 yds.	8	9 months.....	90 00
Starbuck and Railway Station.....	G. E. Duchene.....	$1\frac{1}{2}$	12	9 " " " " " " " "	81 90
Star City and Railway Station.....	W. Starkey.....	20 yds.	6	9 " " " " " " " "	117 00
Starleigh and Stornoway.....	M. Matheson.....	9	1	9 " " " " " " " "	48 73
Steinbach and Railway Station.....	K. R. Toews.....	$8\frac{3}{4}$	6	9 " " " " " " " "	276 12
Stephensfield and Railway Station.....	D. B. Campbell.....	50 yds.	4	9 " " " " " " " "	37 50
Stockholm and Railway Station.....	M. Kenney.....	300 yds.	6	9 " " " " " " " "	58 68
Stockholm Station and Railway Stn.....	N. Fallis.....	$1\frac{1}{2}$	12	9 " " " " " " " "	75 12
Stonewall and Railway Station.....	J. Hall.....	$24\frac{1}{2}$	18	9 " " " " " " " "	172 77
Stonewall and Wavy Bank.....	A. Waterer.....	9 $\frac{1}{2}$	2	9 " " " " " " " "	104 25
Stony Mountain and Railway Stn.....	J. Gunn.....	$1\frac{1}{2}$	18	9 " " " " " " " "	292 50
Stoughton and Railway Station.....	Feitham and Cornell.....	450 yds.	12	3 " (to Sept. 30, '06)	78 25
do do.....	W. F. Carefoot.....	450 yds.	12	6 " from " "	78 00
Strassburg and Railway Station.....	Schwandt Bros. & Mansfield.....	$\frac{1}{2}$	6	9 " " " " " " " "	84 50
Strassburg and Taylorboro.....	Schwandt Bros. & Mansfield.....	36	1	5 " (from Nov. 1, '06)	205 82
Strathclair Station and Ry. Stn.....	A. McLean.....	$\frac{1}{2}$	12	9 " " " " " " " "	142 50
Stratton Station and Railway Stn.....	J. J. Oster.....	500 yds.	12	9 " " " " " " " "	182 93
Summerville and Railway Station.....	W. Linnell.....	$\frac{1}{2}$	20	9 " " " " " " " "	197 79
Swan Lake and Railway Station.....	J. S. Rice.....	$12\frac{1}{2}$	6	9 " " " " " " " "	96 82
Swan River and Railway Station.....	H. Harley.....	$1\frac{1}{2}$	6	9 " " " " " " " "	140 40
Swan River and Thunder Hill.....	R. Lyons.....	18	1	9 " " " " " " " "	150 00
Tache Station and Railway Station.....	C. E. Kelly.....	$\frac{1}{2}$	12	3 " (to Sept. 30, '06)	6 25
do do.....	J. E. Palmer.....	$\frac{1}{2}$	12	6 " from " "	29 16
Tantallon and Railway Station.....	F. R. Shortreed.....	$\frac{1}{2}$	6	9 " " " " " " " "	58 68
Tenby and Railway Station.....	T. J. Hare.....	100 yds.	12	9 " " " " " " " "	69 15
Teulon and Pleasant Home.....	R. Martin.....	17	1	6 " (to Dec. 31, '06)	65 00
do do.....	do.....	5	1	3 " from " "	29 25
Teulon and Railway Station.....	M. A. Martin.....	$1\frac{1}{2}$	12	9 " " " " " " " "	93 90
The Landing and Westbourne.....	C. Packman.....	$2\frac{1}{2}$	6	9 " " " " " " " "	175 50
Theodore and Railway Station.....	A. C. Tracey.....	300 yds.	4	9 " " " " " " " "	39 00
Thornhill and Railway Station.....	J. Peverell.....	$1\frac{1}{2}$	12	9 " " " " " " " "	70 20
Tiny and Railway Station.....	C. R. Myers.....	600 ft.	6	7 " (from Sept. 1, '06)	28 00
Tisdale and Railway Station.....	J. W. Markle.....	300 yds.	6	9 " " " " " " " "	105 30
Tisdale and Willow Hill.....	E. Bray.....	$16\frac{1}{2}$	1	9 days (from Mar. 23, '07)	4 87
Togo and Railway Station.....	G. Painter.....	200 yds.	as req.	9 months.....	90 72
Treesbank and Railway Station.....	R. Little.....	$\frac{1}{2}$	12	9 " " " " " " " "	60 00
Treherne and Railway Station.....	P. Henselwood.....	$\frac{1}{2}$	12	9 " " " " " " " "	117 36
Turtle Mountain and Whitewater.....	J. C. Ross.....	6	3	9 " " " " " " " "	117 00
Tyndall and Railway Station.....	N. Peterson.....	100 yds.	12	9 " " " " " " " "	37 56
Tyvan and Railway Station.....	E. D. Bishop.....	200 yds.	12	9 " " " " " " " "	164 20
Underhill and Railway Station.....	W. H. B. Hill.....	80 yds.	12	6 9 " " " " " " " "	110 92
Underhill and West Hall.....	E. Weighman.....	8	2	6 " (to Dec. 31, '06)	58 92
do do.....	A. Kerr.....	8	2	3 " from " "	52 33
Union Point and Railway Station.....	J. Gratton.....	$\frac{1}{2}$	3	9 " " " " " " " "	48 64
Valley River and Railway Station.....	J. C. Leach.....	$1\frac{1}{2}$	6	9 " " " " " " " "	58 50
Valpariso and Railway Station.....	G. E. Green.....	$1\frac{1}{2}$	4	9 " " " " " " " "	135 06
Vassar and Railway Station.....	E. J. May.....	14 ft.	12	9 " " " " " " " "	11 25
Verigen and Railway Station.....	V. A. Potapoff.....	150 ft.	6	6 " (from Oct. 1, '06)	25 09
Vermillion Bay and Railway Stn.....	J. S. Killam.....	$1\frac{1}{2}$	7	9 " " " " " " " "	40 08
Viriden and Railway Station.....	A. Donahoe.....	$1\frac{1}{2}$	12	6 9 " " " " " " " "	133 27
do do.....	M. B. Irwin.....	$1\frac{1}{2}$	20	9 " " " " " " " "	222 72
Viriden and Woodnorth.....	W. Hill.....	$11\frac{1}{2}$	1	9 " " " " " " " "	62 50
Vonda and Railway Station.....	N. McLean.....	200 ft.	12	9 " " " " " " " "	108 17

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Wabigoon and Railway Station....	J. H. Creasor...	1 $\frac{1}{2}$	14	9 months.	274 50
Wadena and Railway Station.....	I. Olafson ..		12, 14	9 "	97 44
Wakopa and Railway Station.....	L. H. Morgan...	75 yds.	6	5 " (from Nov. 1, '06)	32 60
Wapella and Fairmede	N. H. Birchell...	50	1	2 " (to Aug. 31, '06)	45 50
do do	Shaw & Clements	50	1	7 " from "	182 00
Wapella and Railway Station.....	G. H. Morrison...	$\frac{1}{2}$	20	9 "	193 95
Warman and Railway Stations (C. N. and C. P.).....	J. E. Knipfel...	120 yds. & $\frac{1}{2}$...	12 & $\frac{1}{2}$...	9 "	298 14
Waskada and Railway Station....	M. H. Hotham...	$\frac{1}{2}$	6	9 "	71 63
Watson and Railway Station.....	F. J. Vossen...	100 yds.	12	9 "	181 67
Wauchope and Railway Station....	M. Quennelle...	250 ft.	12	5 " 5 days (to Dec. 5, '06)	33 48
do do	F. Bernuy.	250 ft.	12	3 " 26 dys (from Dec. 5, '06).....	25 01
Wawanesa and Railway Station....	W. S. Foster....	$\frac{1}{2}$	12	9 "	135 39
Wellwood and Railway Station....	G. R. Black.....	300 yds.	6	9 "	93 90
Welwyn and Railway Station.....	S. C. Fleury....	200 yds.	6	9 "	56 25
Westbourne and Railway Station...	A. E. Smalley...	$\frac{1}{2}$	12	9 "	210 60
Weyburn and Railway Station.....	W. H. Hunt	$\frac{1}{2}$	14	9 "	246 60
Wheatland and Railway Station...	G. Brown.....	120 yds.	6	4 " 25 days (to Nov. 25, '06)...	31 37
do do	H. Bicknell....	120 yds.	6	4 " 5 dys (from Nov. 25, '06).....	27 13
Whitemouth and Railway Station...	J. Monilaws....	$\frac{1}{2}$	12	9 "	101 03
Whitewater and Railway Station...	Wm. Rolston....	$\frac{1}{2}$	12	3 " (to Sept. 30, '06).	25 74
do do	L. Lucas.....	$\frac{1}{2}$	12	6 " from "	51 64
Whitewood and Railway Station....	B. Rogers.....	$\frac{1}{2}$	20	9 "	214 26
Wilcox and Railway Station.....	L. D. Sparling...	167 yds.	14	3 " (to Sept. 30, '06).	12 50
do do	do	167 yds.	14	6 " from "	60 00
Willow Range and Railway Station	A. B. Manning...	35 yds.	12	9 "	71 92
Winkler and Railway Station.....	J. Friesen....	$\frac{1}{2}$	12	3 " (to Sept. 30, '06).	31 04
do do	B. Loewen.....	$\frac{1}{2}$	12	6 " from "	62 28
Winnipeg Beach and Railway Stn...	W. Robinson....	125 yds.	6	9 "	73 54
Winnipeg and Railway Stations....	T. Peacock.....	$\frac{1}{2}$, $\frac{1}{2}$...	as req.	9 "	4,675 58
Winnipeg and Ry Station Transfers	do	$\frac{1}{2}$, $\frac{1}{2}$...		9 "	750 00
Winnipeg and Street Letter Boxes.	M. Peebles.....	103	32	9 "	3,300 00
Winnipeg Special Christmas Delivery.....	J. Lightfoot				350 00
Winnipeg Sorting Room and C.P. Mail Trains.....	T. Peacock.....			9 months.....	616 50
Winnipeg Conveyance of Letter Carriers	Winnipeg Electric and Sub-urban Rapid Transit Co.			8 " (from Ang. 1, '06)	1,206 00
Winnipegosis and Railway Station	A. Stewart.....	$\frac{1}{2}$	4	9 "	61 77
Wolsley and Railway Station....	W. Robinson....	$\frac{1}{2}$	20, 27	9 "	393 33
Wood Bay and Railway Station....	M. Campbell....	2 $\frac{1}{2}$	3	9 "	117 00
Woodlands and Railway Station...	G. Broadfoot....	2	4, 6	9 "	93 48
Woodridge and Railway Station...	J. Pelletier....	100 yds.	12	9 "	60 00
Woodside and Railway Station....	J. Sharp.....	1 $\frac{1}{2}$	1	9 "	22 50
Woody River and Railway Station.	J. Caverly.....	300 ft.	6	7 " (from Sept. 1, '06)	45 50
Yellow Grass and Railway Station.	P. Wilken.....	$\frac{1}{2}$	14	9 "	191 61
Yorkton and Railway Station.....	J. McKem.....	$\frac{1}{2}$	16	9 "	187 65
<i>Special Services on account of Snow Blockades on Railways.</i>					
Baldur and Glenboro.....	T. W. Sexsmith.				7 00
do do	J. Chester.....				3 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
MIM Special Services—Con.					\$ cts.
Belmont and Glenboro	G. Campbell				47 50
Belmont and Wawanesa	do				34 50
Carberry and Wellwood, &c.	R. Ellerington				24 00
Carman and Graysville	T. C. Brydon				4 00
Deloraine and Waskada	Van Koughnet & Anderson				44 00
Edmonton and Fort Saskatchewan	Baetz & Labelle				168 00
Elphinstone and Strathclair	J. A. McLean				108 00
Grande Clairière and Hartney	J. M. Fee				2 00
Greenway, Glenora and Merlin	P. A. McBean				35 00
Holmfild, Lena, &c.	N. McKenzie and D. Orr				331 00
Kelwood and Neepawa	J. A. Ewer				170 00
Lake Frances and Railway Station	A. Tarn				12 00
La Rivière and Mowbray	S. Taylor				128 00
La Rivière and Pilot Mound	M. M. Keating				4 00
Lumsden and Regina	J. Mair				27 50
Methven and Wawanesa	McCluskey and Rule				59 00
Minnedosa, Bethany and Clanwilliam	C. R. W. Smith				148 50
Miami and Morris	M. Laurie				75 00
do do	A. Dowler				262 50
Miami and Somerset	R. W. McMorran				12 00
do do	Angus and Johnson				6 00
Melita and Napinka	D. G. Morrison				2 00
Neepawa, Kelwood, Riding Mountain, &c.	J. A. Ewer				90 00
Oakburn and Shoal Lake	R. H. Sykes				68 00
Portage la Prairie and Lavenham, &c.	R. H. Roe				262 00
Roland and Train	W. H. Lowe				10 95
Rosburn and Solsgirth	M. McCann				136 00
Ste. Agathe and Winnipeg	A. F. Pigott				40 00
Sperling, Brunhilde and Carman	R. A. Smith				8 00
Waskada and Lyleton	Collins and Jones				67 00
Waskada and Deloraine					
Winnipeg and Railway Station	A. F. Pigott				2 00
Total					121,842 43
Less amount withdrawn from Guarantee Fund					157 31
					121,685 12

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APPENDIX B—*Continue 1.*

CALGARY POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Calgary Postal Division, made within the Year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Agricola and Coppice Hill.....	W. Hughes.	6	1	7 mos. (from Sept. 1, '06)	29 16
Agricola and Strathcona.	J. M. Brown ...	20 $\frac{3}{4}$	2	6 " (to Dec. 31, '06).	208 00
do do	G. Henley	20 $\frac{3}{4}$	2	3 " from " ..	101 40
Airdrie and Railway Station.....	A. Bowers.....	12 $\frac{1}{4}$	9	9 " ..	117 00
Alix and Lamerton.....	M. A. Jarvis. ...	9	2	2 " 23 days (to Sept. 23, '06).	34 65
do do	W. G. Merkley. .	9	2	2 " 6 days (to Nov. 29, '06).	27 30
do do	G. B. Williams .	9	2	1 " 17 days (to Jan. 15, '07).	28 00
do do	A. Thomas.	9	2	2 " 16 days (from Jan. 15, '07) ..	41 66
Alix and Railway Station	J. W. Sims.....	100 yds.	6 & 12	9 " ..	182 98
Alix and Red Willow.....	do	42	1	2 " (to Aug. 31, '06).	70 00
Alix and Stewartwyn.	J. Summerton ..	34	1	2 " (to Aug. 31, '06).	52 00
Alix and Trenville.....	J. C. Trenaman. .	31	1	9 " ..	374 25
Andrew and Pakan.....	C. Henderson....	12	1	4 " (to Oct. 31, '06).	42 46
do do	A. Whitford.....	12	1 & 2	5 " from " ..	59 96
Arthurvale and Lakeview.	W. M. Merrill. .	5	1	1 " (from Mar. 1, '07).	2 91
Arthurvale and Milnerton.....	L. Stephenson... .	8	1	6 " (to Dec. 31, '06).	45 00
do do	do	8	2	3 " from " ..	40 75
Asker and Ponoka	J. E. Krefting.. .	19	1	9 " ..	87 00
Asquith and Park.	J. D. Peters.....	12	1	2 " (from Feb. 1, '07)	48 00
Athabasca Landing and Edmonton.	G. E. MacLeod. .	105	1	9 " ..	900 00
Athabasca Landing and Peace River Crossing.....	C. Hutton.....	300	mtly	13 trips.....	1,425 00
Athabasca Landing and Points on McKenzie River	Hudson's Bay Company ..	555	.....	3 " ..	111 79
Baker and Railway Station.....	R. Joyce.....	6 $\frac{3}{4}$	12	9 months ..	0 75
Baljennie and Ruddell	J. H. Megaffin. .	6	1	9 " ..	159 00
Banff and Bankhead	Brewster Bros.. .	5 $\frac{1}{2}$	7 & 14	9 " ..	204 11
Banff and Railway Station.....	A. S. Marsh.....	1	28 & 14	9 " ..	276 84
Bardo and Chipman.....	C. Rand.....	40	1 & 2	5 " (from Nov. 1, '06).	165 26
Bardo and Logan.....	W. Rowland.....	14 $\frac{1}{2}$	1	4 " (to Oct. 31, '06).	82 16
Bassano and Mail Catch Post.....	R. H. Struthers. .	1 $\frac{1}{8}$	7	9 " ..	45 00
Bassano and Fieldholme.....	G. S. Field.....	30	ftnly	9 " ..	93 75
Bathgate, Fort Saskatchewan and Logan	S. Hanson.....	54 & 45	1	4 " (to Oct. 31, '06).	382 60
Bathgate and Mundare	J. S. McCallum. .	20	1	5 " (from Nov. 1, '06).	104 16
Battle Creek and Old P.O. site ..	A. E. Simpson....	.....	.....	33 trips ..	57 75
Battle Creek and Maple Creek.....	E. Parsonage....	46	1	8 mos. (to Feb. 28, '07).	225 00
do do	do	48	1	1 " from " ..	41 25
Battleford and North Battleford...	Dandelin and Bowers	4	6	2 " (to Aug. 31, '06).	278 25
do do	J. D. Nolin	4	6	7 " from " ..	551 25
Battleford and Pascal.....	J. W. Kenny.....	55	1	2 " (from Feb. 1, '07).	116 66
Battleford and Swathmore	Hepburn Bros....	41	1	2 trips ..	30 00
do do	A. E. Palmer.....	41	1	8 mos. 13 days (from July 19, '06)	339 88

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Battle River and Lewisville.....	F. M. Walker..	9	2	9 months.....	138 75
Baynes Lake and Railway Station..	W. H. Griffith..	1	6	"	53 50
Beaumont and Ellerslie.....	E. Bonin.....	6 $\frac{1}{2}$	2	"	104 25
Beaver and Railway Station.....	A. Wilkinson....	12	3	" (from Jan. 1, '07)..	15 00
Beaver Hills and Good Hope.....	G. Doze.....	7	1	" (from Mar. 1, '07)..	5 41
Beaver Hills and Fort Saskatchewan	do	10	2	"	107 25
Beaver Lake and Kolomea.....	P. Svarish.....	10	ftnly 4	" (to Oct. 31, '06)..	16 66
Beaver Lake and Krakow.....	F. Olszewski....	13	1	" (to Oct. 31, '06)..	34 66
Belvedere and Riviere qui Barre...	A. Foley.....	35	1	"	225 00
Bentley and Lockhart.....	W. A. Calkins..	14	1	" (from Sept. 1, '06)..	37 91
Birdview and Delisle.....	W. D. Pattison..	10	1	" (from Mar. 1, '07)..	10 62
Bismark and Ferry Bank.....	C. R. Kirk.....	8	1	"	45 00
Bittern Lake and New Sarepta.....	M. Thompson....	15	1	"	78 00
Bittern Lake and Railway Station..	E. C. Roper.....	6	2	"	95 16
Blackfalds and Railway Station.....	W. Waghorn....	275 yds.	12	"	117 38
Blackfoot Hills and Railway Station	G. Truscott....	$\frac{1}{2}$	12 & 6	"	216 50
Blairmore and Railway Station.....	H. E. Lyon.....	100 ft.	14	"	75 00
Boharu and Mail Catch Post.....	A. C. Hill.....	$\frac{1}{2}$	14	" (from Nov. 1, '06)..	38 01
Bon Accord and Namao.....	T. A. Mulligan..	12	2	"	112 50
Bonnie Glen and Millet.....	R. Sheppard....	26	1	"	131 25
Borden and Great Deer.....	D. Macpherson..	40	1	" (from Nov. 1, '06)..	133 33
Borden and Halcyonia.....	do	12	1	" (to July 31, '06)..	8 66
Borden and Railway Station.....	B. Clark.....	$\frac{1}{8}$	6	"	112 50
Bowden and Mountain House.....	A. Caldwell.....	19	1	" (to Dec. 31, '06)..	52 00
do do	G. E. A. Watson	19	1	" from "	32 50
Bowden and Railway Station.....	E. A. Shenfield..	100 yds.	12	"	107 97
Bowell and Mail Catch Post.....	F. C. Woolson..	300 yds.	7	"	68 43
Bow Island and Mail Catch Post...	J. W. Hopkins..	$\frac{1}{2}$	7	"	68 43
Brant and Hicksburg.....	G. C. Hicks.....	8	1	"	56 25
Brant and High River.....	W. B. Parker....	20	2	"	174 00
Bresaylor and Railway Station.....	A. Taylor.....	6	1	" (to Sept. 30, '06)..	26 00
do do	W. R. Harrison..	100 yds.	6	" from "	39 00
Brier Crest and Drinkwater.....	B. T. Jacques... 10	1	1	" (to Sept. 30, '06)..	6 25
do do	do	10	2	" from "	100 00
Brooks Station and Railway Station	E. M. Crooker... 300 yds.	14	9	"	37 50
Brosseau and Vegreville.....	M. G. Duquette..	36	1	"	214 50
Bruderheim and Railway Station..	A. Lentz.....	$\frac{3}{4}$	6	" 25 days (to Oct. 25, '06)..	50 00
do do	C. Lentz.....	250 yds.	6	" 9 days (to Feb. 3, '07).....	17 40
do do	O. Mohr.....	250 yds.	6	" 26 days from " ..	19 20
Buford and Calmar.....	I. Helgren.....	10 $\frac{1}{2}$	1	" (to Jan. 1, '07)..	45 50
do do	do	13 $\frac{1}{2}$	1	" from "	17 83
Burnt Lake and Solheima.....	S. Johnson.....	5	2	"	39 00
Calgary and Jumping Pond.....	J. Bateman.....	28	1	"	197 40
Calgary and Millarville.....	R. Gillespie....	28	1	"	150 00
Calgary and Railway Station.....	M. Gainer.....	$\frac{1}{2}$	as req. 9	"	933 68
Calgary and Rocky View.....	J. Redmond....	10	2	" (to Jan. 31, '07)..	66 66
do do	W. P. Duck.....	10	2	" from "	33 33
Calgary and Street Letter Boxes...	M. Gainer.....	do	as req. 9	"	198 00
Calgary P.O. and Sub-Offices.....	do	do	9	"	270 30
Calmar and Telfordville.....	J. E. Smith.....	14	1	"	228 75
Campbell Lake and Vermillion...	H. Palmer.....	12	1	" (from Jan. 1, '07)..	25 00
Camrose and Heather Brae.....	J. Miller.....	19	2	" (to Aug. 31, '06)..	50 00
Camrose and Pretty Hill.....	O. Olson.....	9	1	"	39 00
Camrose and Railway Station.....	H. Foucar.....	200 yds.	6	" 9 days (to Sept. 9, '06).....	30 00
do do	do	yds.	12	" 21 days from " ..	174 00
Camrose and Skafske.....	J. K. Van Petten	7	2	" (from Sept. 1, '06)	116 66

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Camrose and Vermillion Valley....	A. H. Shervin..	57	1	9 months	318 75
Camrose and Wavy Lake.....	do	44	1	2 " (to Aug. 31, '06)..	53 16
Canmore and Railway Station....	J. Carroll.	1 ¹ / ₃	14	9 "	265 50
Canyon and Lacombe.....	F. A. Cull	10	1	9 "	78 00
Carbonado and Railway Station....	S. Wilkinson....	5	7	Arrears from April 18, to July 17, '06...	93 75
Cardston and Mountain View.....	L. L. Follett....	51 ¹ / ₂	2	9 "	468 00
Cardston and Railway Station....	W. O. Lee	4	6	9 "	183 09
Cardston and Taylorville.....	A. S. Neilson.	18	2	9 "	165 00
Caron and Railway Station.....	J. Thomson.....	1 ¹ / ₂	14	9 "	104 12
Caron and Westview	E. J. Cudmore..	9 ¹ / ₂	1	12 days (to Nov. 12, '06)..	3 40
do do	do	9 ¹ / ₂	2	4 months 18 days from "	76 63
Carstairs and Jackville.....	J. A. Heal.....	12	1	9 "	39 00
Carstairs and Railway Station....	A. R. Shantz.	1 ¹ / ₂	as req.	9 "	195 79
Cayley and Railway Station....	G. W. Wickens. 500 yds.	12	9	9 "	37 52
Chailey and Mannville.....	C. H. Brown....	15	1	1 " (from Mar. 1, '07)	8 33
Cheadle and Railway Station....	F. Belwer.....	100 yds.	2	9 "	30 00
Chesterwold and Ponoka	P. A. Cooper....	24	2	9 "	168 75
Chigwell and Haynes.....	R. A. Read.....	14	1	9 "	68 25
Chigwell and Railway Station....	do	100 yds.	6	2 " 9 days (to Sept. 9, '06)	9 00
do do	do	100 yds.	12	6 " 21 days from "	52 00
Chigwell and Valley City.....	do	7	2	6 " (to Dec. 31, '06)..	39 00
do do	A. C. Johnson..	7	6	3 " from "	25 00
Chipman and Railway Station....	J. Kirkpatrick..	185 yds.	as req.	3 " (to Sept. 30, '06).	56 40
Claresholm and Elinor.....	D. Wendelboe..	15	2	7 " (to Jan. 31, '97)..	85 00
do do	J. Robertson....	15	2	2 " from "	47 50
Claresholm and Lyndon.....	W. A. Lyndon..	15	1	9 "	187 50
Claresholm and Meadow Creek....	J. J. Duck	12	2	9 "	234 00
Claresholm and New Oxley.....	F. Elliott & Co.	5	2	9 "	126 75
Claresholm and Railway Station....	G. Simpson.....	133 yds.	12	9 "	116 75
Clarkville and Saddle Lake.....	L. G. Clark.....	15	1	1 " (from Mar. 1, '07)	13 00
Coal Creek and Fernie.....	H. Johnson.....	5	6	9 "	232 50
Cochrane and Dog Pound	A. Dalgleish and A. R. McKay.	22	1	9 "	167 25
Cochrane and Lochend	A. Dalgleish ..	15	1	9 "	117 00
Cochrane and Railway Station....	C. W. Fisher....	4	14	9 "	187 50
Coleman and Railway Station....	H. Cameron.....	250 yds.	14	9 "	270 00
Coleridge and Mail Catch Post....	R. McEwen.....	1 ¹ / ₂	3	9 "	48 75
Conjuring Creek and Leduc.....	E. Walton.....	22	2	9 "	258 75
Content and Railway Station....	A. E. Kent.....	4	6	7 " (from Sept. 1, '06)	144 80
Cooking Lake and Strathcona	D. B. Morehouse	22	1	2 " (to Aug. 31, '06)..	17 33
do do	R. Walton.....	22	1	7 " from "	121 33
Coutts and Railway Station....	H. Tennant	1 ¹ / ₂	6	9 "	28 22
Cowley and Railway Station....	J. E. Davison..	100 yds.	14	9 "	164 40
Craig and Marketville	J. O. Johnson ..	8	1	9 "	36 69
Craik and West Bridgeford.....	A. Bryan.....	34	1	6 " (to Dec. 31, '06)..	112 50
do do	V. G. Bryan....	34	1	3 " from "	75 00
Cranbrook and Golden.....	R. A. Kimpton..	175	1	9 "	2,250 00
Cranbrook and Ry. Station (C. P.)	G. C. Beattie....	1 ¹ / ₂	14	9 "	262 50
do do (N. S.)	R. A. Kimpton..	4	12	9 "	117 00
Crane Lake and Railway Station....	T. Dowling.....	10 yds.	14	9 "	18 75
Creekfield and Loganston	J. W. Darnbrough.	8	1	3 " (from Jan. 1, '07)	20 00
Cremona and Dog Pound.....	G. Jackson.....	6	1	9 "	37 50
Creston and Railway Station....	W. H. Crawford	200 ft.	12	9 "	117 00
Crossfield and Railway Station....	J. A. Sutherland	150 yds.	as req.	9 "	161 48
Crossfield and Sampson.....	A. Sampson.....	12	1	9 "	37 50
Crowfoot and Railway Station....	W. J. Van	3	7	8 " (from Aug. 1, '06)	45 82
Crow's Nest and Mail Catch Post.	A. Good.....	235 yds.	7	9 "	37 50
Curlew and Mayton	J. Flaig.....	15	1	8 " (from Aug. 1, '06)	70 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cut Bank and Leavings.....	F. Garrow	5	1	9 months	48 75
Daysland and Ferry Point	C. A. Ward....	20	1	5 " (to Jan. 1, '07).	108 32
Daysland and Hastings Coulee....	C. A. Hastings.	26	1	7 7 (from Sept. 1, '06)	141 75
Daysland and Quarrel.....	J. A. Brown	10	2	7 " "	72 91
Daysland and Railway Station	Green and Foley.	150 yds.	6	4 " (to Dec. 31, '06)	111 74
do do	D. Davidson....	150 yds.	12	3 " from "	50 00
Daysland and Spring Lake.....	O. Helmig	10	2	4 " (from Dec. 1, '06)	56 66
Daysland and Strome.....	J. E. Hogg	5	1	1 " 6 trips	24 00
Daysland and Wavy Lake.....	W. W. Russell..	16	1	7 mos. (from Sept. 1, '06)	107 91
Daysland and Youngstown.....	W. Dahms....	21	1	5 " (to Jan. 31, '07).	95 82
do do	W. H. Rancier..	21	1	16 days (to Sept. 16, '07).	10 22
Delisle and Tessier.....	C. Plester	18	2	9 months	308 10
Delmas and Railway Station.....	H. Delmas.....	970 yds.	6	3 " (to Sept. 30, '06)	2 60
do do	do	970 yds.	as req.	6 " from "	9 16
Delnorte and Railway Station.....	J. J. Norris	$\frac{1}{2}$	6	3 " (to Sept. 30, '06)	5 00
do do	do	$\frac{1}{2}$	12	2 " 7 days (to Dec. 7, '06)	7 39
do do	do	$\frac{1}{2}$	as req.	3 " 24 days (from Dec. 7, '06)...	11 58
Delnorte and Viking.....	L. H. Kenepp	22	1	5 " (to Nov. 30, '06).	64 58
Denholm and Railway Station.....	C. Fauset	186 ft.	6	9 " "	58 50
De Winton and Gladys.....	W. Gopp	17	2	9 " "	236 10
De Winton and Railway Station.....	H. McNeill.....	$\frac{1}{2}$	12	9 " "	163 79
Didsbury and Carbon.....	C. A. Robertson	114	1	9 " "	387 48
Didsbury and Kansas.....	S. Holmquist....	11	2	9 " "	117 00
Didsbury and Railway Station.....	D. S. Shantz....	$\frac{1}{4}$	as req.	9 " "	234 40
Dinsmore and Milden.....	J. F. Heath	12	1	8 trips	8 00
Dorenlee and Edberg.....	G. Brandt.....	19	2	9 months.....	135 00
Eagle Butte and Medicine Hat ...	H. C. Cooper....	43	1	9 " "	262 50
Eagle Creek and Saskatoon.....	J. McKee	37	1	9 " "	390 00
Eagle Creek and Wheatfield.....	A. A. Ashley....	20	1	9 " "	281 25
Earling and Scona.....	O. F. Jellstrom..	10	1	9 " "	56 91
Earlville and Ponoka.....	E. F. Heath.....	15	2	9 " "	112 50
East End and Maple Creek.....	W. Mutrie.....	59	1	9 " "	375 00
East End and South Fork.....	J. W. E. Axton..	12	1	9 " "	150 00
Eastview and Pasqua	J. Johnson.....	$9\frac{1}{2}$	1	9 " (to Dec. 17, '06)	60 00
Eckville and Everts.....	A. B. Koski.....	$11\frac{1}{2}$	1	5 " 17 days (to Dec. 17, '06)	48 04
Eckville and Leslieville.....	E. Bureau.....	13	1	7 days (to Mar. 15, '07).	1 72
do do	A. B. Koski.....	15	1	16 " from "	7 50
Eckville and Red Deer.....	F. Kinna	34	2	3 months 14 days (from Dec. 18, '06)...	149 78
Edberg and Lewisville	A. W. Erickson..	17	2	9 " "	204 75
Edensville and Meeting Creek ...	H. M. Korstad..	6	1	9 " "	60 00
Edison and Pembina	F. Beauchamp...	12	1	9 " "	73 50
Edison and Waugh's Settlement.....	J. Knox	31	1	9 " "	170 43
Edmonton and Horse Hills.....	H. G. Forster....	9	.....	10 trips.....	20 00
Edmonton P. O. and Hudson's Bay Depot	Potter and MacDougall .....	.....	.....	Special trip	50
Edmonton and Lac la Biche.....	Hudson's Bay Co.	176	.....	2 trips	90
Edmonton and New Lunnun.....	J. Oliver.....	234	2	9 months	300 00
Edmonton and Railway Stn. (C.N.)	E. Acton.....	.....	12	7 days (to July 7, '06) ..	10 80
do do	W. J. Johnston..	.....	12	5 months (to Dec. 7, '06).	236 70
do do	do	as req.	3 " 24 dys. from "	162 00
do do (C.P.)	E. Acton	18	24	7 days (to July 7, '06)...	27 60

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Edmonton and Railway Station...	W. J. Johnston.	1½	24	1 month 4 days (to Aug. 11, '06)	144 00
do do do	do	1½	as req.	7 " 27 dys. from "	904 80
Edmonton and St. Albert	L. Levasseur...	10½	3	9 "	234 00
Edmonton and Strong Plain	F. Fischer	25	2	4 " (to Oct. 31, '06)..	91 67
do do	do	26	2	5 " from "	114 58
Edmonton and Street Letter Bxces.	W. J. Johnston.	16	14	4 " (from Dec. 1, '06)	296 45
Edwards and Pakan.	E. Anderson...	16	fo'tly	9 "	83 25
Elinor and Little Bow.	M. McLeod...	18	1	19 days (from Mar. 13, '07)	8 23
Elkmouth and Station.	H. H. Ross...	100 yds.	6	9 months	39 00
Elko and Rrllway Station	E. B. Holbrook.	750 yds.	12	9 "	112 50
Elk Prairie and Michel.	F. Harmer.....	13	1	5 " (to Nov. 30, '06).	65 00
do do	E. Heinz.....	13	1	4 " from "	52 00
Elkwater and Irvine	W. J. Harris ..	23	1	9 "	184 26
Elkwater and Strathmartin.	C. Mudie	8	1	9 "	78 00
Ellerslie and Railway Station	D. Walker.....	16	4	9 "	39 00
Emmaville and Onion Lake.	L. G. Lovell....	42	fo'tly	9 "	136 50
Erskine and Railway Station	R. M. Duncan...	200 yds.	6	7 " (from Sept. 1, '06)	45 25
Evarts and Red Deer.....	J. H. Robinson.	22½	2	5 " 17 days (to Dec. 17, '06)	184 78
Eveline and Stand Off.	J. J. Radford...	10	1	9 "	75 00
Ewing and Stettler.	J. Sunnmerton.	20	1	7 " (from Sept. 1, '06)	182 00
Exshaw and Railway Station	N. K. Luxton...	½	14	3 " 17 days (fr. Dec. 15, '06)..	59 23
Falun and Wetaskiwin.	G. G. Forssell ..	20	1	9 "	112 50
Fernie and Railway Station..	H. J. Johnson...	1½	6 & 14	9 "	343 68
Ferry Point and Molstadt.	C. A. Ward	18½	1	2 " (from Feb. 1, '07)	43 33
Fertile Valley and Glenhurst	C. Sutton.	11	1	5 " (from Nov. 1, '06)	41 66
Fertile Valley and Milden.....	C. Mills	10	1	2 " (from Feb. 1, '07)	8 00
Field and Railway Station.....	C. Wyckoff.....	200 yds.	28	3 " 14 days (to Oct. 14, '06)..	57 60
do do	do	200 yds.	14	5 " 17 dys. from "	46 19
Fielding and Railway Station.....	P. Keeper	¼	6	9 "	93 75
Flagstaff and Spring Lake.	P. G. Thompson	40	1	4 " (from Dec. 1, '06)	95 00
Forest Bank and Lashburn.	W. L. Pike.....	12	1	7 " (from Sept. 1, '06)	58 33
Forres and Mail Catch Post	W. Watson.....	18	7	9 "	37 50
Fort Chipewayan and Lac la Biche.	Hudson's Bay Co	340	1	trip	400 00
Fort Saskatchewan and Lamoureux	A. Widmam.	5	1	4 " (to Oct. 31, '06)..	13 00
do do	do	5	3	5 " from "	48 75
Fort Saskatchewan and Partridge Hills.	P. Rye.....	8	1	3 " (to Sept. 30, '06).	13 00
do do	do	8	2	6 " from "	50 00
Fort Saskatchewan and Ry Station	A. W. M. Campbell	½	12	5 months 7 days (to Dec. 7, '06)	206 25
do do	do	½	14	3 months 24 days (from Dec. 7, '06.)	135 00
Fort Saskatchewan and Saddle Lake	C. F. Stewart...	77	1	4 months (to Oct. 31, '06)	300 00
Fort Steele and Fort Steele Junction	A. Doyle.	8	14	9 "	450 00
Fort Vermilion and Peace River Crossing	C. Colebrook...	300	8	trips	1,400 00
Fountaintown and Haines	J. Rice.....	10	1	3 mos. (from Jan. 1, '07)	25 00
Frank and Little	West Canadian Collieries Co.	5	6	9 "	150 00
Frank and Railway Station.....	A. V. Lang.....	¼	14	9 "	131 25
Gateway, B.C. and Gateway, U.S.A	J. D. Gordon...	13	3	9 "	58 50
Gateway and Railway Station.....	do	100 yds.	12	9 "	45 00
Ghost Pine Creek and Three Hills..	H. Evans.....	14	1	1 " (from Mar. 1, '07)	11 66

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gladys and Mossleigh.....	D. Donovan....	16½	1	3 mos. (to Sept. 30, '06).	48 10
do do.....	do.....	28	1	6 " from "	130 00
Gleichen and Railway Station.....	D. B. McNeill..	14	9	" " " "	136 30
Gleichen and Rosebud Creek.....	D. C. Wishart..	35 ftnly	3	" (to Sept. 30, '06).	49 75
do do.....	T. C. Vigar.....	35	6	" from "	99 50
Golden and Railway Station.....	C. A. Warren....	400 yds.	21	3 " 14 days (to Oct. 14, '06).	97 20
do do.....	do.....	400 yds.	14	5 " 17 dys (from Oct. 14, '06).	103 94
Graburn and Walsh.....	C. Briggs.....	21	1	9 " " "	112 50
Grassy Lake and Railway Station..	A. Galger.....	50 ft.	6	9 " " "	45 00
Gros Ventre and Medicine Hat.....	J. Huston.....	23	1	2 " (from Feb. 1, '07)	24 41
Gull Lake and Railway Station....	S. A. Pennock..	14	4	" 14 days (to Nov. 14, '06).	18 60
do do.....	do.....	14	4	" 16 d. (from Nov. 14, '06).	47 21
Gully and Marshall.....	W. Stringer....	4	1	8 " (from Aug. 1, '06)	33 33
Gully and Stringer.....	do.....	4	1	1 " (to July 31, '06).	4 17
Gwynne and Railway Station.....	E. Jacmard.....	3	2	9 " " "	38 22
Hairy Hill and Pozerville.....	R. Taylor.....	12	1	2 " (from Feb. 1, '07)	27 00
Hairy Hill and Soda Lake.....	J. Ropceau.....	6¾	1	2 " " "	12 00
Hardisty and Railway Station.....	J. W. Shorrock..	150 yds.	12	1 " 14 dys (from Feb. 15, '07).	9 37
Harland and Diking.....	L. H. Kenep...	4	1	1 " (from Mar. 1, '07)	2 91
Harmattan and Mound.....	L. W. Fifield...	16	1	1 " (to July 31, '06).	7 91
Harmattan and Olds.....	do.....	11½	2	1 " " "	16 66
Harmattan and Westward Ho.....	do.....	8	1	1 " " "	4 16
Hastings Coulee and Loveland.....	O. Richter.....	13	1	8 " (from Aug. 1, '06)	66 66
Hastings Coulee and Spring Lake..	B. K. Grove....	16	1	2 " (to Aug. 31, '06).	23 33
Hastings Coulee and Waneta.....	A. Kraetsch....	7½	1	1 " (from Mar. 1, '07)	4 33
Heather Brae and Ohaton.....	A. W. Fleming..	8	2	1 " (to Sept. 30, '06).	14 58
do do.....	E. S. Rees.....	8	2	6 " from "	87 50
Heather Brae and Youngstown.....	do.....	60	1	2 " (to Aug. 31, '06).	72 33
Herbert and Mail Catch Post.....	H. M. Klaasan..	375 yds.	14	3 " 11 days (to Oct. 11, '06).	27 99
do do.....	J. F. Sawatzky..	375 yds.	14	5 " 20 dys (from Oct. 11, '06).	47 01
Herbert and Lobethal.....	J. Harms.....	17½	1	6 " (to Dec. 31, '06).	50 00
do do.....	G. Jahuke.....	17½	1	3 " " "	25 00
Herbert and Log Valley.....	C. Church.....	30	1	5 " 21 days (to Dec. 21, '06).	117 98
do do.....	G. Shirliff....	30	1	3 " 4 days (from Dec. 28, '06).	91 30
High River and Pekisko.....	G. Lane.....	25	1	9 " " "	131 25
High River and Railway Station..	J. Limoges.....	17	12	9 " " "	90 44
High River and Tongue Creek.....	W. M. McIntosh	13½	1	9 " " "	97 50
Hillsdown and Red Deer.....	A. T. Rowell....	14	1	9 " " "	70 50
Hobbema and Mail Catch Post.....	L. Dauphin....	1	3	4 " (from Dec. 1, '06)	12 00
Holmstown and Railway Station....	A. F. Leedholm..	150 yds.	12	1 " 14 dys (from Feb. 15, '07).	3 75
Holmstown and Youngstown.....	C. H. Leedholm..	21	1	7 " 14 days (to Feb. 14, '07).	89 38
Horse Hills and Railway Station...	H. G. Foster....	¾	6	7 " 7 dys (to Feb. 7, '07).	135 50
Hosmer and Railway Station.....	R. W. Rogers...	500 yds.	14	5 " (from Nov. 1, '06)	60 40
Hurry and Vegreville.....	A. G. Harlan...	30½	1	4 " 18 days (to Nov. 18, '06).	72 79
do do.....	W. J. Earl.....	30½	1&2	4 " 12 d. (from Nov. 18, '06).	84 79

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Independence and Rivière qui Barre	J. Shoveller....	14	1	9 months.....	78 00
Inga and Stony Plain.....	F. Sich.....	6½	2	4 " (to Oct. 31, '06)..	20 00
do do	do	7½	2	4 " (to Feb. 28, '07)..	23 07
do do	J. M. Kincart....	7½	2	1 " from " ..	5 76
Ingleton and Stettler.....	J. Young.....	41	1	9 " ..	253 50
Ingleton and Talbot.....	F. Manson.....	38	1	1 " (from Mar. 1, '07)	30 00
Innisfail and Markerville.....	B. Stephenson....	16	2	9 " ..	149 55
Innisfail and Milnerton.....	H. A. Malcolm....	42	2	9 " ..	300 00
Innisfail and Railway Station.....	N. W. Styles....		24	6 " (to Dec. 31, '06)..	283 47
do do	W. D. Varty.....		as req.	3 " from " ..	61 00
Iowalta and Morningside	T. C. King.....	8	1	7 " 7 dys. (to Feb. 7, '07)	39 37
do do	J. Kinley	8	1	1 " 21 days (from Feb. 7, '07)...	9 38
Irvine and Mail Catch Post..	W. J. Harris....	334 yds.	12	9 " ..	105 64
Islay and Marwayne.....	F. Marfleet.....	12	1	9 " ..	87 50
Islay and Railway Station.....	E. Elliott.....	150 yds.	as req.	9 " ..	92 30
Jack Fish Lake & North Battleford	T. Duhaime	36½	1	9 " ..	346 50
Jaffray and Railway Station.....	G. A. Letch....	350 yds.	14	9 " ..	52 50
Kananaskis and Mail Catch Post..	J. Walker.....	100 yds.	7	9 " ..	33 75
Kealty and New Ottawa	R. McBlane	13	1	1 " (from Mar. 1, '07)	7 83
Keelerville and Mortlach.....	W. F. Fowle	49	1	9 " ..	360 00
Killam and Railway Station.	A. R. Forsyth....	200 yds.	12	1 " 14 days (from Feb. 15, '07)..	12 50
Kimberley and Railway Station. .	W. Clayton....	335 yds.	12	9 " ..	117 00
Kincorith and Mail Catch Post.....	R. G. Leavens....	35 yds.	7	7 " 17 days (from Aug. 15, '06)..	33 89
Kingsview and Swathmore	A. E. Palmer....	14	1	5 " (from Nov. 1, '06)	52 08
Kingsville and Mail Catch Post ...	M. B. King	100 yds.	14	9 " ..	75
Kitchener and Railway Station.....	J. Marshall.....	200 yds.	12	9 " ..	45 00
Kitscoty and Railway Station.....	T. H. Currie....	1	6	1 " (from Mar. 1, '07)	9 10
Kolomea and Vegreville.....	A. Svarich.....	12	1	5 " (from Nov. 1, '06)	52 08
Krakow and Mundare	F. Olszewski....	7	1	5 " from " ..	37 50
Lac la Biche and Fort Macpherson.	Hudson Bay Co.	1854		1 trip	800 00
Lac la Biche and Fort Resolution..	do	750		3 " ..	1,575 00
Lac la Biche and Saddle Lake.....	T. Huppe.....	90	1	9 months	405 00
Lacombe and Railway Station.....	W. J. Burris ...	1½	30	2 " 9 dys. (to Sept. 9, '06).....	101 29
do do	do	1½	as req.	6 " 21 days (from Sept. 9, '06)...	372 55
Lacombe and Rimbey.....	A. R. Coverdale	36	2	9 " ..	375 00
Lac Ste. Anne and Onoway.....	P. Larocque	12	1	9 " ..	75 00
Lac Ste. Anne and Stony Plain.....	H. H. Akins.....	41	1	9 " ..	346 27
Laggan and Railway Station	E. Evans.....	300 yds.	28	3 " 14 days (to Oct. 14, '06)...	42 40
do do	do	300 yds.	14	5 " 17 days (from Oct. 14, '06)...	33 60
Lamberton and Whitebrush.	W. R. Williams.	20	1	9 " less amount overpaid in 1905-06	72 24
Lamonth and Railway Station.....	F. C. Smith....	225 yds.	12	2 " (to Sept. 30, '06)	16 66
do do	Smith & Torree..	225 yds.	12	2 " 7 days (to Dec. 7, '06).....	35 10
do do	do	225 yds.	as req.	3 " 24 days (from Dec. 7, '06)...	54 00
Lamont and Saddle Lake.....	S. A. Hanson....	60	1 & 2	5 " (from Nov. 1, '06)	240 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lamont and Skaro.....	K. Skaro.....	12	1	5 mos. from Nov. 1, '06.	39 16
L'Amoureux and Sturgeonville...	H. E. Rudd...	9	1	8 " (to Feb. 28, '07.)	66 67
do do	R. Field.....	9	1	1 " from " ..	8 33
Langdon and Railway Station....	R. Cowan	$\frac{1}{2}$	12	9 " " "	198 75
Langevin and Railway Station....	L. Enright.....	3	6	6 " (to Dec. 31, '06)	15 00
do do	H. Newman.....	3	3	3 " from " "	7 50
Langham and Railway Station....	A. C. Adamson.	200 yds.	12 & 6	9 " "	107 58
Lashburn and Miller.....	N. Miller.....	7	1	1 " (from Mar. 1, '07)	8 33
Lashburn and Railway Station ..	A. B. Klombies.	150 yds.	6	8 " 17 days (to Mar. 17, '07)	111 50
do do	do	150 yds.	14	14 days (from Mch 17, '07)	14 00
Lavoy and Railway Station.....	G. Walz.....	150 yds.	6	2 months 5 days (to Sept. 5, '06)	14 25
do do	do	150 yds.	12	3 " 25 days (to Dec. 31, '06)	50 00
do do	P. J. Ingham...	150 yds.	12	1 " 3 days (to Feb. 3, '07)	14 50
do do	F. Bentley.....	150 yds.	6 & 14	1 " 25 days (from Feb. 3, '07)	16 00
Leavings and Railway Station. ...	R. Laughton...	100 yds.	6	2 " 11 days (to Sept. 11, '06)	15 50
do do	do	100 yds.	12	6 " 19 days (from Sept. 11, '06)	86 25
Leavings and Rocky Coulee.....	A. Russell.....	14	1	9 " "	86 25
Leavings and Round Up....	R. Baird.....	13	2	9 " "	156 00
Leduc and Railway Station.....	R. T. Telford...	$\frac{1}{2}$	as req.	9 " "	117 36
Legal and Morinville.....	J. Houle.....	12	1	9 " from " "	75 00
Lethbridge and Railway Station...	R. V. M. Stewart	$\frac{1}{2}$	as req.	9 " "	419 41
Lethbridge and Street Letter Boxes	R. J. Baldry...	4	7	3 " (from Jan. 1, '07)	56 25
Lewisville and Wetaskiwin....	J. H. Meade....	17	2	9 " "	225 00
Lineham and Okotoks.....	H. Bescoby.....	23	1	9 " "	122 25
Livingstone and Lundbreck.....	J. C. Allison...	12	2	9 " "	195 00
Lloydminster and Onion Lake....	L. G. Lovell....	35	1	9 " "	221 25
Lloydminster and Railway Station.	W. R. Thompson	150 yds.	as req.	9 " "	166 67
Lloydminster and Sayers	G. W. Miller....	42	.....	Bal. due from 1905-06..	7 00
Lloydminster and Streamstown....	F. Weir.....	13	1	7 mos. (from Sept. 1, '06)	58 33
Loganton and Saskatoon	W. J. Russell...	35	1	8 " (to Mar. 18, '07).	299 83
do do	do	35	2	13 days from " "	30 33
Lundbreck and Railway Station ..	W. H. Rogers ..	$\frac{1}{2}$	14	9 months	137 00
Luxemburg and Railway Station ..	H. Ashcroft....	8	1	4 " (from Dec. 1, '06)	20 00
Macleod and Orton.....	J. Orr.....	7	3	1 " (from Mar. 1, '07)	10 41
Macleod and Railway Station....	W. J. Davis....	2	as req.	9 " "	414 72
Macleod and Spring Point.....	J. M. Bratton...	27 $\frac{1}{2}$	1	9 " "	232 50
Macleod and Stand Off.....	G. Pearson.....	18	1	9 " "	150 00
Magrath and Railway Station....	A. Mercier.....	$\frac{3}{4}$	6	9 " "	175 50
Maidstone and Railway Station....	W. Small.....	40 yds.	6	9 " "	87 74
Mannville and Railway Station ..	J. E. Williams..	200 yds.	as req.	9 " "	162 75
Mannville and Saltaux	J. Young.....	15	1	8 " (to Feb. 28, '07)..	66 66
do do	do	16	1	1 " from " "	10 41
Maple Creek and Railway Station..	W. A. Douglas..	$\frac{1}{2}$	as req.	9 " "	229 56
Markerville and Raven	S. G. Blakkolt..	16 $\frac{1}{4}$	1	3 " (to Sept. 30, '06).	30 50
do do	W. O. Berry....	16 $\frac{1}{4}$	1	6 " from " "	61 00
Marlborough and Moose Jaw.....	J. G. Beesley...	14	1	6 " 19 d. (to Jan 19, '07)	57 48
Marshall and Railway Station....	G. Pope.....	150 yds.	1	2 " (to Sept. 30, '06).	4 33
do do	A. M. Smith....	145 yds.	6 & 12	6 " from " "	55 20
Marysville and Railway Station...	E. J. Clayton...	$\frac{1}{2}$	12	9 " "	117 00
Maymount and New Ottawa....	H. Johnston....	19	1	9 " "	180 00
Maymount and Railway Station....	R. McLaren.....	200 yds.	6	9 " "	45 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mayook and Catching Post.	R. B. Benedict..	2	7	9 months.....	18 75
Mayton and Olds.....	G. S. Herdman..	17½	2	9 "	112 50
Medicine Hat and Railway Station	F. F. Fatt.....		as req.	9 "	435 60
Medicine Hat and Steerford.	F. Kennedy.....	80	14	9 "	150 00
Michiel and Railway Station.....	M. E. Gainmage	300 yds.	14	9 "	65 63
Midnapore and Railway Station.....	S. W. Shaw.....	100 yds.	12	9 "	46 97
Millet and Railway Station.....	W. F. Blades....	94 yds.	12	9 "	84 51
Millward and Morley.....	J. McDougall....	3	2	4 " (to Oct. 31, '06)..	33 66
Minburn and Railway Station.....	H. M. Hilliker..	150 yds.	6	6 " (from Oct. 1, '06).	25 00
Molstad and Railway Station.....	O. Molstad.....	100 yds.	6	6 " 24 d. (to Mar. 24, '07)	47 92
do do	do	100 yds.	12	7 days from " ..	3 30
Moose Jaw and Point Elma.....	C. E. Rigden.....	15	1	6 mos. 19 d. (to Jan. 19, '07)	62 50
Moose Jaw and Railway Station...	J. H. Grayson..	½	35	9 "	342 50
Moose Jaw and Street Letter Boxes	J. B. McCammond.	6	14	6 " 10 d. (from Sept. 21, '06).....	263 58
Moose Jaw and Tuxford.....	A. E. Eaton....	15	2	2 " 9 d. (from Jan. 23, '07).....	58 88
Moose Jaw and Westview.....	E. J. Cudmore..	18½	1	4 " (to Oct. 31, '06)..	66 66
Moose Jaw and Wood Mountain...	M. Rapelje.....	134	ftnly	9 "	431 25
Morley and Railway Station.....	F. Kidd.....	100 yds.	14	9 "	135 00
Morinville and St. Albert.....	L. Langevin....	55½ r. t.	2	9 "	276 75
Morningside and Railway Station...	E. H. Matthias..	½	12	9 "	105 30
Morrissey and Railway Station...	J. Illingworth..	½	14	9 "	131 25
Morse and Railway Station.....	C. A. Prall.....	100 yds.	7	4 " (from Dec. 1, '06)	12 10
Mortlach and Catching Post.	E. B. Tedford..	200 yds.	12	3 " 14 d. (to Oct. 14, '06)	36 00
do do	do	234 yds.	12	4 " 8 d. (to Feb. 22, '07).....	56 50
do do	T. W. Bradley..	234 yds.	12	1 " 6 d. from " ..	22 00
Mountain Mill and Pincher Creek..	A. Scobie.....	10	1	9 "	78 00
Monvel and Stettler.....	V. Coteau.....	15	1	4 " (from Dec. 1, '06)	25 00
Moyie and Railway Station.....	O. F. Desaulnier	510 yds.	14	9 "	206 25
Mundare and Railway Station.....	J. S. McCallum..	200 yds.	6	5 " 17 days (to Mar. 17, '07)...	23 05
do do	do	200 yds.	14	14 days from " ..	4 53
Murray Valley and Olds.....	F. M. Strong....	9½	1	20 " (to July 20, '06)	4 24
do do	A. Murray.....	9½	1	8 mos., 11 days from "	54 26
Nanton and Railway Station.....	W. White.....	72 yds.	12	9 "	90 04
Nanton and Willows.....	D. S. McIntosh..	22	1	9 "	225 00
Negusville and New Hillsdale....	A. Smith.....	9	1	6 " (from Oct. 1, '06)	39 00
New Hillsdale and Wheatfield ..	do	7	1	9 "	48 75
New Norway and Bittern Lake					
Railway Station.....	W. Ruttle.....	14	2	9 "	234 00
New Ottawa and Redberry	H. Ashcroft....	8	1	3 " (to Nov. 30, '06).	15 00
North Battleford and Railway Station					
tion.....	Leask & Sons...	300 yds.	as req	9 "	338 84
North Battleford and Rocliffe....	W. E. Waterhouse.....	9	1	3 " (to Sept. 30, 06).	25 00
do do	J. Parker.....	12	1	2 " (from Feb. 1, 07).	16 66
Notre Dame de Savoie and Red					
Willow.....	M. Ferroux	17	1	9 "	147 00
Noyes Crossing and Villeneuve....	D. E. Noyes....	14	1	7 " (from Sept. 1, '06)	23 33
Ochaton and Railway Station.	O. E. Lee.....	100 yds.	6	7 " from " ..	18 10
Oil City and Pincher Creek	W. R. Dobbie ..	45	1	9 "	327 00

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Okotoks and Railway Station.....	J. Paterson.....	$\frac{1}{16}$	12	9 months.....	202 30
Olds and Mound	L. N. Fifield	55	2	8 " (from Aug. 1, '06)	266 66
Olds and Railway Station.....	J.W. Silverthorn.....	$\frac{1}{2}$	as req	9 "	218 00
Oliver and Tessier	A. Cucuy.....	42	1	6 " (from Oct. 1, '06)	190 00
Palliser and Railway Station.....	M. McAlpin.....	$\frac{1}{4}$	14	9 "	60 00
Parkbeg and Railway Station.....	J. McFadyen.....	$\frac{3}{16}$	7	9 "	18 75
Parkland and Railway Station.....	W. D. Sharman.....	200 yds.	12	1 " (from Mar. 1, '07)	3 91
Pasqua and Railway Station.....	J. Slemmon.....	150 yds.	12	9 "	116 66
Paynton and Railway Station.....	A. M. Black.....	300 yds.	6 & 12	9 "	252 00
Paynton and Wilbert.....	J. Rea.....	35	1	3 " (to Sept. 30, '06).	100 00
do do	do	37	1	18 days (to Oct. 18, '06)..	20 55
do do	do	41	1	5 mos. 13 ds. from " ..	212 13
Peace River Crossing and Spirit River	W. English.....	75	nthly	9 "	360 00
Penhold and Pine Lake	D. Logan	19	2	9 "	256 66
Penhold and Railway Station.....	G. Flening.....	$\frac{1}{2}$	12	9 "	234 00
Pincher Creek and Railway Station	W. R. Dobbin	$2\frac{1}{4}$	14	9 "	383 60
Pincher Creek and Summerview....	F. W. Haire.....	10	1	9 "	71 25
Pincher Creek and Yarrow.....	T. F. Upton	24	1	9 "	150 00
Pincher Station and Railway Station.....	J. W. McKnight.....	100 yds.	12	8 " (from Aug. 1, '06)	40 00
Ponoka and Railway Station.....	F. E. Algar.....	$\frac{1}{35}$	as req	9 "	261 60
Ponoka and Usona.....	A. Osterland	16	1	9 "	75 00
Pozerville and Soda Creek.....	R. Taylor	12	1	1 " 17 d. (fr. Dec. 15, '06)	21 00
Prague and Mary Lake.....	W. G. Merta.....	9	1	7 " 17 d. (fr. Aug. 15, '06)..	48 96
Radisson and Railway Station. ..	J. B. Stevenson.....	500 ft.	12	5 " 7 d. (to Dec. 7, '06)	80 45
do do	do	500 ft.	14	24 days (to Dec. 31, '06)..	16 80
do do	J. E. Baker.....	500 ft.	as req	3 months fr. "	42 76
Ranfurly and Railway Station.....	J. S. Wood.....	150 yds.	6	6 " 17 d. (to Mar. 17, '07)..	27 21
do do	do	150 yds.	14	14 d (fr. Mar. 17, '07)....	4 53
Ranfurly and Viking.....	L. H. Kenepp.....	22	1	4 mos. (fr. Dec. 1, '06)..	51 67
Raymond and Railway Station.....	C. McCarty.....	$\frac{3}{4}$	6	3 " (to Sept. 30, '06).	51 66
do do	C. W. Card.....	$\frac{3}{4}$	6	4 " (to Jan. 31, '07) ..	66 66
do do	G. H. Zfelt.....	$\frac{3}{4}$	6	2 " fr. "	30 00
Raymond and Sterling.....	W. Hobbs.....	7	3	9 "	234 00
Red Deer and Railway Station.....	H. H. Gaetz	$\frac{1}{8}$	as req	9 "	327 00
Red Willow and Stettler.....	Smith & Tice.....	16	1	7 " (fr. Sept. 1, '06)..	120 00
Red Willow and Wessington.....	B. W. Overell	9	1	9 "	78 00
Reid Hill and Stavelly.....	R. W. Bartlett	40	1	9 "	337 50
Rimbey and Springdale	E. B. Sisty.....	14	1	2 " (to Aug. 31, '06).	16 66
do do	do	18	1	7 " from "	83 74
Rivière qui Barre and St. Albert..	P. Poirier	21	1	9 "	150 00
Rogers Pass and Railway Station..	C. D. Morris.....	400 yds.	14	9 "	41 25
Rosenthal and Stony Plain	H. Schlitt	$5\frac{1}{2}$	1	9 "	37 50
Ruddell and Railway Station	R. E. Lowrey.....	95 yds.	6	9 "	53 32
Rudy and Zealandia.....	L. Fisher	32	1	9 "	288 85
Rush Lake and Railway Station.....	C. R. Todd.....	50 yds.	14	2 " 2 days (to Sept. 2, '06).....	5 21
do do	M. C. Berry	50 yds.	14	4 months from Dec. 1, '06	10 00
Ryan and Catching Post	A. Moffat	100 yds.	14	9 "	0 75
Saddle Lake and St. Paul de Metis.	J. Therien.....	20	1	9 "	117 00
Sandstone and Catching Post	Alberta Portland Cement Co. ..	200 ft.	12	1 " (from Mar. 1, '07)	0 08

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Saron and Catching Post.....	H. Falkenberg..	300 yds.	6	9 months.....	8 cts. 34 37
Saskatchewan Landing and Swift Current.....	J. L. Fagnant..	30	1	9 "	180 00
Sedgewick and Railway Station....	B. K. Deetz ...	100 yds.	12	1 " 14 days (from Feb. 15, '07).....	22 50 37 50
Seven Persons and Railway Station	H. H. Foster. . .	110 yds.	7	9 months	75 00
Shandro and Whitford	A. Shandro	8	1	"	95 79
Shepard and Catching Post.....	P. Rochon	150 yds.	7	"	105 00
Sirdar and Railway Station.....	T. J. Crawford ..	125 yds.	14	"	25 00
Skaro and Star.....	W. J. Campbell..	7	1	4 " (to Oct. 31, '06)..	
Soda Lake and Whitford	J. Ropceau.....	18	1	5 " 14 days to (Dec. 14, '06 and arrears)....	93 91
Sparwood and Catching Post.....	W. Strong	50 yds.	7	9 months	75
Spring Coulee and Railway Station	A. Peterson	1	6	9 "	117 00
Staveland and Railway Station.....	W. R. Brand.	267 yds.	12	9 "	93 79
Stettler and Railway Station.....	Smith & Tice....	$\frac{1}{4}$	6	3 " 9 ds. (to Oct. 9, '06)	16 50
do do	do	$\frac{1}{4}$	12	5 " 22 dys. from "	148 00
Sterling and Railway Station	J. S. Brandlee ..	$\frac{1}{2}$	12	9 "	225 00
Stony Plain and Morley.....	F. Fisher.....	8	1	1 " (from Mar. 1, '07)	6 25
Strathmore and Railway Station....	G. H. Lloyd ...	$\frac{1}{2}$	7	5 " 17 dys (from Oct. 15, '06).....	23 09
Stringer and Railway Station.....	G. Pope.....	150 yds.	1	1 month (to July 31, '06)	2 16
Swift Current and Railway Station.	M. Vaudrenil ..	$\frac{1}{2}$	as req.	9 "	159 73
Taber and Catching Post.....	H. Johnson	100 yds.	12	4 " 10 days (to Nov. 10, '06).....	68 66
do do	do	100 yds.	14	4 months, 20 days (from Nov. 10, '06).....	86 12
Tees and Railway Station.....	J. B. Craik.	100 yds.	6	9 months	37 50
Tees and Tristram.....	T. W. Fry.	10	1	1 " (from Mar. 1, '07)	4 16
The Gap and Catching Post.....	J. W. Fullbrook.	100 yds.	14	4 " (from Dec. 1, '06)	16 66
Three Hills and Trochee Valley....	L. Eckenfelder..	12	1	7 " (from Sept. 1, '06)	87 50
Tompkins and Catching Post.....	W. W. Overend..	30 yds.	14	9 "	39 00
Vegreville and Railway Station....	W. Clements. . .	150 yds.	as req.	9 "	227 50
Vermillion and Railway Station....	M. G. Brima- combe.....	$\frac{1}{3}$	12	5 " (to Nov. 30, '06).	197 25
do do	do	$\frac{1}{3}$	as req.	4 " (from ")..	115 20
Waldeck and Catching Post.....	O. A. Johnson..	60 ft.	7	6 " (from Oct. 1, '06)	15 00
Walsh and Railway Station.....	M. E. Nesbitt ..	$\frac{1}{4}$	14	9 "	69 75
Wardner and Railway Station.....	I. H. Willson ..	$\frac{1}{4}$	14	9 "	136 50
Waseca and Railway Station	W. Goodridge ..	100 yds.	as req.	2 " 17 dys (from Jan. 15, '07).....	23 50
Wattsbury and Catching Post.....	A. E. Watts	400 yds.	14	9 months	18 75
Wetaskiwin and Railway Station....	P. A. Miquelon..	$\frac{1}{16}$	as req.	9 "	334 82
Wilmer and Wharf.....	Upper Columbia Tran fer Co....	$1\frac{1}{4}$	2	26 trips	6 50
Wycliffe and Railway Station.....	F. P. Davis.....	100 yds.	12	9 months.....	75 00
Yakk and Railway Station.....	S. McCartney....	50 yds.	14	9 "	26 25
Total.....					\$63,502 62

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

VANCOUVER POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, made within the year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Otter	B. Norman	13½	2	9 months	195 75
Abbotsford and Peardonville	R. Peardon	7	2	9 "	90 00
Abbotsford and Railway Station	P. McCullough	50 yds.	12	9 "	30 00
Abbotsford and Straiton	M. E. Straiton	7	1	9 "	75 00
Abbotsford and Upper Sumas	A. Boley	5	3	9 "	120 00
Adelaide and Mount Pleasant	S. Miller	1½	6	9 "	56 25
Agassiz and Railway Station	S. G. Hoffard	100 yds.	14	9 "	45 00
Ainsworth and Wharf	J. Henry	4	12	9 "	135 00
Albert Canyon and Railway Station	B. Green	4	7	5 " (to Nov. 30, '06).	12 50
do do	A. E. Sharpe	4	7	1 " 27 dys. (to Jan. 27, '07)	4 75
do do	do	4	14	2 " 4 d. (from Jan. 27, '07)	10 50
Alexandria and Kersley	B. C. Express Co.	20	2	4 " (to Oct. 31, '06)	200 00
Alexis Creek and Chezacut	F. C. Copeland	50	2	9 " m'thly	93 75
Alluvia and Cloverdale	J. A. Wilson	11½	2	9 "	136 89
Anaconda and Mail Catch Post	L. A. Smith	165 yds.	12	9 "	75 00
Armstrong and Falkland	R. L. Lucas	25	2	9 "	221 25
Armstrong and Railway Station	J. M. Wright	50 yds.	as req.	9 "	45 00
Arrowhead and Beaton Str. Land- ing	The Bowman Lumber Co.	3	12	9 "	156 00
Arrowhead and Comaplix	The Bowman Lumber Co.	16	6	9 "	936 00
Arrowhead and Railway Station and Wharf	L. H. Fraser	¼ & ¾	14	9 "	90 00
Ashcroft and Railway Station	W. H. Kipp	200 yds.	21 & 14	9 "	160 92
Ashcroft, Clinton and Barkerville	B. C. Express Co.	255	Vary- ing freq.	9 "	18,562 50
Balfour and Wharf	J. W. Gallup	100 yds.	as req.	9 "	27 00
Barnet and Railway Station	H. DePencier	75 yds.	24	9 "	37 50
Beaton and Cambourne	E. J. Branford & Co.	7	6	9 "	206 25
Beaton and Ferguson	F. T. Abey	17	6	9 "	671 25
Big Creek and Hanceville	H. E. Church	20	fortly	2 " (from Feb. 1, '07)	20 83
Black Pines and Kamloops	W. C. Graham	24	1	3 " (to Sept. 30, '06).	58 75
do do	do	25	1	6 " from " ..	122 38
Blucher Hall and Kamloops	G. A. Graham	53	ft'ly s, m'thly	5 " (to Nov. 30, '06).	114 58
Boswell and Wharf	E. Ginol	¾	2	1 " (from Mar. 1, '07)	3 33
Boundary Falls and Mail Catch Post	W. W. Craig	200 yds.	6	9 "	112 50
Britannia Beach and Wharf	J. W. Lee	4	12	3 " (from Jan. 1, '07)	19 50
Burnaby Lake and Railway Station	M. S. Woodward	2	6	9 "	75 00
Burquitlan and Sapperton	P. Lawson	3	3	9 " (from Oct. 1, '06)	50 00
Burton and Edgewood	F. Daly	21	9 trips	9 "	225 00
Burton and Nakusp	J. Bourgevis	4	4	9 "	50 00
Burton and Steamer Landing	P. McDonald	4	2	1 month (to July 31, '06)	6 67
do do	A. Nicholas	4	2	8 " (broken period) ..	44 89

7-8 EDWARD VII., A. 1908

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips Miles.	Period.	Amount.
					\$ cts.
Cahilty's and Kamloops.	G. A. Graham..	56	fort'ly	4 mos. (from Dec. 1, '06)	141 67
Camp McKinney and Sidley	R. G. Sidley ..	10	1	9 "	117 00
Carmi and Rock Creek	D. O. McKay....	41	1	9 "	292 50
Carson and Marcus and Republic R.P.O.	E. A. McAulay..	14	9	"	137 00
Cascade and Railway Station.	J. A. Bertois ..	12	9	"	179 25
Castlebar and Railway Station.	W. J. Farmer ..	12	9	"	60 00
Cedar Cove and Mail Catch Post ..	W. Seidelman ..	150 yds.	12	9 "	30 00
Central Park and Railway Station.	C. G. L. Reid..	500 yds.	12	9 "	88 50
Chilliwack and Munro	A. Martin	11	3	6 " 27 dys. (to Jan. 27, '07)	115 00
do do	do	11	6	2 " 4 dys. (from Jan. 27, '07)	70 00
Chilliwack and Railway Station ...	Harrison & Men-				
	ten.	6	7	9 "	622 66
Chilliwack and Sumas.	J. A. MacLeod..	6	6	9 "	227 28
China Creek and Railway Station.	R. Stewart	50 yds.	7	9 "	75 00
Clayburn and Railway Station	A. Morrison	1½	6	4 " (from Dec. 1, '06)	0 33
Clayton and Railway Station	H. H. Cooper ..	4	9	"	89 70
Cloverdale and Clover Valley	J. Armstrong ..	2½	2	9 "	60 00
Cloverdale and Railway Station.	W. G. Williams.	500 yds.	6	9 "	56 16
Club Landing and Wharf.	J. P. Woodward	200 yds.	4	9 "	30 00
Comaplix and Wharf	Bowman & Lum-				
	ber Co.	1½	6	3 " (from Jan. 1, '07)	25 00
Coquitlam and Railway Station.	J. Rowland	50 yds.	14 & 6	9 "	41 25
Coutlee and Mammette Lake.	L. Quenville.	23	1	9 "	253 50
Coutlee and Voght Valley.	C. M. Newkirk ..	32	1	9 "	195 00
Crawford Bay and Gray's Creek Landing	J. E. Houghton.	5	2	3 " (to Sept. 30, '06).	19 50
Crawford Bay and Lynchville Str. Landing	do	4	2	6 " from "	39 00
Creighton Valley and Lumby	A. J. Barbe....	10	1	9 "	37 50
Deadwood and Greenwood.	J. H. McNeil	3	3	9 "	112 50
Deer Park and Tunnel	H. J. Hamblin ..			Special service.	65 00
Deer Park and Wharf.	W. Burgh	1½	3 & 2	6 months and 16 dys. (to Jan. 16, '07) ..	17 64
Delta and Ladner	G. Denis	6½	2	6 " (to Dec. 31, '06).	62 50
Deroche and Mail Catch Post.	C. J. Cooper	50 yds.	6 & 12	9 "	69 39
Deroche and Nicomin.	A. D. Cooper	4	3	9 "	99 45
Dewdney and Hatzic Prairie.	G. Rouleau	5½	2	9 "	90 00
Dewdney and Mail Catch Post.	J. Barker	12	12	9 "	117 00
Dog Creek and Gang Ranch.	J. D. Prentice ..	12	1	9 "	90 00
Douglas Lake and Quilchena.	J. B. Greaves ..	22	1	9 "	112 50
East Burnaby & New Westminster.	G. H. Leaf	2	6	9 "	75 00
Edgewood and Steamer Wharf.	W. Williams.	4½	2	6 " and 17 days (to Jan. 17, '07) ..	32 67
Eholt and Railway Station	D. R. McElmon ..	300 yds.	12	9 "	157 50
Enderby and Railway Station.	H. W. Harvey ..	75 yds.	as req.	9 "	45 00
Epworth and Railway Station.	R. Frost.	50 yds.	6	9 "	30 00
Erie and Railway Station.	J. R. Hunnex	100 yds.	12	9 "	39 00.
Fairview and Penticton	W. B. Hine.	32	3	9 "	708 75
Falkland and Slahaltkan.	W. G. Simpson ..	4	1	9 "	26 25
Ferguson and Trout Lake	F. T. Abey.	4	as req.	28 trips.	56 00
Fife and Railway Station.	D. Dunbar.	100 yds.	12	9 months.	37 50
Fire Valley and Mail Steamer.	R. Shiell	1½	2	3 mos. (to Sept. 30, '06)	19 50

SESSIONAL PAPER No. 24

APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Fort George and Quesnel.	A. G. Hamilton.	90	mtlhy	5 trips.	125 00
Fort St. James and Quesnel.	J. Thomson.	280	q't'rly	3 "	135 00
Franklin and Grand Forks.	A. E. Smith & Co.	45	2	2 months, 8 dys. (to Feb. 8, '07)	74 75
Gellatly and Wharf.	D. E. Getlatly.	$\frac{3}{4}$	2	9 "	19 50
Gerrard and Railway Station and Wharf.	H. Burns.	200 yds.	as req.	2 " 17 dys. (to Jan. 17, '07).	47 29
Glen Valley and Langley.	N. McKay.	4	2	9 "	75 00
Glenwood and Langley Prairie.	J. P. Smith.	4	1	9 "	48 75
Grande Prairie and Monte Creek.	T. Swain.	20	2	9 "	213 75
Grand Forks, Columbia and Railway Station.	McNeill & Henricker.	$1\frac{3}{4}$	as req.	9 "	348 66
Grand Forks and V. V. & E. Railway Station.	do.	$1\frac{1}{4}$	14	9 "	342 50
Green Mountain and Penticton.	W. E. Welby.	15	2	9 "	58 50
Greenwood and Ferry, Wash.	M. Gillies.	10	6	9 " (less fine).	443 75
Greenwood and Railway Station.	D. A. Bannerman.	$\frac{3}{4}$	12	6 " (to Dec. 31, '06).	180 00
do do.	F. C. Buckless.	$\frac{3}{4}$	12	3 " from "	90 00
Gutelins and Railway Station.	W. Crebbin.	100 yds.	6	9 "	22 50
Haleyon Hot Springs and Mail Steamer.	H. McIntosh.	500 yds.	14	9 "	30 00
Halls Prairie and Railway Station.	C. B. de Wynter.	$1\frac{1}{2}$	6	3 " 15 days (to Oct. 15, '06).	34 89
do do.	J. W. Allcock.	$1\frac{1}{2}$	6	5 " 16 days from Oct. 15, '06.	55 11
Harrison Hot Springs and Railway Station.	J. C. Armstrong.	5	as req.	9 "	150 00
Harrison River and Ry. Station.	T. Kilby.	150 yds.	12	7 " (to Jan. 31, '07).	35 00
do do.	do.	150 yds.	14	2 " from "	11 67
Harrop and Wharf.	E. Harrop.	400 yds.	2	3 " (from Jan. 1, '07)	7 50
Hatzic and Mail Catch Post.	J. A. Catherwood.	60 yds.	14	9 "	54 80
Hazelmere and Railway Station.	H. T. Thrift.	1	6	9 "	45 00
Hedley and Princeton.	W. F. Revelly.	22	2	17 trips.	153 00
Hilton and Lumby.	W. H. Hollingsworth.	21	1	9 months.	117 00
Hope and Railway Station.	W. Yates.	2	6	9 "	117 36
Hope Station and Railway Station.	P. McPhee.	40 yds.	14	9 "	18 75
Howser and Railway Station.	W. Simpson.	$1\frac{3}{4}$	1	9 "	29 25
Huntingdon and Railway Station.	M. McGillivray.	$\frac{1}{2}$	12	9 "	56 25
Illicillewaet and Railway Station.	E. N. D. Forbes.	$\frac{1}{2}$	14	9 "	37 50
Kamloops and Louis Creek.	A. Gaudreau.	37	mtlhy w. ftly s.	5 " (to Nov. 30, '06).	62 50
Kamloops and Railway Station.	J. T. Noble.	1	28	3 " 14 days (to Oct. 14, '06).	169 37
do do.	do.	1	14	5 " 17 dys. from Oct. 14, '06 (less fine)	134 81
Kamloops and Spence's Bridge.	M. P. Stewart.	110	1	9 "	900 00
Kaslo and Lardo Steamer Wharf.	P. McGregor.	300 yds.	as req.	9 "	70 20
Kaslo and Steamer Landing.	do.	$\frac{1}{2}$	12	9 "	117 00
Keefers and Railway Station.	J. Hannah.	150 yds.	14	9 "	30 00
Kelowna and Okanagan Mission.	J. H. Baillie.	8	2s. 1w.	8 " (from Aug. 1, '06)	66 67
Kelowna and Vernon.	W. Scott.	40	3	9 "	742 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kelowna and Wharf.....	E. R. Bailey	100 yds.	6	9 months	45 00
Keremeos and Similkameen.....	D. McCurdy.....	15	1	9 "	78 00
Koch Siding and Railway Station.....	G. Cormier.....	25 yds.	6	9 "	75
Kokanee and Wharf.....	C. W. Busk.....	300 yds.	4	9 "	30 00
Knalt and Mail Catch Post.....	J. Carlin.....	50 yds.	7	9 "	15 00
Kuskanook and Kootenay Landing.....	C. Wright.....	4	2	9 "	58 50
Ladner and Mail Steamer.....	A. Taylor.....	250 yds.	12	9 " (broken period).....	103 75
Langley and Langley Prairie.....	A.F. McCrimmon.....	6 $\frac{3}{4}$	3	9 "	93 75
Langley and Railway Station.....	J. Taylor.....	3 $\frac{1}{2}$	6	9 "	327 60
Lardo and Railway Station.....	C. McDonald.....	200 yds.	6	9 "	46 80
Lardo and Wharf.....	do.....	200 yds.	6	9 "	46 80
Lillooet and Lytton.....	P. Rebagliati.....	47	2	9 "	449 61
Lillooet and Pemberton Meadows.....	F. Sam.....	75	f'tly and m'tly	9 "	225 00
Lindell and Sardis.....	S. Edstrom.....	12	1	9 "	45 00
Lulu Island and Steveston.....	J. P. Bowditch.....	1	6	9 "	45 00
Lumby and Mabel Lake.....	W. G. Proctor.....	16	1	9 "	97 50
Lumby and Vernon.....	J. Genier.....	16	3	9 "	187 50
Lynn Creek and North Vancouver.....	A. Sugden.....	4	3	9 "	112 50
Lytton and Railway Station.....	B. Brophy.....	$\frac{1}{2}$	14	9 "	135 00
Majuba Hill and Sardis.....	W. Chadsey.....	8 $\frac{1}{2}$	2	3 " (to Sept. 30, '06).....	36 00
do do.....	L. E. Chadsey.....	8 $\frac{1}{2}$	2	6 " from "	72 00
Malakwa and Mail Catch Post.....	G. W. Hall.....	90 yds.	7	3 " (to Sept. 30, '06).....	13 50
do do.....	J. Lidstone.....	90 yds.	7	6 " from "	50 00
Mara and Railway Station.....	M. E. Rosoman.....	3 $\frac{3}{4}$	6	9 "	56 25
Matsqui and Mail Catch Post.....	A. O. Houghen.....	85 yds.	12	9 "	30 00
Midway and Railway Station.....	C. M. Crouse.....	4 $\frac{1}{2}$	12	3 " (to Sept. 30, '06).....	45 00
do do.....	Broomfield and Garrison.....	3 $\frac{3}{4}$	12	6 " from "	90 00
Midway and Sidley.....	E. M. Cudworth.....	27	2	9 "	622 50
Millside and Railway Station.....	A. H. Joseph.....	$\frac{1}{2}$	12	9 "	7 25
Mission City and Mount Lehman.....	N. Craig.....	4	3	9 "	172 50
Mission City and Railway Station.....	J. Plumridge.....	100 yds.	14&28	9 "	124 56
Monte Creek and Railway Station.....	W. Plumm.....	135 yds.	15	9 "	150 00
Nakusp and Railway Station and Wharf.....	F. W. Jordan.....	100 and 300 yds.	7 & 14	9 "	112 50
Needles and Mail Steamer.....	R. Shiell.....	2 $\frac{1}{2}$	2	3 " 17 days (to Jan. 17, '07).....	22 97
Nelson and Railway Stn. (C.P.R.).....	Nelson Freight'g & Transfer Co. do	as req.	9	"	613 50
do (N. & F.S. Ry.).....	do	do	9	"	279 40
Nelson and Wharf.....	do	do	30	9 "	293 00
New Denver and Wharf.....	J. Delaney.....	1 $\frac{1}{2}$	24&12	9 "	127 17
New Westminster and Railway Station (C.P.R.).....	F. E. Cameron.....	$\frac{1}{2}$	14&17	9 "	180 84
New Westminster and Railway Station (N.W. & S.).....	do	1	24	9 "	337 50
New Westminster and Steveston.....	J. Jordan.....	20	16	trips	80 00
New Westminster and Street Letter Boxes.....	A. Rae.....	.....	6	9 months	112 50.
New Westminster and Timberland.....	A. Buck.....	4 $\frac{1}{2}$	2	9 "	56 25
Nicola and Princeton.....	N. P. Stewart.....	72	1	9 "	637 50
Nicola Lake and Spence's Bridge.....	do	48	1	9 "	450 00
Nicomekl and Railway Station.....	M. J. Picard.....	65 yds.	12	9 "	45 00
North Bend and Railway Station.....	W. Arnott.....	200 yds.	14	6 " (to Dec. 31, '06).....	20 00
do do.....	E. B. Richardson.....	200 yds.	14	3 " from "	10 00
Notch Hill and Railway Station.....	C. Castle.....	100 yds.	7	9 "	37 50

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount— \$ cts.
Okanagon and Vernon.	C. O'Keefe.	8	2	9 months	60 00
Okanagon Landing and Railway Stn.	T. R. Stanley.	100 yds. as req.	5	" (to Nov. 30, '06.)	25 67
do do	O. S. Mabee.	100 yds. do	4	" from "	33 33
Paterson and Railway Station.	W. M. Wood.	50 yds	14	3 " (from Jan. 1, '07)	10 00
Paulson and Mail Catch Post.	T. H. Paulson.	50 yds.	12	9 "	37 50
Peachland and Steamer Wharf.	M. E. McDougald.	200 yds.	6	9 "	37 50
Peachland and Westbank.	N. S. Marshall.	10	1	9 "	48 75
Penticton, Princeton and Hedley.	W. E. Welby.	75 & 23	1 & 2	9 "	1,762 50
Penticton and Wharf.	do	200 yds.	6	9 " (broken period).	138 43
Perry Siding and Railway Station.	P. M. Schonberg.	$\frac{1}{2}$	6	1 " (from Mar. 1, '07)	2 50
Phoenix and Railway Stn. (C. & W.)	W. R. Matheson.	$\frac{1}{2}$	6	1 " (to July 31, '06).	24 78
do do do	D. J. McDonald.	$\frac{1}{2}$	6	8 " from do	198 24
do do do (G. N.)	M. McIntyre.	200 yds.	7	9 "	232 90
Pilot Bay and Wharf.	C. V. Gagnon.	$\frac{1}{2}$	6	9 "	37 50
Poplar Creek and Railway Station.	G. Johnston.	100 yds.	6	9 "	105 00
Port Hammond and Railway Stn.	A. L. Lazenby.	500 yds	14 & 21	9 "	98 10
Port Haney and Railway Station.	A. T. Charlton.	150 yds.	14	6 " (to Dec. 31, '06.)	30 00
do do do	M. B. Charlton.	150 yds.	14	3 " from do	15 00
Port Haney and Webster's Corners.	J. M. Webster.	$4\frac{1}{2}$	2	9 "	56 25
Port Kells and Railway Station.	C. Wood.	$5\frac{1}{2}$	6	1 " 15 days (to Aug. 15, '06).	8 75
do do	J. W. Whyte.	1	6	7 " 16 days (from Aug. 15, '06)	43 75
Port Moody and Mail Catch Post.	E. Bennett.	$\frac{1}{2}$	26	9 "	69 63
Procter and Railway Station.	T. G. Procter.	100 yds.	6	9 "	56 25
Revelstoke and Big Bend.	B. Croover.	70	one in 4 wks.	10 trips	400 00
Revelstoke and Railway Station.	E. W. B. Paget.	$\frac{1}{2}$	as req.	9 months	438 07
Revelstoke and Street Letter box (No. 1)	do		14	9 "	56 25
Revelstoke and Street Letter box (No. 2)	W. Bews.		14	9 "	0 75
Roseberry and Railway Station and Wharf.	W. E. Marshall.	$\frac{1}{8}$ & $\frac{1}{8}$	12 & 6	9 "	48 75
Rossland and Railway Stations.	Rossland Trail Livery Co.	$\frac{1}{4}$	as req.	9 "	525 00
Rossland and Smelter Junction	Henderson Bros.			Special service.	10 00
Ruby Creek and Railway Station.	H. Took.	100 yds.	6	9 months.	18 75
Ruskin and Mail Catch Post.	E. M. Heaps.	100 yds.	12	9 "	27 00
St. Leon Hot Springs and Steamer Landing.	M. Grady.	100 yds.	14	9 "	0 75
Salmo and Railway Station.	S. Ross.	500 yds.	12	9 "	37 50
Salmon Arm and Railway Station.	S. M. McGuire.	300 yds.	14	9 "	75 00
Salmon Arm and Silver Creek.	G. W. Armstrong.	10	1	3 " (to Sept. 30 '06).	25 00
do do	J. Bolton.	10	1	4 " (to Feb. 28, '07).	52 00
do do	J. L. Johnston.	10	1	1 " from "	12 50
Sandon and Railway Station.	E. R. Atherton.	150 yds.	12 & 14	9 "	159 75
Sapperton and Railway Station.	F. Johnson.	50 yds.	18	9 "	30 00
Savona and Railway Station.	G. V. Ogle.	30 yds.	14	9 "	67 50
Shorts Point and Steamer Wharf.	R. N. Dundas.	$\frac{1}{4}$	2	2 " (to Aug. 31, '06).	4 17
do do	M. McMullen.	$\frac{1}{4}$	2	7 " from "	14 58
Shuswap and Railway Station.	S. Spence.	200 yds.	7	9 "	60 00
Skwamish and Railway Station.	D. McManus.	400 yds.	as req.	1 " 8 days to Aug. 8, '06.	38 15
do do	D. Ross.	400 yds.	do	7 " 23 days (from Aug. 8, '06)	176 42

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Silverdale and Mail Catch Post....	A. E. Skinner...	$\frac{1}{4}$	6	9 months.....	56 25
Silverton and Wharf	J. A. McKinnon	$\frac{1}{4}$	24	9 "	180 00
Slocan and Railway Station and Wharf.....	D. McVannel...	$\frac{1}{4}$	6	9 "	135 00
Slocan Junction and Railway Stn.	M. Anderson....	50 yds.	24	5 " (to Nov. 30, '06).	16 67
do do	O. W. Humphrey	50 yds.	24	4 " from " ..	13 33
South Vancouver and Vancouver ..	D. Beach.	5	3	9 "	150 00
Spences Bridge and Railway Stn.	A. Clemes	50 yds.	28	9 "	103 81
Spuzzum and Railway Station.....	W. E. Potter...	100 yds.	14	9 "	30 00
Squamish and Wharf.....	D. Galbraith....	$1\frac{1}{2}$	1	6 " (to Dec. 31, '06).	13 00
do do	do	$1\frac{1}{2}$	3	3 " from do ..	19 50
Steveston and Railway Station.....	E. Hunt.....	$\frac{1}{4}$	12 & 6	9 "	47 96
Steveston Rwy. Terminus and Wharf	do	$\frac{1}{4}$	6	9 " (broken period)..	68 06
Summerland and Wharf.....	R. H. English...	$\frac{1}{4}$	6	9 "	37 50
Tarrys and Mail Catch Post.....	A. W. Fish.	100 yds.	6	6 " (from Oct. 1, '06)	20 00
Terra Nova and Vancouver.....	J. Mellis.	$13\frac{1}{2}$	6	9 "	234 00
Three Forks and Railway Station....	J. T. Kelly.....	$\frac{1}{4}$	12	9 "	117 00
Three Valley and Mail Catch Post....	J. Lane.....	50 yds.	14	9 "	30 00
Thrms and Mail Catch Post.....	W. J. Collins....	350 yds.	6	9 "	58 50
Trail and Railway Station.....	F. W. Brown....	500 yds.	7	9 " (less \$13.34 over- paid in 1905-06).	53 66
Trail and Smelter Junction.....	J. F. Limberg..	2	13	3 months (to Sept. 30, '06 and arrears).....	117 69
do do	F. Carr and Hofer	2	13	6 months fr. Sept. 30, '06	180 00
Trout Lake and Steamer Wharf....	T. T. Abey.....	100 yds.	6	6 " 17 days (to Jan. 17, '07).....	86 00
Tynehead and Railway Station.....	D. M. Robertson	3	2 r. t.	1 months (to July 31, '06)	8 33
do do	T. H. Miller....	3	2	8 " from " ..	66 67
Vancouver and B.C. Elec. Ry. Terminus.....	Mainland Trans- fer Co.....	$\frac{1}{2}$	As req	8 trips	2 00
Vancouver and C.P. Ry. Station ..	do	$\frac{1}{2}$	"	9 months	1,888 50
Vancouver and China and Japan Mail Steamers	do	$\frac{1}{2}$	"	9 "	151 50
Vancouver and Granville St. Ry. St.	H. J. Foote.....	1	24 & 12	9 "	172 67
Vancouver and G. N. Ry. Station ..	do	$\frac{1}{2}$	as req	3 " (to Sept. 30, '06).	85 50
do do	J. C. McMillan.	$\frac{1}{2}$	"	6 " from " ..	541 87
Vancouver—Conveyance of Letter Carriers.....	B.C. Elec. Ry. Co			9 "	308 79
Vancouver, Branch and Sub-Offices, Street Letter and Parcel Boxes, Mount Pleasant and West Fairview.....	H. J. Foote.		As req	9 "	1,062 01
Vancouver, Special parcel delivery at Christmas.....	do				90 00
Vancouver Ry. St'n. and Nanaimo Steamer Wharf.....	Gross & McNeil.	$\frac{1}{3}$	6	9 months.....	134 25
Vancouver and C.P. Ry. Skagway Steamer Wharf.....	Mainland Trans- fer Co.....	$\frac{1}{3}$	as req	9 "	116 00
Vancouver and Skagway Steamers.	do	$\frac{1}{3}$	"	9 "	16 00
Vancouver and Squanish Str. Wharf ..	H. J. Foote.....	$\frac{1}{3}$	"	9 "	51 50
Vancouver and Union S.S. Co. Wharf ..	do	$\frac{1}{3}$	8	9 " less fine.....	116 00
do do	do	$\frac{1}{3}$	as req	9 "	26 24
(Bella Coola and Quathiasiki Cove Mails).					
Vancouver, G.N. Ry. St'n. and C.P. R. Skagway Steamers.....	do	1	"	30 trips ..	30 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Vernon and Railway Station	J. Harwood	$\frac{1}{4}$	"	9 months	146 25
Waneta and Railway Station	F. Adie	500 yds.	12	9 "	117 00
Westley and Railway Station	J. G. Billings	50 yds.	12	9 "	15 00
Whonock and Mail Catch Post	W. Russell	50 yds.	12	9 "	64 26
William's Siding and Mail Catch Post	J. Williams	150 yds.	6	9 "	18 75
Willow Point and Steamer Wharf	C. W. West	100 yds.	2	9 "	18 75
Winlaw and Railway Station	J. B. Winlaw	50 yds.	6	9 "	7 50
Woodward and Wharf	W. M. McKenzie	200 yds.	2	3 " (to Sept. 30, '06).	0 25
do do	W. Gay	200 yds.	2	6 " from " "	0 50
Yale and Railway Station	D. J. Creighton	100 yds.	14	9 "	45 00
Ymir and Railway Station	A. C. O'Neil	250 yds.	12	9 "	93 75
				Total	53,493 76

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APPENDIX B—Continued.

VICTORIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Victoria Postal Division made within the year ended March 31, 1907.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Alberni and Beaver Creek.....	K. Dickson.....	6½	2	9 months... ..	55 26
Alberni and Nanaimo.....	Thompson & Scoville	58	2	9 "	539 25
Alberni and New Alberni	do	2½	2	9 "	75 00
Aldermere and Hazelton	G. Lacroix.....	60	1 mthly	9 "	225 00
Bella Coola and Hagensborg.....	H. B. Christensen	10	as req.	9 "	62 00
Brackendale and Squamish.....	T. H. Bracken..	7	1	3 trips	1 50
Brechin and Nanaimo	J. Watson.....	2½	6	9 months.....	117 00
Bowen Island and Steamer Wharf..	R. H. Green....	4	as req.	9 "	32 50
Cedar and Stovely.....	H. Maguire.....	3	1	9 "	45 00
Chemainus and Kuper Island.....	G. Donckele....	5	1	9 "	78 00
Chemainus and Railway Station...	E. J. Palmer....	½	12	9 "	90 00
Cobble Hill and Railway Station..	J. A. Porter....	40 yds.	6	9 "	30 00
Coburn and Railway Station.	Ladysmith Lumber Co.	2	12	7 " (from Sept. 1, '06)	58 33
Colquitz and Victoria.....	J. Freeman.....	5	6	9 "	150 00
Comox and Parksville.....	A. B. Crump....	60	1	9 "	465 00
Comox and Sandwick (via Courtenay).....	R. McQuillan...	4	2	9 "	175 50
Comox and Wharf	E. Holmes.....	½	2	9 "	54 00
Corfield and Railway Station	A. Reid	1½	6	9 "	74 25
Cowichan Lake and Duncan's Stn..	Price Bros.....	21	6 wks. Ftly	9 "	180 00
Cowichan Station and Railway Stn.	P. Frumento....	75 yds.	6	9 "	30 00
Cracroft and Wharf.....	J. Pope	200 yds.	1	3 " (to Sept. 30, '06).	6 25
do	J. E. Merryfield	200 yds.	1	6 " from " ..	12 50
Crofton and Westholme Station....	M. Elliott.....	4½	6	9 "	225 00
Cumberland and Railway Station..	D. Kilpatrick...	1	4	9 "	112 50
Cumberland and Wharf.	Wellington Colliery Co.....	12	4	9 "	180 00
Denman Island and Wharf.....	T. H. Piercy....	½	2	9 "	60 00
Duncan's Station and Mount Sicker	H. Keast.....	8	6s. 3w.	9 "	300 00
Duncan's Station and Railway Stn.	D. Ford	200 yds.	12	9 "	75 00
Duncan's Station and Tzouhalem...	W. Morley.....	3	6	9 "	131 25
East Sooke and Main Post Road...	W. J. Burnett...	10	1	9 "	93 75
East Wellington and Northfield...	J. Wilson	2	6	9 "	75 00
Errington and Main Post Road....	J. A. McCarter..	530 yds.	4	9 "	22 50
Esquimalt and Victoria	H. W. Walker...	4	12	9 "	270 00
Extension and Nanaimo.....	A. J. McMillan..	8	2	9 "	135 00
French Creek and Parksville	A. B. Gurney...	4¾	4	1 " (to July 31, '06)..	12 50
do	H. Pillar.....	4¾	4	8 " from " ..	100 00

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ganges and Wharf	J. Malcolm.	100 yds.	4	9 months	18 75
Gibson's Landing and Mail Steamer	E. Fletcher.	1 $\frac{1}{2}$	2	3 " (from Jan. 1, '07)	13 00
Goldstream and Railway Station. . .	J. Phair.	$\frac{1}{2}$	6	9 "	60 06
Gordon Head and Victoria	N. D. Shaw	6 $\frac{1}{2}$	6	9 "	170 25
Grantham and Sandwick.	J. Blackburn.	5 $\frac{1}{2}$	2	9 "	75 00
Hagan and Railway Station (via Sluggett).	F. Young.	4 $\frac{1}{2}$	3	9 "	105 00
Happy Valley and Main Post Road	J. Walker	2 $\frac{3}{4}$	2	9 "	37 50
Hartley Bay and Kitimaat	G. Read.	300 yds. as req.	3	" (to Sept. 30, '06).	6 25
do do	E. McCoskrie.	300 yds. as req.	6	" from "	12 50
Hazelton and Manson Creek	R. S. Sargent.	190	3	trips	225 00
Hazelton and Kitimaat.	Mulvaney and Beirns	140	3	"	717 00
Heal and Railway Station.	C. Heal.	1 $\frac{1}{2}$	2	9 months.	50 70
Heriot Bay and Wharf	H. A. Bull.	20 yds.	4	9 "	9 00
Hornby Island and Mail Steamer. . .	T. E. Ford.	300 yds.	2	9 "	19 50
Howe Sound and Wharf.	N. Patterson.	400 yds.	1	3 " (to Sept. 30, '06).	6 25
do do	E. Fletcher.	400 yds.	1	3 " (to Dec. 31, '06).	6 25
Irvines Landing and Wharf.	T. Dames	$\frac{1}{4}$	4	9 "	39 00
Keating and Railway Station.	F. Young	300 yds.	6	9 "	45 00
Kitimaat and Wharf	D. Bower		3	trips	3 00
Koksilah and Railway Station. . . .	J. Boal.	200 yds.	6	9 months.	30 00
Ladysmith and Railway Station. . .	T. Cowan.	400 yds.	12	9 "	150 00
Maple Bay and Somenos.	G. Macneal.	4	3	9 "	102 00
Millstream and Railway Station. . .	E. Pike	4	1	9 "	22 50
Milne's Landing and Victoria. . . .	E. Milne	23	1	3 " (to Sept. 30, '06)	50 00
Mosquito Harbour and Wharf. . . .	Sutton Lumber & Trading Co.	50 yds.	1	9 "	0 75
Nanaimo and Railway Station. . . .	Thompson and Scoville.	$\frac{1}{2}$	12	8 "	153 00
Nanaimo and Stovely.	H. R. Bassett.	$\frac{1}{2}$	6	9 "	75 00
Nanaimo and Street Letter Boxes. .	Thompson and Scoville.		9	"	221 25
Nanaimo and Comox Str. Wharf. . .	do	300 yds.	4	9 "	39 00
Nanaimo and Vancouver Str. Wharf	do	300 yds.	6	9 "	123 00
Nanoose Bay and Main Post Road. .	W. Roberts	2	2	9 "	56 25
Northfield and Railway Station. . .	J. Wilson.	1	6	9 "	142 50
North Saanich and Ry. Station. . .	C. Q. Bown	3	6	6 " (to Dec. 31, '06)	60 00
do do	H. Pye.	3	6	3 " from "	30 00
Otter Point and Shirley.	E. Clark	6	1	9 "	48 75
Otter Point and Victoria.	H. Clark	35	2	9 "	240 00
Port Essington and Wharf.	R. L. McIntosh		1	Season 1906	4 00
Port Hardy and Quatsino.	H. O. Bergh	16	1	2 trips	30 00
Port Neville and Steamer Wharf. .	H. Hansen	50 yds.	2	9 months	11 25
Retreat Cove and Mail Steamer. . .	J. Shaw	$\frac{1}{2}$	1	9 "	18 00
Robert's Creek and Mail Steamer. .	J. F. Roberts.	$\frac{1}{2}$	2	9 "	18 75

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APPENDIX B—Continued.

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

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Rocky Point and Victoria	T. Parker	25	2	9 months	183 75
Roy and Mail Steamer ..	D. McGregor...	$\frac{1}{2}$	1	9 "	18 75
Royal Oak and Railway Station...	W. E. Heal	$\frac{1}{2}$	6	9 "	75 00
Shawnigan Lake and Ry. Station..	A. Koenig	50 yds.	6	9 "	22 50
Sidney and Railway Station.....	J. J. White	300 yds.	6	9 "	37 50
Sointula and Wharf.....	J. F. Seevola ..	$\frac{1}{2}$	ftly. 3	" (to Sept. 30, '06)	6 25
Somenos and Railway Station....	I. G. Macneal ..	50 yds.	12	9 "	37 50
South Pender and Mail Steamer...	A. R. Spaulding	$1\frac{1}{2}$	2	9 "	18 00
South Wellington and Ry. Station.	J. W. Davis	$\frac{1}{2}$	12	7 " (from Sept. 1, '06)	35 00
Squamish and Upper Squamish....	J. Madden.....	24	1	8 " (from Aug. 1, '06)	133 34
Tod Inlet and Railway Station....	W. S. Butler....	$2\frac{1}{2}$	6	9 "	136 87
Turgoose and Railway Station.....	F. Turgoose....	200 yds.	6	9 "	30 00
Union Bay and Ry. Stn. and Wharf	G. Howe	$\frac{1}{2}$	2	9 "	37 50
Vananda and Wharf.....	H. B. McLeod..	300 yds.	4	9 "	135 00
Victoria and Ry. Station (E. & N.)	J. Porter	$\frac{1}{2}$	6	9 "	176 07
do do (D. & S.)	H. Brown	$\frac{1}{2}$	6	9 "	112 50
Victoria and Street Letter Boxes..	S. E. King			9 "	630 00
Victoria and Wharf.....	Vict. Transfer Co.		as req.	9 "	148 50
Victoria-Conveyance of Letter Carriers	B. C. Electric Railway Co..			9 "	150 00
Victoria-Special Christmas delivery	Pac. Transfer Co.				25 00
Welcome Pass and Mail Steamer..	C. Priestland ...	$\frac{1}{2}$	1	9 months	18 75
Wellington and Railway Station...	J. Haggart.....	$\frac{1}{2}$	6	9 "	54 00
Westholme and Railway Station...	G. A. Newhouse	200 yds.	12	9 "	45 00
Total					9,860 57

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in the Dominion of Canada made within the Fiscal Year ended March 31, 1907.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
Alert Bay and Kingcombe Inlet.	Alert Bay Saw Mill Co.	50	Monthly	9 months to March 31, 1907.	ets.
Fate St. Claire, Autecosi and Fox Bay.	Maritime and Commercial Co. of Lower St. Lawrence.	120	"	Part of season 1906.	150 00
Roll Ewert and Roach's Point.	Thomas Ellis.	2	6	"	39 00
British Columbia Services as follows (less \$6.63 in fines and deductions)					
Deer Park and Nakusp	Canadian Pacific Railway Co.	73	2	Season 1906-7.	212 40
Gerrard and Trout Lake.	do	17	3	"	88 23
Kaslo and Lardner.	do	18	3	9 months to March 31, 1907.	126 36
Kootenay Landing and Grays Creek.	do	5	2	"	35 00
Kootenay Landing and Lyncheville.	do	2	2	Part of season 1906.	1 60
Kootenay Landing and Nelson.	do	52	7	9 months to March 31, 1907.	1,424 80
Nakusp and Arrowhead.	do	36	7	Season 1906-7.	482 40
Nanaimo and Comox.	do	60	2	9 months to March 31, 1907.	936 00
Nelson and Kaslo.	do	45	6	"	1,053 00
New Westminster and Stoveston.	do	20	6	"	388 00
Okanagan Landing and Penticton.	do	60	3	"	702 00
Robson and Arrowhead.	do	122	7	Part of season 1906.	1,708 00
Skwan and Rosederry.	do	25	12	9 months to March 31, 1907.	935 00
Vancouver and Nanaimo.	do	40	6	"	1,801 50
Vancouver and Victoria.	do	80	7	"	5,930 50
Victoria, Naas Harbour and Skagway, &c.	do	1,030,556	Monthly	"	1,875 00
Victoria and Seattle.	do	80	6	"	2,545 88
Burk Falls and Abmie Harbour.	T. H. Pringle.	40	6	"	782 50
Collingwood, Midland, Penetanguishene, &c.	Northern Navigation Co.	196 & 100	Tri- & Semi-weekly	Part of season 1906.	
Culter, Gore Bay and Kagawong.	Purvis Brothers.	30 & 52	6 & 4	"	892 85
Culter and Manitowaning.	Shus Brothers.	55	6	"	1,239 60
Deseronto and Pictou.	Deseronto Navigation Co.	22	6	"	1,000 00
Gananoque and Clayton.	Thousand Islands Railway Co.	95	6	9 months	903 18
Gananoque and Thousand Islands.	Geo. Funnell.	12	6	Part of season 1906.	150 00
Gore Bay and Thessalon.	Purvis Brothers.	8	6	"	132 00
Halifax and Boston, N.Y.	Canada Atlantic and Plant Steamship Co.	60	2	"	365 00
Halifax and Magdalen Islands.	Magdalen Island Development Co.	389	1	Special trip, season 1906.	32 79
					250 00

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in the Dominion of Canada made within the Fiscal Year ended March 31, 1907.—Concluded.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
Hazleton and Port Essington.....	Jas. Thompson.....	180	Monthly.....	Part of season 1906	\$ 685 00
Kingston and Cape Vincent, &c.....	M. H. Polger.....	18 & 28	12 & 6	"	1,100 00
Kitchenuke and Harley Bay.....	Capt. E. McCoskie.....	45	Monthly.....	9 months to March 31, 1907	315 00
Lachine and Carleton.....	Ottawa River Navigation Co.....	48	6	Part of season 1906	225 00
Ladner and Sturgeon.....	F. Keeling.....	6	6	9 months to March 31, 1907	127 20
Lakefield, Burleigh Falls and Youngs Point.....	P. P. Young.....	40	6	Part of season 1906	165 00
Lindsay, Becharaygon and Sturgeon Point.....	Trent Valley Navigation Co.....	24 & 12	12 & 6	"	117 00
Louise du Blanc Sablon and Natashtiquam.....	Joseph Hebert.....	271	4 per season.	"	300 00
Midland and Honey Harbour.....	F. S. Grise.....	12	6	"	20 00
Montreal, Chirofimi and Quebec.....	Richelieu and Ontario Navigation Co.....	411 & 180	4 & 6	"	6,071 40
Nanaimo, Gulf Islands and Sydney.....	E. V. Bodwell.....	62 & 60	2 & 4	9 months to March 31, 1907	3,450 00
Nelson and Chub Landing.....	Kootenay Railway & Navigation Co.....	16	2	"	108 80
New Liskeard and Tomstown.....	White River Mail Line Co.....	31	Tri-weekly.....	Part of season 1906	58 50
New Port and Georgeville.....	Boston and Maine Railway.....	40	6	"	99 20
North Sydney and Port au Basque.....	Roid Newfoundland Co.....	96	Tri-weekly.....	9 months to March 31, 1907	20,513 05
Norway House and Warrens Landing.....	Hudsons Bay Co.....	29	2	Part of season 1906	52 00
Ottawa and L'Orignal.....	Ottawa River Navigation Co.....	59	6	"	306 09
Ottawa and Thurso.....	do.....	30	6	"	103 53
Parrsboro and Kingsport.....	Dominion Atlantic Railway.....	26	6	"	750 00
Parry Sound and French River.....	Capt. H. Cleland.....	85	1	"	266 65
Pembroke and Rapids des Juachims.....	Pembroke Navigation Co.....	50	6	"	70 00
Pictou and Glen Island.....	J. Collier.....	5	6	"	29 00
Port Hope, Coloung and Summerville, N. Y. Co.....	Lake Ontario and Bay of Quinte Steamboat Co.....	60	6	"	670 53
Port Simpson and Stewart River points.....	Capt. D. A. Robertson.....	120	Fortnightly.....	"	140 00
Quebec and Anticosti.....	Holiday Brothers.....	410	3 per month.	"	650 00
Quebec and Lewis.....	Quebec and Lewis Ferry Co.....	1	18, 81 & 68	9 months to March 31, 1907	937 50
Quebec and Liverpool.....	Dominion Line Steamship Co.....		As required.	Part of season 1906	4,619 43
Rimouski wharf and steamers.....	Jos. H. Dorion.....		As required.	Part of season 1906	3,200 00
Rosseau and Gravenhurst, &c.....	Muskoka Lakes Navigation and Hotel Co.....	48, 50 & 25	6	"	2,600 00
St. John and Fredericton.....	Star Line Steamship Co.....	84	6	"	1,110 00
South Ste. Marie and Michipicoten.....	Dominion Transportation Co.....	135	1	"	555 00
Selkirk and Berens River.....	Wm. Robinson.....	180	1	"	52 50

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Selkirk and Grand Rapids	do	280	1	"	20 00
Selkirk and Warren's Landing	do	280	1	"	77 50
Sturgeon Falls and Monetville	Nipissing Transportation and Trading Co.	40	Tri-weekly.	"	171 00
Toronto and Niagara	Niagara Navigation Co.	36	"	"	714 00
Vancouver and North Vancouver	North Vancouver Ferry and Power Co.	3	12	9 months to March 31, 1907	412 50
Vancouver and Rock Bay, &c.	Union Steamship Co.	173, 378, &c.	1 & 2	"	2,755 00
Vancouver and Seattle	Paid to the United States Government			Special	38 34
Vancouver and Sechart	H. Whitaker	32	3	9 months to March 31, 1907	75 00
Vancouver and Squamish	Terminus Steamship Co.	35	1	Season 1906-7	400 00
Victoria and Port Townsend	Alaska Steamship Co.	40	6	Part of season 1906	1,321 52
Wabigoon and Gold Rock	Wabigoon and Manitou Steamboat Co.	25	3	"	228 00
Wabigoon and Gold Rock	Wabigoon Fish Co.	500	As required.	"	150 00
Wharton and ports on Georgian Bay	Dominion Fish Co.	100	1	Season 1906-7	120 00
Windsore and Golden	Upper Columbia Transportation Co.	250	6	"	1,834 03
Yarmouth and Boston	Dominion Atlantic Railway			Total	84,054 36

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended March 31, 1907.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Period.	Amount.
		\$ cts.
Alberta Railway and Irrigation Company..	9 months.	726 50
Algoma Central and Hudson Bay Railway.....	9 "	71 61
Atlantic and Lake Superior Railway.....	9 "	3,360 60
Bay of Quinte Railway.....	9 "	5,239 13
Berlin and Waterloo Electric Street Railway.....	9 "	75 00
Boston and Maine Railway.....	9 "	2,166 11
British Columbia Electric Railway.....	9 "	1,099 41
Brockville, Westport and North Western Railway..	9 "	2,527 20
Bruce Mines and Algoma Railway.....	9 "	225 00
Canada Coal and Railway Company.....	9 "	224 64
Canadian Northern Railway, Ontario.....	9 "	481 97
do do Quebec.....	9 "	4,301 84
do do Manitoba Division.....	9 "	48,600 08
Canadian Pacific Railway.....	9 "	555,010 67
Cape Breton Railway.....	9 "	250 16
Cape Breton Electric Railway.....	9 "	321 03
Caraguet Railway.....	9 "	1,835 55
Central Ontario Railway.....	9 "	5,186 04
Central Vermont Railway.....	9 "	4,904 20
Chatham, Wallaceburg and Lake Erie.....	9 "	127 77
Cumberland Railway and Coal Co.....	9 "	815 04
Dominion Atlantic Railway.....	9 "	10,142 48
Elgin and Havelock Railway.....	9 "	505 44
Grand Trunk Railway.....	9 "	289,293 06
Great Northern Railway (Montreal Division).....	9 "	2,150 93
do do (British Columbia).....	9 "	970 44
Halifax and South Western.....	9 "	6,661 64
Hamilton, Grimsby and Beamsville.....	9 "	351 75
Hamilton Radial Electric Railway.....	9 "	175 50
Hampton and St. Martin's.....	9 "	196 50
Hull Electric Railway.....	9 "	750 00
Inverness Railway and Coal Co.....	9 "	500 62
Intercolonial Railway.....	9 "	121,598 06
Irondale, Bancroft and Ottawa Railway.....	9 "	638 20
Kent Northern Railway.....	9 "	787 26
Kingston and Pembroke Railway.....	9 "	5,389 32
Kootenay Railway and Navigation Co.....	9 "	1,162 50
Maine Central Railway.....	9 "	593 89
Manitoulin and North Shore Railway.....	9 "	121 68
Michigan Central Railway.....	9 "	34,719 45
Moncton and Buctouche Railway.....	9 "	299 52
Nelson and Fort Sheppard Railway.....	9 "	1,219 20
New Brunswick Coal and Railway Co.....	9 "	957 84
New Brunswick and Prince Edward Island Railway.	9 "	692 67
New Brunswick Southern Railway.....	9 "	1,624 14
New Westminster and Southern Railway.....	9 "	894 72
Nova Scotia Steel and Coal Co.....	9 "	234 00
Orford Mountain Railway.....	9 "	533 52
Ottawa and New York Railway.....	9 "	2,122 85
Pere Marquette Railway.....	9 "	8,844 34
Prince Edward Island Railway.....	9 "	17,375 95
Quebec Central Railway.....	9 "	9,600 48
Quebec and Lake St. John Railway.....	9 "	10,200 72
Quebec Railway, Light and Power Co.....	9 "	1,571 28
Quebec Southern Railway.....	9 "	3,976 80
Red Mountain Railway.....	9 "	219 20
Rutland Railway.....	9 "	65 52
St. John Bridge and Railway Extension Co.....	9 "	375 00
St. Lawrence and Adirondack Railway.....	9 "	1,609 92
Salisbury and Harvey Railway.....	9 "	1,684 80

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended March 31, 1907—*Concluded.*

CONVEYANCE OF MAILS BY RAILWAYS—*Concluded.*

Name of Railway.	Period.	Amount.
		\$ cts.
Sydney and Glace Bay.....	9 months	1,158 74
Sydney and Louisburg.....	9 "	847 30
Temiscamingue and Northern Ontario.....	9 "	1,410 24
Temiscamingue and Northern Ontario Railway (per- formed by contractor of Railway A. R. Macdonell).	9 "	3,172 49
Temiscouata Railway Co	9 "	4,263 10
Thousand Islands Railway.....	9 "	548 00
Toronto, Hamilton and Buffalo Railway.....	9 "	2,311 77
Toronto and York Radial Railway.....	9 "	1,762 08
Vancouver, Victoria and Eastern Railway.....	9 "	521 70
Vancouver, Westminster and Yukon Railway.....	9 "	514 46
Victoria and Sydney Railway.....	9 "	340 70
Total.....		\$1,195,210 72

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APPENDIX B—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., during the Fiscal Year ended March 31, 1907.

To whom paid.	Particulars of Disbursements	Amount.
		\$ cts.
H. Carson	Mail bags and repairs	12,416 88
Kidd, Rutherford Co.	Mail bag material	11,090 21
E. G. Shepherd	Repairing steel clamp locks, &c	10,897 50
W. Willis & Sons	Mail bags and repairs	2,912 41
S. S. Stratton	do	2,469 58
S. & H. Borbridge	Making up newspaper sacks	1,643 34
C. H. Hall	Repairing mail bags	1,287 61
Mrs. P. O'Donoghue	do	1,032 89
M. J. Wilson & Sons	do &c.	833 05
G. H. Lugsden & Co.	do	878 70
W. L. McNabb	Parcel post hampers, &c.	786 58
Pritchard-Andrews Co.	Steel presses, dies, seals, &c.	761 45
J. McKay	Painting parcel post hampers	744 20
M. Searrow	Repairing mail bags	662 36
C. Warner	do	600 02
H. W. Wellington	Cotton cordage	566 56
T. Fardy	Repairing mail bags	520 00
Keep Brothers	Brass gromets, &c.	460 02
D. Choquette	Repairing mail bags	342 55
Collector of Customs, Ottawa	Customs duty on mail bagging, &c	319 20
J. McCormick	Repairing mail bags	287 23
Geo. May & Sons	Making up newspaper sacks	276 87
L. Desmarais	Repairing mail bags	260 36
R. A. Everest	do	225 00
J. Christie	do	138 12
Thornton & Truman	Repairing mail locks	97 30
Canadian Pacific Railway Co.	Freight on cordage, erecting mail cranes, &c.	82 75
R. Soper	Repairing mail bags	80 72
Grand Trunk Railway	Repairing mail crane, freight, &c.	66 37
W. Winter	Cartage of mail bags	65 60
Hamilton Cordage Co.	Cotton cord	48 00
Smith Railway Mail Service	Mail crane	36 00
Capital Scale, Brass and Iron Foundry	Repairing wicker baskets, removing rivets, &c.	20 62
Atlantic and Lake Superior Railway	Erecting mail catching post	3 50
O. Lepitre	Repairing mail catching post	3 00
Pere Marquette Railway	Repairing mail crane	2 78
Dominion Express Co.	Expressage on cotton cord	1 65
Star Manufacturing Co.	Screws for mail crane	1 50
W. A. Templeton	Chains and rings for mail bag table	1 00
Graves Brothers	Rollers for wicker baskets	0 60
	Total	52,924 08

W. J. JOHNSTONE,

Accountant

R. M. COULTER,

Deputy Postmaster General.

APPENDIX C

ACCOUNTING POST OFFICES

MONEY ORDER AND OTHER TRANSACTIONS

APPENDIX C

MONEY ORDER TRANSACTIONS.

The number of Money Order Offices in operation on the 31st March, 1907, was 2,789, an increase of 113 over the previous year.

The total number of Orders issued during the nine months was 1,845,278 as against 2,178,549 for the previous twelve months. The aggregate value was \$32,160,098.07 as against \$37,355,673.37 for the previous twelve months.

1,229,267 of the Orders issued during the nine months with a value of \$21,958,855.45 were payable in the Dominion of Canada.

616,011 with a value of \$10,201,242.62 were payable abroad.

The number of Orders issued abroad and payable in Canada was 359,264 with an aggregate value of \$5,393,042.17

The number of Orders issued in Canada on the United States was 265,469 and the value \$3,755,758.58.

The number of Orders issued in the United States on Canada was 299,124 and the value \$4,256,228.27.

The following statement shows the number and value of Canadian Money Orders and Postal Notes paid in the United States :—

	Number. Year 1906.	Amount. Year 1906.	Number. 9 mos., 1907.	Amount. 9 mos., 1907.
Money Orders.....	407,013	\$5,333,513 83	265,469	\$3,755,758 58
Postal Notes ...	317,406	554,531 36	219,657	394,814 35
	724,419	\$5,888,045 19	485,126	\$4,150,572 93

The following changes took place during the nine months ended March 31 :—

Establishment of direct exchange of Money Orders with Holland on July 1, 1906, and with Mexico on March 1, 1907.

Arrangements were entered into for direct exchange of Money Orders with the Panama Canal Zone on the same system as the exchange with the United States.

A new Convention was entered into with Jamaica and came into effect on January 1, 1907, for the direct exchange of Money Orders with Jamaica, Turks Island and the Cayman Islands, also on the same system as that with the United States.

Morocco, Manchuria and Japanese Saghalien were added to the list of places on which Money Orders may be drawn.

On August 1, 1906, a new arrangement went into effect with the United Kingdom under which the Advices of Money Orders issued in Canada are sent direct from the Exchange Offices in Canada to the paying Offices in the United Kingdom, and vice versa. This arrangement saves the time that was lost by the handling of the Advices in Exchange Offices in the Country of payment and effects a saving of from two to four days in the arrival of Advices at the Offices of payment.

Negotiations were completed and a Convention executed for the direct exchange of Money Orders with the Bahamas under the same provisions as those with the United States. This convention went into operation on April 1, 1907.

APPENDIX C—*Continued.*

On March 1, 1907, the Department reduced the rate of commission to be charged on Money Orders issued in Canada for payment abroad from 10 cents to 5 cents for sums of \$5 and under, thus effecting a very material saving to the public.

The average value of Money Orders issued during the year was \$17.43, and the average commission received from the public was 11.033c.

The total receipts from all sources amounted to \$226,692.59, and the total expenditure, including the salaries of the inside service at Ottawa, to \$195,688.03, leaving an excess of receipts over expenditure of \$31,004.56.

The average value of Money Orders issued in Canada, including both the local and foreign classes, and the average commission received thereon, are shown in the following statement embracing the past twelve years:—

	Average value of Orders issued.	Average Commission received.
1896.....	\$ 11 56	9.42 cents.
1897.....	11 17	9.063 "
1898.....	12 46	9.371 "
1899.....	13 63	10.095 "
1900.....	15 08	10.908 "
1901.....	15 51	10.651 "
1902.....	16 28	9.204 "
1903.....	16 10	9.285 "
1904.....	15 86	9.417 "
1905.....	16 81	10.054 "
1906.....	17 11	10.459 "
1907.....	17 43	11.033 "

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APPENDIX C--*Continued.*

The following statement shows the receipts and expenditure for nine months ended 31st March, 1907 :—

RECEIPTS.

Commission from public	\$ 203,691 16
Profit in exchange with other countries.	16,419 41
Void money orders issued between 1st April, 1905, and 31st March, 1906.	6,582 02
	<hr/>
	\$ 226,692 59

EXPENDITURE.

Salaries of head office, Ottawa :—	
Permanent clerks	\$33,603 93
Temporary clerks.....	8,311 00
Extra help, Ottawa Money Order Exchange Office.....	1,804 85
	<hr/>
	\$ 43,719 78
Approximate cost of clerical force employed at money order duties in city offices	40,000 00
Commission paid to postmasters at country offices.....	83,103 13
Balance of commission paid other countries	18,638 60
Printing and stationery for head office.....	1,597 48
Financial papers and journals.....	12 00
Printing, stationery, date stamps, &c., outside service.....	7,147 87
Travelling expenses, &c., in connection with transfer of Money Order Exchange Office from Montreal to Ottawa.....	1,469 17
	<hr/>
	\$ 195,688 03
Excess of receipts over expenditure.....	<hr/>
	\$ 31,004 56

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APPENDIX C—*Continued.*

MONEY ORDER TRANSACTIONS.

ANALYSIS of the Money Order Business of the Dominion of Canada for nine months ended March 31, 1907.

	Number of Orders.	Amonnt.	Total.
		§ cts.	§ cts.
Total number and amount of Money Orders issued in—			
Ontario.....	730,540	11,538,665 64	
Quebec.....	327,081	5,849,342 51	
Nova Scotia.....	174,340	2,567,029 82	
New Brunswick.....	73,059	1,269,290 16	
Prince Edward Island.....	12,056	210,556 40	
Manitoba.....	172,268	3,377,358 88	
Saskatchewan.....	108,930	2,138,630 26	
Alberta.....	86,990	1,456,455 83	
British Columbia.....	150,097	3,290,049 74	
Yukon.....	9,917	462,718 83	
Total number and amount of Money Orders issued....	1,845,278	.....	32,160,098 07
Total number and amount of Money Orders paid in—			
Ontario.....	708,494	10,855,574 59	
Quebec.....	324,161	5,642,989 45	
Nova Scotia.....	117,831	2,119,347 24	
New Brunswick.....	66,847	1,242,888 11	
Prince Edward Island.....	13,522	267,980 92	
Manitoba.....	159,481	3,384,011 74	
Saskatchewan.....	37,001	994,803 16	
Alberta.....	31,943	742,957 18	
British Columbia.....	63,124	1,598,491 92	
Yukon.....	1,134	46,387 57	
Total number and amount of Money Orders paid....	1,523,538	26,895,431 88
Total amount of Money Orders issued and paid.....		59,055,529 95

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APPENDIX C—Continued.

MONEY ORDERS.

The number of offices situated in each of the several provinces of the Dominion for the past seven years was as follows :—

	1901.	1902.	1903.	1904.	1905.	1906.	1907.	
Ontario.....	843	885	898	917	991	1,046	1,057	9 months.
Quebec.....	399	485	509	543	629	663	693	
Nova Scotia.....	211	221	229	233	264	272	280	
New Brunswick.....	137	137	137	139	151	158	160	
Prince Edward Island.....	21	23	24	26	33	33	33	
Manitoba.....	112	126	130	156	162	180	187	
Northwest Territories.....	63	70	75	82	110			
Saskatchewan.....						108	130	
Alberta.....						56	78	
British Columbia.....	115	115	118	129	145	150	163	
Yukon.....	3	4	5	9	9	10	8	
Total.....	1,904	2,066	2,125	2,214	2,494	2,676	2,789	

The number of money orders issued in each of the provinces during the past six years is shown in the following statement :—

	1901-1902.	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.	
Ontario.....	655,471	735,481	798,448	806,308	877,607	730,540	9 months.
Quebec.....	210,652	253,492	297,202	329,033	381,112	327,081	
Nova Scotia.....	170,091	193,843	214,236	204,723	227,983	174,340	
New Brunswick.....	72,559	80,101	87,543	88,388	94,370	73,059	
Prince Edward Island.....	11,724	13,040	14,320	13,761	15,225	12,056	
Manitoba.....	104,766	136,261	160,981	173,194	204,082	172,268	
Northwest Territories.....	59,112	86,651	113,180	131,681			
Saskatchewan.....					103,116	108,930	
Alberta.....					83,857	86,990	
British Columbia.....	134,499	145,295	163,016	159,883	175,943	150,097	
Yukon.....	27,255	24,541	20,307	17,159	15,254	9,917	
Total.....	1,446,129	1,668,705	1,869,233	1,924,130	2,178,549	1,845,278	

The total sums received in each province for money orders issued during the same years were as follows (cents omitted) :—

	1901-1902.	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.	
Ontario.....	\$9,347,038	\$10,575,103	\$11,495,293	\$12,315,191	\$13,675,198	\$11,538,665	9 months.
Quebec.....	3,460,116	4,248,119	4,997,871	5,702,802	6,738,405	5,849,343	
Nova Scotia.....	2,455,330	2,795,685	3,050,530	2,958,799	3,338,281	2,567,030	
New Brunswick.....	1,100,059	1,221,593	1,347,418	1,410,827	1,555,231	1,269,290	
Prince Edward Island.....	176,287	202,687	232,855	237,220	259,657	210,556	
Manitoba.....	1,949,597	2,603,237	2,903,959	3,456,425	4,033,928	3,377,359	
Northwest Territories.....	1,049,556	1,476,920	1,822,408	2,439,394			
Saskatchewan.....					2,061,007	2,138,630	
Alberta.....					1,395,302	1,456,456	
British Columbia.....	2,383,669	2,518,225	2,925,188	3,029,673	3,605,314	3,290,050	
Yukon.....	1,627,750	1,226,633	877,289	799,144	693,348	462,719	
Total.....	\$23,549,402	\$26,868,202	\$29,652,811	\$32,349,475	\$37,355,673	\$32,160,098	

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APPENDIX C—Continued.

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from July 1, 1867, to March 31, 1907.

Year.	AUSTRIA.		BELGIUM.		DENMARK, ICELAND & FAROE ISLANDS.	FRANCE.		GERMANY.		HUNGARY.		ITALY.	
	Amount of Money Orders issued in Canada.	%	Amount of Money Orders issued in Canada.	%	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	%	Amount of Money Orders issued in Canada.	%	Amount of Money Orders payable in Canada.	%	Amount of Money Orders issued in Canada.	%
1868													
1869													
1870													
1871													
1872													
1873													
1874													
1875													
1876													
1877													
1878													
1879													
1880													
1881													
1882													
1883													
1884			1,295	11.295				16,100	5,612			11,482	592
1885			1,146	3,333	8,721	5,107	25,039	7,137	25,273			30,362	620
1886			2,113	4,550	16,729	18,475	29,425	7,447	30,362			30,362	865
1887			3,726	4,686	20,469	12,717	40,318	9,700	48,000			31,478	1,331
1888			7,305	3,812	27,077	13,656	39,797	9,792	39,797			32,014	1,517
1889			15,876	4,937	31,719	13,833	30,929	10,518	39,636			32,014	1,654
1890			15,764	4,743	33,190	17,675	34,093	9,804	39,636			32,014	1,667
1891			11,474	8,651	38,576	22,983	31,263	10,452	48,761			57,728	939
1892			15,303	9,269	39,429	30,879	31,370	10,262	57,728			48,671	971
1893			12,753	11,358	37,736	29,266	34,491	13,295	48,671				851

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1894.....	18,357	13,223	41,279	29,281	34,271	15,469	51,885	469
1895.....	11,957	13,734	39,792	27,570	29,162	15,629	26,829	1,291
1896.....	8,966	11,387	39,537	32,800	30,257	15,579	27,715	1,434
1897.....	8,311	13,470	37,860	28,654	31,212	15,433	30,715	1,533
1898.....	15,792	10,482	43,019	24,008	30,655	17,184	27,159	253
1899.....	11,436	14,445	43,768	26,801	28,650	19,632	29,807	1,323
1900.....	10,855	9,832	47,344	27,508	32,826	18,218	59,999	842
1901.....	11,356	12,470	51,860	32,390	38,980	16,587	106,145	818
1902.....	15,464	12,082	54,505	32,657	40,805	14,224	223,098	2,273
1903.....	17,392	11,523	71,180	33,760	52,907	15,660	305,513	2,710
1904.....	23,932	13,618	73,535	52,398	58,702	24,067	546,283	4,728
1905.....	46,387	24,121	90,059	61,826	53,139	25,497	708,320	5,914
1906.....	53,149	33,050	104,825	72,902	67,354	28,264	1,028,094	5,211
1907*.....	945,377	24,955	93,649	49,126	68,974	30,193	1,364,205	5,036

* Three months' business only, from April 1, 1904, to June 30. † Nine months' business only, from October 1, 1893. ‡ From April 1, 1906. †† Eight months' business only, from November 1, 1884. § Seven months' business only, from December 1, 1904. ** Nine months only.

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APPENDIX C—Continued.

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from July 1, 1867, to March 31, 1907.

Year.	JAPAN.		MEXICO.		NORWAY.		SWEDEN AND FINLAND.		SWITZERLAND.		UNITED KINGDOM.		UNITED STATES.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
1868.	87,437	..	..	..
1869.	94,308	..	..	..
1870.	110,585	..	..	..
1871.	121,644	..	..	..
1872.	142,301	..	..	..
1873.	156,888	..	..	..
1874.	171,487	..	..	..
1875.	174,160	..	..	..
1876.	194,680	212,135	156,134	..
1877.	188,116	276,821	207,889	..
1878.	189,082	328,264	246,586	..
1879.	176,067	335,200	308,556	..
1880.	181,561	420,966	494,637	..
1881.	175,461	610,091	807,372	..
1882.	170,304	781,167	1,003,079	..
1883.	196,467	1,023,548	1,015,358	..
1884.	257,788	1,190,852	959,691	..
1885.	299,563	1,288,245	820,046	..
1886.	294,484	1,282,000	861,347	..
1887.	304,115	1,262,381	1,096,363	..
1888.	328,674	1,297,754	1,283,094	..
1889.	364,657	1,391,743	1,291,103	..
1890.	383,263	1,471,946	1,332,196	..
1891.	381,452	1,469,819	1,465,904	..
1892.	393,289	1,478,102	1,515,210	..
1893.	412,588	1,461,301	1,645,142	..

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APPENDIX C—Continued.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to March 31, 1907.

Year ended June 30.	Number of Money Order Offices.	Total Number of Money Orders Issued.		Total Amount of Money Orders Issued.		WHERE PAYABLE.		Amount of Orders Issued in Other Countries payable in Canada.		Gross Revenue from Fees on Money Orders.		Expenditure for Salaries, Compensation to Postmasters, Stationery and Miscellaneous.		Losses sustained in conducting the Money Order system.	
		cts.	%	cts.	%	In Canada.	In Other Countries.	cts.	%	cts.	%	cts.	%	cts.	%
1868	515	90,163	3,352,881	40	2,959,762	80	393,118	60	90,579	29,942	57	30,655	65	2,355	55
1869	550	96,627	3,563,644	95	3,193,305	77	370,339	18	100,822	30,985	12	32,594	17	3,169	99
1870	558	110,621	3,910,249	95	3,489,610	60	420,639	95	117,913	33,477	71	31,746	97	1,584	74
1871	571	120,521	4,546,433	85	4,067,735	17	478,698	68	126,634	33,495	55	33,225	68	478	35
1872	634	136,422	5,154,120	13	5,573,019	75	581,100	37	147,230	44,682	25	40,366	85	478	35
1873	644	161,096	6,239,505	86	5,569,298	00	670,206	86	160,935	53,019	45	42,271	89	2,036	92
1874	632	179,851	6,757,427	17	6,090,172	61	667,254	56	177,501	59,263	36	47,362	18	118	94
1875	687	181,091	6,711,538	98	6,132,094	67	573,444	31	181,091	54,360	22	49,416	12	796	64
1876	736	238,668	6,866,618	24	6,137,813	48	708,805	06	353,314	54,809	59	56,269	25	4,283	21
1877	754	253,962	6,856,821	13	6,104,825	99	691,995	14	408,285	54,847	50	51,740	06	6,166	49
1878	769	269,417	7,130,865	77	6,412,576	78	718,318	99	458,745	56,847	03	49,112	00	636	68
1879	772	281,725	6,788,723	29	6,086,521	05	702,202	24	503,833	55,008	42	47,222	93	147	00
1880	775	306,088	7,207,437	06	6,385,210	86	822,126	20	698,651	58,276	28	46,287	42	286	20
1881	786	338,238	7,725,212	66	6,679,547	41	1,045,665	22	1,002,734	60,835	25	47,722	80	161	26
1882	806	372,248	8,354,153	57	7,018,526	01	1,335,627	53	1,191,028	63,392	04	52,449	62	110	78
1883	828	419,613	9,490,899	62	7,634,735	27	1,856,164	35	1,236,274	65,485	20	47,035	92	58	85
1884	866	463,562	10,067,834	85	7,971,919	70	2,065,915	15	1,262,867	68,870	31	77,499	12	882	61
1885	885	499,243	10,384,210	99	8,254,003	12	2,130,207	87	1,262,867	73,592	86	68,211	35	4,295	59
1886	910	529,438	10,231,189	39	8,146,095	87	2,085,093	52	1,245,957	71,734	83	76,216	09	25	39
1887	933	571,899	10,328,984	51	8,093,886	92	2,235,097	59	1,495,673	79,325	86	76,845	15	1,179	14
1888	944	630,968	10,916,617	83	8,520,775	78	2,395,842	05	1,726,011	81,077	39	83,369	21	3,112	85
1889	990	673,813	11,265,919	95	8,692,418	91	2,573,501	04	1,756,944	92,047	98	83,369	21	3,112	85
1890	1,027	780,503	11,997,861	62	9,359,434	48	2,638,427	14	1,851,058	96,067	40	83,369	21	3,112	85
1891	1,080	855,619	12,478,178	46	9,854,052	46	2,624,126	00	1,981,360	100,066	80	83,369	21	3,112	85
1892	1,120	919,996	12,825,701	12	10,210,099	00	2,615,602	12	2,077,886	102,462	61	83,369	21	3,112	85
1893	1,168	967,866	12,902,975	61	10,404,857	08	2,498,118	53	2,293,635	103,927	34	83,369	21	3,112	85
1894	1,293	1,042,410	13,245,990	19	10,487,279	72	2,758,710	47	2,224,343	108,024	13	83,369	21	3,112	85
1895	1,261	1,092,032	13,187,321	66	10,736,647	43	2,430,674	23	2,055,984	107,084	82	83,369	21	3,112	85
1896	1,310	1,131,152	13,081,860	62	10,726,661	04	2,355,199	58	2,124,553	106,543	67	83,369	21	3,112	85
1897	1,349	1,162,209	12,987,230	88	10,686,835	19	2,306,395	69	2,245,467	105,392	57	83,369	21	3,112	85

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APPENDIX C—Continued.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to March 31, 1907—Concluded.

Year ended June 30.	Number of Money Order Offices.	Total Number of Money Orders issued.	Total Amount of Money Orders issued.	WHERE PAYABLE.				Amount of Orders Issued in Other Countries payable in Canada.	Gross Revenue from Money Orders.		Expenditure for Salaries, Compensation to Postmen, Stationery and Miscellaneous.		Losses, sustained in conducting the Money Order system.
				In Canada.		In other Countries.			\$	cts.	\$	cts.	
				\$	cts.	\$	cts.						
1898.	1,739	1,164,857	14,518,480 22	12,082,638 34	2,435,821 88	2,162,971 34	109,163 94						
1899.	1,779	1,061,373	14,467,997 41	12,001,224 59	2,466,772 82	2,221,385 44	107,143 34						
1900.	1,847	1,074,922	16,209,069 34	13,148,520 52	3,060,548 82	2,470,565 43	117,978 44						
1901.	1,904	1,151,024	17,956,257 87	14,324,288 86	3,631,969 01	2,502,845 08	122,598 49						
1902.	2,066	1,446,129	23,549,402 07	18,423,034 57	5,126,367 50	3,575,803 00	133,106 38						
1903.	2,125	1,668,705	26,868,202 38	20,761,077 94	6,107,124 44	4,694,527 95	154,946 64						
1904.	2,214	1,869,233	29,652,811 42	21,706,474 41	7,946,337 01	5,197,121 59	176,031 66						
1905.	2,494	1,924,130	32,349,475 68	23,410,484 54	8,938,991 14	5,692,256 70	193,464 82						
1906.	2,676	2,178,549	37,355,673 37	26,133,565 05	11,222,108 32	6,583,200 88	227,845 77						
1907 (nine months).	2,789	1,845,278	32,160,098 07	21,958,855 45	10,201,242 62		226,692 59						

a. This increase in the cost of management arises from the exhibition for the first time as a charge against the money order system, of the salaries of clerks in city post offices engaged exclusively in the money order duties; also from the preliminary expenses incurred in organizing money order exchange with a number of additional countries, as stated in the report for the year ended June 30, 1883. *b.* Including the amount of the 'Void' orders of the previous years. *c.* Including payment for services partly chargeable to preceding year. * Under the system of accounts introduced July 1, 1888, these items cannot be given separately.

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Tasmania.....	111	88	3,109 96	1,005 73	36	24	696 13	535 94
Transvaal.....	130	115	3,330 96	2,165 04	550	364	13,701 80	10,427 15
Trinidad.....	69	42	765 55	419 44	284	216	8,791 39	9,487 02
Turks Islands§	3	1	35 71	1 71	1	2	5 93	10 57
United Kingdom||	245,574	249,288	2,745,586 71	2,780,085 21	52,774	45,500	994,425 33	805,090 01
United States.....	407,013	265,469	5,333,513 83	3,755,758 58	366,609	290,124	5,126,144 44	4,256,228 27
Victoria.....	284	251	5,457 60	4,938 61	210	190	3,501 61	3,700 90
West Australia**	13	44	141 63	863 24	23	44	354 71	948 66
Total.....	753,401	616,011	11,222,108 32	10,201,242 62	436,954	359,264	6,533,200 88	5,363,042 17

* Three months business with Denmark from April 1, 1906. † One month business with Mexico from March 1, 1907. ‡ Nine months business with Orange River Colony from October 1, 1905. § Nine months business with Turks Islands from October 1, 1905. ¶ Includ- ing all British Possessions and certain foreign countries between which and Canada there is not a direct exchange of Money Orders (excepting Bulgaria, Servia and Greece). ** Five months business with Western Australia from February 1, 1906.

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APPENDIX C.

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon ; the value of Postal Notes paid ; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	§ cts.		§ cts.	§ cts.		§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
Aberfeldy	84 90	115	2,609 65	12 07	47	286 75	87 72	7 50	0 86	49 00	.....	3 75
Aberfoyle	139 00	117	2,140 31	10 15	105	722 07	271 06	5 95	0 83	60 00	.....	3 75
Abingdon	86 00	.....	.....	.....	.....	.....	23 90	.....	.....	39 00	.....	3 75
Actonville	164 84	255	2,283 40	14 87	63	1,185 24	56 70	6 71	0 22	71 00	6 75	6 25
Actonville	2,308 76	1,203	14,902 75	120 35	530	6,130 29	764 88	43 65	11 73	637 50	8 25	90 00
Addison	166 64	134	3,519 52	16 80	25	341 44	118 00	9 80	1 48	76 50	.....	7 50
Adolphstown	114 08	163	2,287 03	12 63	43	522 50	174 49	7 02	2 12	52 50	7 50	3 75
Agincourt	294 29	69	1,293 69	9 32	52	740 41	63 02	3 70	0 71	112 50	.....	11 25
Alma	329 45	278	6,879 90	35 08	27	840 51	46 75	19 02	2 10	150 00	15 00	45 00
Alma Harbour	1,044 48	602	6,920 60	41 35	244	2,722 05	750 16	20 97	8 05	335 50	15 00	45 00
Alisa Craig	2,936 43	651	12,416 34	61 91	1,241	31,863 51	2,060 34	39 22	24 68	927 00	57 00	.....
Alexandria	570 24	188	6,597 50	26 78	143	2,838 22	463 61	18 72	4 80	229 50	.....	22 50
Alfred	65 43	40	1,126 99	4 90	16	619 65	.....	4 07	0 14	31 50	.....	.....
Alfred Station	252 74	156	6,631 85	46 15	52	807 36	61 14	18 28	3 08	93 75	.....	7 50
Algona Mills	128 55	120	2,182 87	11 09	24	193 91	89 43	6 16	3 10	65 00	2 25	6 25
Algonquin	1,410 47	1,601	22,572 13	132 77	400	3,315 17	931 23	62 42	3 28	445 50	13 50	60 00
Allandale	382 96	569	9,703 74	48 26	114	1,839 15	366 53	26 98	3 02	153 75	22 50	15 00
Allenford	111 11	99	1,764 11	8 66	20	324 19	46 80	5 04	0 97	45 00	.....	3 75
Allensville	2,532 26	1,257	15,317 04	92 17	652	8,342 13	1,882 61	44 32	11 24	768 00	6 75	105 00
Alliston	280 33	301	4,018 67	22 73	56	508 28	168 65	11 38	4 04	137 50	9 00	13 75
Alma	4,486 89	1,592	16,208 45	104 74	964	13,978 78	2,183 01	52 83	7 80	1,331 25	30 00	22 50
Almonte	694 38	280	4,095 24	22 50	151	2,232 77	463 22	13 05	6 78	225 00	.....	22 50
Alton	1,414 16	1,106	12,392 38	74 56	531	11,440 38	955 21	39 83	9 63	465 00	.....	60 00
Alvinston	181 05	248	4,526 18	22 23	49	358 07	191 89	12 79	1 52	81 00	.....	7 50
Ameliasburg	2,443 94	615	8,857 48	48 91	822	15,639 33	1,088 12	54 73	9 02	788 25	9 00	.....
Amherstburg	229 89	247	5,776 08	24 28	21	405 37	16 94	16 94	0 45	110 00	.....	21 25
Amqui	615 34	614	6,111 91	42 98	157	2,499 21	217 09	18 43	0 90	240 00	26 25
Ancaster	317 80	210	4,000 26	19 48	130	2,586 89	356 92	11 61	4 10	166 50	3 75	18 75

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	383 41	334	6,631 91	31 24	96	872 89	187 77	18 82	1 47	5 30	157 50	18 00	15 00
Appin	383 41	334	6,631 91	31 24	96	872 89	187 77	18 82	1 47	5 30	157 50	18 00	15 00
Apple Hill	357 14	137	3,261 60	15 07	65	1,682 34	67 25	20 34	5 58	4 43	150 00	9 00	15 00
Apsley	288 92	234	8,367 25	33 42	51	6,800 41	243 83	23 27	5 58	5 79	123 75	5 25	11 25
Ardan	437 78	624	10,234 36	51 73	109	2,177 01	386 04	29 27	30 67	5 21	190 30	7 50	18 75
cArgyle	111 08	17	211 18	1 07	2	8 60	58 44	0 58	9 43	1 25	48 00	15 00	3 75
Arkonk	720 85	864	10,228 89	58 63	216	2,936 43	433 13	30 23	9 43	4 01	295 50	15 00	30 00
Arkwright	118 68	210	2,826 38	15 07	*	500 32	39 00	7 82	.....	1 15	52 50	.....	3 75
Armo	127 31	157	1,420 62	9 99	19	231 40	97 76	4 00	.....	0 97	41 25	.....	3 75
Arnprior	5,365 65	1,930	23,934 63	169 83	1,078	18,672 71	2,757 88	71 67	43 92	19 68	1,538 25	24 75	.....
Arthar	1,875 57	538	9,568 31	45 87	624	9,474 50	1,615 41	33 74	5 75	18 66	576 00	30 00	75 00
Arva	112 00	70	1,268 66	6 81	43	383 81	131 45	3 80	.....	0 78	54 00	.....	3 75
Ashburn	134 05	164	3,037 07	15 18	34	685 18	92 39	8 60	.....	2 12	102 00	27 00	11 25
Ashton	219 00	104	2,103 08	9 73	25	484 70	50 88	5 79	.....	0 67	18 75	.....	.....
Ashworth	52 86	40	957 12	4 21	22	310 28	51 04	2 88	0 85	10 66	493 50	18 75	60 00
Athens	1,520 94	1,186	17,034 81	91 82	391	6,536 81	1,209 15	48 37	2 91	1 22	137 50	.....	13 75
Athlery	338 17	90	1,140 65	6 15	77	1,440 06	73 23	3 80	.....	4 29	334 50	24 75	30 00
Atwood	923 94	1,264	23,330 82	116 79	241	3,879 30	554 53	71 24	10 11	1 70	138 75	13 50	15 00
Auburn	356 62	822	15,490 33	71 66	160	1,768 58	223 01	43 16	6 47	4 63	247 50	7 50	26 25
Aubville	625 07	845	14,322 13	71 75	306	4,245 07	982 43	41 45	20 18	24 64	773 33	67 50	165 00
Aurora	2,748 75	693	14,160 85	70 54	917	15,843 69	3,634 95	44 16	21 48	3 01	67 50	.....	7 50
Avening	169 18	81	2,141 91	9 99	87	1,446 95	137 55	6 45	.....	3 56	331 50	1 25	30 00
Avenmore	962 88	769	6,619 69	42 61	182	4,120 52	490 96	19 66	.....	28 37	1,198 50	60 00	165 00
Aylmer, West	4,459 01	691	10,243 01	54 90	1,407	20,915 87	4,359 47	38 01	7 72	12 22	489 00	12 00	60 00
Ayr	1,492 88	318	5,778 82	34 77	341	4,531 26	757 45	17 29	3 62	6 28	310 00	2 25	30 00
Ayron	709 34	620	6,294 26	39 93	235	3,097 09	700 41	17 65	7 34	6 02	270 00	63 75	30 00
Baden	706 99	563	7,828 72	44 06	255	2,957 45	367 43	23 09	14 39	1 94	93 00	.....	7 50
Ballisboro	204 59	318	4,478 91	24 14	57	787 61	149 67	13 01	.....	1 83	101 25	2 25	11 25
Bainsville	232 85	303	5,047 68	24 63	56	1,210 41	381 13	14 23	.....	2 88	393 00	13 50	45 00
Bala	958 69	892	29,985 49	176 23	295	5,671 83	336 06	87 08	6 57	2 39	47 50	.....	3 75
cBallinasfad	151 74	42	447 21	2 66	5	173 83	124 30	1 25	.....	0 34	42 00	.....	3 75
Ballyeroy	37 47	64	619 26	3 27	10	50 50	41 00	1 71	.....	4 81	82 50	.....	7 50
Baltimore	185 81	103	2,133 37	10 35	34	540 84	92 20	6 00	.....	11 95	462 00	21 00	60 00
Bancroft	1,407 81	916	16,330 28	82 98	230	4,309 59	1,117 07	45 32	11 56	0 89	96 00	.....	7 50
Barnackburn	182 57	76	1,987 40	9 11	9	105 50	66 06	5 65	.....	33 91	2,631 75	63 00	.....
Barrie	10,867 91	2,165	29,631 61	191 51	2,465	46,636 06	6,474 51	98 02	53 07	0 19	91 50	.....	7 50
Barrie	215 00	.....	.....	.....	16	982 74	10 00	.....	.....	1 83	51 00	.....	3 75
cBarrow Bay	106 37	90	2,539 25	11 43	13	139 75	63 86	7 00	.....	5 81	174 00	2 25	18 75
Barry's Bay	434 13	214	5,062 68	23 17	76	1,233 09	71 43	14 10	.....	1 23	51 00	.....	3 75
Barterville	120 22	74	738 43	5 79	41	406 99	41 60	2 16	.....	3 87	159 57	2 25	15 00
Barwick	250 13	279	4,798 43	24 23	93	1,449 53	288 90	13 61	.....	7 28	196 50	60 00	18 75
Bath	544 82	410	9,534 20	43 26	238	3,355 55	471 74	30 49	24 22	1 02	195 00	.....	18 75
Bayfield	477 74	598	6,764 11	38 33	179	3,629 43	230 17	21 72	12 79	3 67	111 00	10 50	11 25
Barysville	310 16	365	4,972 36	27 93	116	1,864 06	228 26	15 40	6 67	4 17	210 00	.....	22 50
Beachburg	533 39	389	4,735 96	24 61	111	2,151 63	380 89	13 67	0 70	4 17	193 50	.....	18 75
Beachville	421 57	433	5,003 69	32 46	118	1,516 11	393 45	15 19	2 14	1 57	54 00	.....	3 75
Beaton	145 02	115	2,851 08	12 57	26	293 73	61 21	8 14	.....	14 89	549 00	30 00	75 00
Beausville	2,333 82	1,307	15,649 51	96 23	944	9,310 78	2,111 37	47 76	14 56	1 57	265 00	.....	30 00
Beaumaris	583 45	225	3,062 56	18 52	55	1,250 20	81 20	10 14	.....	1 57	265 00	.....	30 00

d. Non-accounting

c. Accounting from December 1, 1906.

b. Non-accounting from September 1, 1906.

a. Including commission on box rents, from September 1 to November 1, 1906.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Compen- sation paid to Post- masters on M. O. business.	Compen- sation paid to Post- masters on S. B. business.	Compen- sation paid to Post- masters on P. N. business.	Salary.	Forward Allow- ance.	Allow- ance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	% cts.		\$ cts.	% cts.	% cts.	% cts.	\$ cts.	% cts.	% cts.
Beaverton	1,678 67	1,455	19,779 93	118 21	349	7,124 87	1,280 89	56 86	12 49	522 00	.....	75 00
Becher	665 07	128	2,315 02	12 09	55	1,327 94	85 93	7 71	0 87	42 00	0 75	3 75
Bedford Park	180 06	95	961 83	9 06	31	588 30	37 15	3 17	0 46	61 50	.....	3 75
Beechwood	61 97	32	607 63	2 98	13	115 61	51 90	1 68	0 60	32 00	.....	.....
Becton	1,669 28	713	6,686 67	41 31	291	4,894 03	627 87	19 16	6 37	651 00	.....	90 00
Belfontaine	174 73	195	2,754 49	14 49	75	744 72	142 54	7 77	1 69	69 00	.....	3 75
Belgrave	437 51	183	3,933 95	18 46	135	1,659 01	249 20	11 39	5 42	210 00	4 75	18 75
Belhaven	165 72	317	17,793 31	58 98	46	667 80	92 75	49 27	2 37	87 00	.....	7 50
Belle River	334 74	452	8,769 35	41 89	120	1,727 93	108 65	25 02	1 83	125 00	2 25	11 25
Belleville	15,637 55	2,863	41,418 18	237 18	3,569	60,791 08	9,528 30	.....	.....	3,435 10	.....	.....
Belleville Station	817 54	464	6,988 81	40 31	49	1,052 47	65 05	19 76	1 35	296 25	.....	30 00
Bel's Corners	132 56	153	4,222 99	29 84	28	330 38	24 20	11 98	0 74	45 00	.....	3 75
Belmont	646 57	228	4,792 38	23 13	112	1,540 97	199 05	14 41	4 02	234 00	.....	26 25
Belwood	378 75	261	4,130 89	21 17	145	2,017 34	277 64	12 16	2 60	165 00	8 25	15 00
Benniller	100 97	163	2,641 36	13 30	61	727 87	82 29	7 72	1 01	45 00	.....	3 75
Berkeley	178 42	47	690 51	2 82	41	1,007 77	143 15	1 95	3 30	90 00	21 00	7 50
Berlin	20,496 24	3,716	34,278 14	270 07	4,209	55,078 62	7,193 48	.....	.....	3,172 59	.....	.....
Berville	186 44	184	3,042 03	14 93	66	1,388 40	117 55	8 45	2 17	81 00	.....	7 50
Berwick	216 06	179	3,137 74	14 96	41	683 17	116 16	9 17	1 30	90 00	3 00	7 50
Bethany	340 42	229	2,896 57	16 06	55	1,188 89	335 63	8 29	3 36	150 00	.....	15 00
Bellings Bridge	259 48	148	1,989 13	10 71	18	159 94	31 68	5 47	0 14	114 00	.....	11 25
Biscotasing	384 40	98	2,668 31	11 99	28	518 46	29 00	7 53	1 75	187 50	.....	18 75
Bishops Mills	200 62	123	4,477 23	17 22	78	1,238 11	104 22	13 08	4 63	85 50	.....	7 50
Bismark	205 82	378	12,417 13	45 74	17	262 86	46 15	34 16	1 99	97 50	.....	7 50
Blackstock	268 84	308	6,484 75	29 88	65	578 41	236 40	18 01	3 02	131 00	3 75	13 75
Blair	203 10	20	565 57	2 41	15	347 95	35 80	1 81	1 30	97 50	.....	7 50
Blenheim	2,262 45	1,355	12,108 91	80 94	• 668	7,215 93	1,388 53	40 93	4 31	701 25	60 00	90 00
Bleazard Valley	208 90	228	5,350 33	24 87	24	963 00	25 97	14 70	3 37	78 00	.....	7 50
Blind River	2,832 39	2,623	42,897 48	243 31	285	5,912 92	562 46	121 06	16 74	694 50	.....	90 00
Bloomfield	768 15	580	5,591 86	40 69	162	1,152 70	294 85	16 99	6 03	285 00	12 00	30 00
Bluevale	291 59	291	4,701 59	23 83	122	2,266 61	208 18	13 31	1 93	111 00	.....	11 25
Blyth	1,306 35	832	12,337 71	63 34	337	5,565 98	636 90	37 11	9 49	447 00	40 50	60 00
Blytheswood	162 81	326	4,678 38	23 71	38	699 72	52 80	12 87	0 47	69 00	3 75	7 50

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	1,455 50	943	14,651 58	79 70	343	6,086 95	617 68	45 13	20 15	8 40	473 50	9 00	60 00
Babeygon	238 36	23	869 15	3 51	12	231 40	66 02	2 78		1 91	108 00		11 25
Bagnor	1,296 55	500	14,531 96	63 18	350	6,592 87	750 06	42 02	24 72	9 66	463 50	16 50	60 00
Balfour	298 22	312	7,401 38	35 64	86	2,439 92	279 87	32 41	4 20	4 23	112 50		11 25
Banfield	441 85	542	11,646 12	58 83	134	2,608 80	269 31	32 35		8 15	176 25	2 25	18 75
Barnholm	143 04	201	3,209 51	16 09	22	2,292 99	51 20	8 83		0 79	60 00	9 00	3 75
Bathwell	1,275 14	1,090	13,797 35	74 89	385	7,222 59	1,086 81	44 77	14 22	6 09	450 00	120 00	75 00
Bawmanville	4,598 67	574	6,706 86	47 99	1,028	13,032 65	2,547 03	28 70	22 50	23 36	1,396 50	90 00	195 00
Beaumont	4,866 97	1,991	35,682 92	251 42	1,139	17,532 44	3,414 77	102 62	37 98	32 37	1,377 00	70 50	75 00
Beaumont	226 00	53	457 85	5 79	73	7,066 07	42 44	2 65		1 07	99 00		75 00
Beaumont	1,804 00	385	8,111 71	40 45	504	6,545 60	1,030 58	24 61	6 65	14 20	577 50		30 00
Beaumont	708 35	302	3,628 09	22 90	49	734 55	160 69	10 22		2 47	331 50		
Beaumont	6,003 41	396	6,850 47	51 47	1,261	22,904 96	3,403 20	28 77	15 39	27 46	1,592 25	16 50	
Beaumont	37,328 29	5,965	94,662 57	706 32	11,325	216,079 82	14,384 15	51 40	8 21	3 97	206 25	13 50	22 50
Beaumont	545 56	819	18,457 81	82 18	127	2,339 65	222 44	7 78		0 82	103 50		11 25
Beaumont	338 28	231	2,821 28	16 59	13	50 50	15 25	4 73		15 29	82 50	15 00	7 50
Beaumont	181 13	211	1,510 81	10 84	32	591 66	72 30	7 58		15 59	403 00	15 00	45 00
Beaumont	6,570 67	394	7,073 38	54 69	354	4,099 68	654 69	23 88	19 95	11 59	403 00	18 00	45 00
Beaumont	1,095 41	827	14,502 82	32 55	405	8,588 66	824 25	47 00	0 64	3 73	201 00	75 00	22 50
Beaumont	500 76	373	5,829 16	32 55	123	2,144 76	281 57	17 36	5 33	21 96	101 50	102 00	75 00
Beaumont	1,951 75	654	7,615 29	45 31	588	9,535 57	1,355 76	30 18	2 80	5 75	81 00		7 50
Beaumont	226 08	178	4,091 12	19 07	30	317 96	126 45	11 36			4,355 55		
Beaumont	23,970 74	2,249	23,507 16	167 08	5,368	73,478 63	14,182 63	7 10	2 65	0 99	148 50		15 00
Beaumont	391 95	268	2,425 95	17 28	57	805 33	88 75	20 57	6 08	3 34	293 50		30 00
Beaumont	675 23	532	6,952 87	41 02	188	2,335 47	376 37	2 56		0 65	335 00		3 75
Beaumont	81 66	71	888 49	5 55	5	72 97	14 25	8 00	1 80	2 72	146 50	21 00	13 75
Beaumont	348 35	171	2,867 76	14 38	40	708 34	125 10	22 39		1 01	874 16		120 00
Beaumont	2,525 00	1,086	8,142 38	59 37	273	3,718 71	671 17	7 93		5 89	146 25		15 00
Beaumont	397 46	151	2,601 26	14 92	53	810 38	95 06	8 23		2 08	142 50		15 00
Beaumont	367 44	199	2,366 77	13 80	66	1,746 93	92 65	39 53		6 98	363 00	31 50	45 00
Beaumont	1,141 88	1,133	12,889 69	81 69	267	4,619 83	561 25	8 33		1 97	127 50		120 00
Beaumont	429 97	340	5,197 45	26 76	4	56 65	14 25	14 23	3 46	9 81	636 00	52 50	30 00
Beaumont	2,151 48	792	10,631 98	58 17	573	8,765 95	1,379 74	32 47	3 26	5 19	288 00	21 00	30 00
Beaumont	847 68	345	5,065 16	28 47	282	5,689 37	504 17	18 91	3 26	2 23	120 00	16 50	11 25
Beaumont	289 91	321	6,413 40	30 47	143	1,244 52	213 04	18 74		1 06	72 50	93 75	6 25
Beaumont	156 53	80	2,419 95	10 56	13	344 13	13 00	6 69		16 18	702 65	67 50	90 00
Beaumont	2,245 23	1,628	20,223 57	121 08	670	10,106 70	1,402 79	58 11	14 71	11 04	588 00	13 50	75 00
Beaumont	1,990 29	594	7,512 68	47 59	415	7,423 33	887 99	26 62	7 09	0 87	97 50		7 50
Beaumont	196 08	138	2,050 10	14 41	29	299 14	139 55	5 67		3 97	117 90	2 25	11 25
Beaumont	298 12	160	2,500 36	12 98	51	877 12	58 49	7 29		8 41	285 00		30 00
Beaumont	893 34	1,481	55,281 11	408 41	1087	2,708 33	133 61	152 36	41 23	6 37	291 00	7 50	30 00
Beaumont	729 68	205	3,398 66	18 30	56	1,026 74	141 13	9 52	10 21	0 54	63 00		3 75
Beaumont	140 32	224	3,009 81	16 16	38	555 01	104 10	8 77		0 57	41 25		3 75
Beaumont	103 79	179	2,865 92	13 98	13	271 62	67 25	7 91		2 19	215 00		15 00
Beaumont	456 32	647	6,250 91	38 45	116	2,173 25	291 77	17 31		4 65	144 00	5 25	22 50
Beaumont	328 09	263	7,449 17	31 70	130	1,405 73	327 74	20 90		6 92	228 75		75 00
Beaumont	548 26	291	5,523 41	27 48	235	3,413 23	304 26	16 15		12 44	513 00	15 00	75 00
Beaumont	1,687 69	630	9,020 67	51 63	340	7,233 47	891 40	28 41	10 50	0 64	87 50	2 25	7 50
Beaumont	263 64	76	731 86	6 65	15	602 55	15 19	3 17					

Including \$9.05 arrears on duty.

Including \$2.50 arrears.

Including \$63.50 arrears.

Including commission on box-rents.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	% cts.		\$ cts.	\$ cts.	% cts.	% cts.	\$ cts.	\$ cts.	% cts.
Callender	787 83	622	8,543 22	53 11	104	1,549 23	168 19	24 39	13 61	270 00	15 00	30 00
Cambay	216 82	345	4,707 82	25 53	62	1,409 23	108 14	13 32	1 22	90 00	.....	7 50
Canden East	368 59	221	4,282 25	21 46	136	1,445 46	490 48	12 74	.....	141 00	.....	15 00
Candiac	416 47	358	6,345 47	33 67	63	1,445 46	191 02	17 98	.....	163 50	.....	15 00
Campbellcroft	169 21	71	1,296 36	6 51	39	793 24	30 02	3 59	.....	90 00	.....	7 50
Campbellford	3,489 99	1 369	15,178 49	97 67	669	10,892 29	1,788 25	49 01	14 25	975 00	6 00	135 00
Campbellville	240 31	330	8,045 16	44 30	67	768 10	79 79	22 23	7 84	115 50	.....	11 25
Canfield	443 67	286	7,212 65	30 80	72	1,256 41	285 20	20 28	4 93	190 50	49 50	18 75
Canington	1,881 89	963	12,620 65	70 42	485	8,135 74	1,503 71	35 74	2 03	603 00	52 50	75 00
Cardinal	1,728 36	1,283	12,907 92	77 54	382	5,055 13	559 88	39 46	3 41	540 00	36 00	75 00
Cardill	691 97	483	5,627 33	32 03	122	1,983 83	216 00	16 22	4 86	271 50	.....	30 00
Carleton Place	4,781 91	1,765	23,922 29	140 13	1,381	22,840 82	2,293 01	73 01	28 97	1,357 50	25 50	.....
Carletonville	90 43	65	1,469 98	6 65	12	124 68	38 50	4 11	.....	40 50	.....	3 75
Carleton Springs	282 99	20	1,006 52	3 55	7	45 30	120 70	2 77	.....	132 00	.....	15 00
Carlsruhe	104 84	143	2,357 47	11 22	16	329 61	20 69	6 56	.....	46 50	.....	3 75
Carlton West	1,264 29	784	7,702 67	94 85	80	609 70	80 75	22 49	.....	291 00	.....	30 00
Carleton	869 50	227	4,300 73	21 48	118	2,976 68	453 74	12 68	.....	322 50	12 00	30 00
Cartier	555 95	478	11,555 62	78 01	16	900 23	28 85	31 84	.....	183 00	.....	15 00
Casselman	584 63	1,117	22,801 50	105 92	192	5,581 81	340 54	65 00	9 22	252 50	25 50	25 25
Casleton	900 58	412	8,810 10	40 80	132	1,876 37	570 01	26 25	.....	309 00	7 50	30 00
Cataraqui	216 46	111	1,723 13	9 12	35	368 29	195 94	4 94	.....	120 00	.....	11 25
Cayuga	1,520 60	494	10,788 77	53 22	413	6,013 24	1,061 18	33 17	7 30	196 25	18 00	.....
Cedar Dale	370 28	323	3,862 33	28 31	35	323 21	48 13	11 00	.....	172 50	.....	15 00
Cedar Springs	174 89	125	1,853 34	10 43	37	563 01	30 95	5 66	.....	89 00	.....	7 50
Cederville	143 60	31	1,638 46	3 56	1	14 00	28 65	1 82	.....	56 25	.....	3 75
Centerville	302 32	52	1,439 89	5 59	28	552 14	128 48	3 36	.....	121 50	16 50	11 25
Centerville	87 05	39	1,539 00	5 58	29	419 71	65 57	4 33	.....	58 00	.....	3 75
Ceylon	392 87	150	2,915 01	12 40	79	983 99	215 60	8 71	.....	150 00	12 00	15 00
Chalk River	353 58	453	10,445 09	60 99	74	1,467 01	298 43	28 89	.....	138 00	2 25	60 00
Chapleau	1,538 94	1,712	34,538 25	211 25	126	2,715 23	279 47	96 09	75 45	499 50	.....	7 50
Charing Cross	202 07	258	4,648 02	22 76	36	327 98	109 36	13 03	.....	78 00	5 25	3 75
Charlton	149 69	249	4,335 80	20 99	8	844 84	53 95	12 81	.....	48 00	.....	.....
Chatham	21,677 88	949	30,484 69	213 22	8,321	129,258 94	19,770 68	164 69	43 66	14,659 00	180 00

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Chatsworth.....	517	9,171 59	46 21	223	4,078 28	679 90	27 20	2 30	10 38	304 50	142 50	30 00
Chapside.....	149 35	1,231 62	5 95	39	875 63	58 50	3 58	.....	2 24	86 25	.....	7 50
Chelmsford.....	562 70	16,789 16	82 80	102	1,664 92	251 67	46 18	.....	1 09	279 50	25 50	26 25
Cheltenham.....	297 97	557 31	3 70	36	593 06	131 89	1 66	.....	4 03	94 50	.....	7 50
Chesley.....	3,255 35	10,560 90	70 62	721	13,631 80	1,610 06	33 71	4 14	10 17	967 50	10 50	120 00
Cheslorville.....	1,616 59	9,192 04	51 93	282	4,391 85	547 28	27 67	24 37	11 87	505 50	72 00	60 00
Chippawa.....	302	4,416 18	25 74	107	1,421 40	205 11	14 06	18 88	4 40	205 00	.....	21 25
Churchill.....	301 26	2,622 66	13 57	78	763 23	277 92	7 23	.....	2 82	132 00	.....	15 00
Clute & Blondan.....	146 70	8,418 39	32 10	115	4,249 55	83 65	26 43	.....	1 81	77 00	.....	6 25
Clundeloye.....	172 99	2,293 41	11 69	59	495 41	147 14	6 26	.....	0 69	72 50	18 00	6 25
Claremont.....	488 21	6,297 34	31 75	144	2,315 60	480 29	18 13	2 88	6 24	192 00	.....	18 75
Clarence.....	262 75	3,210 52	16 55	26	487 92	26 30	9 19	14 25	1 09	100 50	.....	11 25
Clarence Creek.....	429 19	5,591 94	22 30	148	3,798 81	145 14	22 49	39 36	6 84	165 00	4 50	15 00
Clarke.....	210 08	2,584 57	16 85	61	873 88	145 85	7 93	.....	0 93	94 50	22 50	7 50
Clarksburg.....	749 09	4,668 55	27 21	246	2,987 65	506 50	13 79	35 43	7 41	280 00	61 50	30 00
Clarkson.....	217 72	1,636 19	8 89	7	30 84	183 80	4 50	.....	2 33	103 50	.....	11 25
Clayton.....	175 10	4,243 49	18 29	26	258 71	56 00	11 69	1 41	1 94	73 50	10 50	7 50
Clear Creek.....	130 05	1,219 43	5 00	24	3,310 78	81 41	3 52	.....	2 86	70 50	.....	7 50
Clifford.....	823 00	4,208 58	29 32	199	3,310 78	407 80	12 94	2 78	4 56	313 50	16 50	30 00
Clinton.....	4,480 23	14,320 34	84 37	1,111	18,689 81	2,216 60	18 90	28 64	12 49	315 50	75 00	.....
Clayne.....	229 86	5,982 68	28 17	50	1,652 00	105 62	17 76	4 76	3 11	103 50	11 25	.....
Coatsworth Station.....	107 98	2,111 68	9 56	22	300 45	91 87	6 00	.....	1 89	51 00	.....	3 75
Cobalt.....	7,095 45	139,616 32	729 31	513	15,375 10	1,023 65	396 49	.....	15 65	2,082 00	7 50	225 00
Cobden.....	1,417 78	6,678 46	36 44	268	5,580 55	593 14	18 84	3 41	8 45	439 50	15 00	60 00
Cobconk.....	434 51	3,685 63	22 21	75	1,177 87	323 03	10 43	.....	3 92	202 50	21 00	21 25
Cobourg.....	7,385 90	26,010 26	185 84	1,270	18,294 98	3,328 74	91 65	16 78	20 47	2,036 25	135 00	.....
Cockburn Island.....	172 65	3,610 21	21 56	20	369 63	101 20	9 46	.....	1 50	82 50	.....	7 50
Codrington.....	170 82	2,307 41	10 66	8	117 30	110 08	6 39	.....	1 44	69 50	.....	6 25
Coe Hill.....	415 32	6,270 52	28 65	70	1,256 75	176 56	17 74	.....	6 39	166 50	27 00	18 75
Coburne.....	3,266 10	16,570 72	92 30	770	10,248 60	2,363 01	50 21	1 81	18 43	1,117 50	169 50	150 00
Goldstream.....	142 13	2,137 19	9 32	19	393 03	261 02	6 11	.....	2 34	61 50	.....	3 75
Goldwater.....	1,611 28	21,931 79	117 06	376	6,289 29	1,115 29	62 70	20 22	18 18	581 25	36 00	75 00
Coleman.....	553 52	3,218 37	28 00	62	830 46	140 90	9 33	3 33	0 29	217 50	.....	23 50
Collingwood.....	9,678 46	46,298 92	350 95	2,163	16,144 06	4,857 11	151 19	55 89	27 06	2,307 00	13 50	330 00
Colin's Bay.....	254 08	336 91	4 18	88	820 53	119 74	2 97	.....	1 58	109 50	.....	11 25
Colpo's Bay.....	149 28	1,490 46	8 86	25	260 72	26 83	4 30	.....	1 04	66 00	2 25	7 50
Columbus.....	217 10	2,449 05	13 09	91	1,154 94	241 29	7 29	.....	1 90	107 00	.....	11 25
Comber.....	912 18	10,386 65	57 21	322	6,527 25	618 64	30 86	5 15	7 13	336 00	.....	30 00
Combermere.....	293 53	7,629 27	34 64	35	751 11	131 06	21 60	6 75	1 66	147 50	33 75	13 75
Comestogo.....	190 62	2,188 15	12 91	41	1,258 76	130 77	6 37	.....	1 95	85 50	.....	7 50
Conant.....	226 50	1,194 17	6 46	7	131 25	130 05	3 40	.....	2 58	104 50	.....	10 00
Consecon.....	415 82	5,734 28	27 38	120	1,432 32	278 00	17 73	3 55	5 21	163 50	10 50	15 00
Cookstown.....	1,056 90	5,772 62	27 13	279	3,719 57	606 92	16 55	6 30	13 44	369 00	.....	45 00
Cook's Bay.....	307 13	6,546 03	29 10	107	1,027 68	304 76	18 57	.....	1 58	168 00	.....	18 75
Cooksville.....	227 69	2,132 31	13 21	58	354 36	40 90	6 21	.....	0 38	95 00	7 50	7 50
Copetown.....	268 92	1,047 28	17 40	48	454 32	74 95	11 25	.....	2 11	115 50	.....	11 25
Copper Cliff.....	3,117 86	165,536 21	1,390 86	505	6,251 05	949 28	436 54	121 33	12 81	900 00	.....	120 00
Corbett.....	282 82	1,431 56	5 30	15	230 97	348 83	4 12	.....	2 78	115 50	.....	31 25
Cordova Mines.....	166 82	3,394 77	16 51	78	1,834 02	174 15	9 79	1 29	1 75	94 00	2 25	7 50

a Accounting from February 1, 1907.

a Including commission on box rents.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.		Compensation paid to Postmasters on S.B. business.		Compensation paid to Postmasters on P.N. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
			£	cts.			£	cts.		£	cts.	£	cts.	£	cts.			
Corinth	241 78	243	5,706	45	25 93	41	338 37	157 48	4,803 43	16 22	23 27	5 60	101 25	75 00	11 25			
Corwall	9,113 30	2,722	32,629	77	294 47	2,401	38,295 98	4,803 43	2,432 25	129 01	107 06	23 27	2,432 25	75 00	15 00			
Cornwall	354 57	256	3,071	00	17 01	190	3,161 55	122 81	150 00	14 35	3 98	2 71	150 00		15 00			
Cottam	199 36	364	8,041	11	35 25	44	750 88	152 30	165 00	22 59	3 98	3 73	165 00	3 75	18 50			
Cottland	381 77	180	3,951	87	18 07	74	914 20	289 20	289 20	11 39	3 17	3 17	289 20	20 25	22 50			
Courtwright	569 32	549	5,363	83	33 55	224	5,016 81	318 58	24 02	4 24	1 43	4 24	207 00	20 25	22 50			
Courthorst	251 23	266	5,572	48	30 58	30	545 15	128 02	15 41	1 43	1 43	1 43	207 00	20 25	22 50			
Craigmont	402 98	522	14,505	41	83 15	37	1,066 72	32 08	40 10	40 10	4 64	4 64	150 00		15 00			
Craighurst	148 87	229	4,287	62	20 78	38	4,336 29	112 85	11 79	11 79	1 57	1 57	75 00	3 75	3 75			
Crediton	555 42	161	3,048	68	14 22	222	2,787 42	412 54	10 48	0 01	3 25	3 25	225 00	22 50	22 50			
Greenore	1,474 85	631	7,999	56	47 90	586	9,779 43	1,789 49	23 78	9 15	10 24	10 24	496 50	60 00	60 00			
Greighton Mine	532 03	1,624	33,405	24	338 22	25	749 76	46 58	168 58	168 58	2 12	2 12	121 50	11 25	11 25			
Crookston	159 07	202	2,851	47	15 15	22	304 69	229 00	7 85	7 85	3 32	3 32	63 75	3 75	3 75			
Crysler	644 75	465	8,462	20	43 12	253	6,181 80	258 87	24 32	24 32	3 17	3 17	255 00	2 25	2 25			
Cumbyland	348 59	293	6,394	14	29 64	108	1,639 02	258 28	18 26	6 20	3 19	3 19	158 00	15 00	15 00			
Cummings Bridge	391 16	102	1,717	40	14 05	121	1,432 63	351 88	5 41	5 41	3 23	3 23	97 50	7 50	7 50			
Curran	177 48	56	2,189	21	8 18	73	1,027 56	155 75	6 41	6 41	4 12	4 12	93 75	7 50	7 50			
Cutler	336 34	530	8,336	42	44 27	59	958 30	100 17	23 32	23 32	0 96	0 96	172 50	17 50	17 50			
Dashwood	371 45	101	2,340	00	10 37	78	1,430 34	128 48	7 35	7 35	6 22	6 22	145 50	15 00	15 00			
Davenport	1,725 65	1,634	12,540	63	150 56	123	1,854 41	355 75	36 53	36 53	2 89	2 89	430 50	40 00	40 00			
Davisville	370 81	120	917	55	10 74	90	990 79	366 75	4 07	4 07	1 58	1 58	126 00	11 25	11 25			
Dean Lake	116 02	221	4,534	87	22 24	25	333 77	31 00	12 47	12 47	0 81	0 81	65 00	6 25	6 25			
Deer Park	1,077 32	480	3,639	25	40 11	215	2,806 99	538 85	15 00	15 00	12 99	12 99	342 00	30 00	30 00			
Delaware	391 26	364	10,042	84	41 90	104	1,519 92	296 02	29 21	29 21	3 10	3 10	160 50	15 00	15 00			
Delhi	1,483 50	555	9,606	46	47 73	362	6,394 15	1,064 49	27 04	27 04	2 97	2 97	460 50	40 00	40 00			
Della	617 99	434	5,609	68	33 09	141	1,812 98	494 22	15 66	15 66	0 34	0 34	246 00	26 25	26 25			
Denbigh	194 63	129	2,672	13	11 39	25	543 25	297 62	7 56	7 56	1 59	1 59	79 50	7 50	7 50			
Denfield	240 72	9	23,637	78	0 03	10	139 31	31 25	0 10	0 10	1 99	1 99	108 00	10 00	10 00			
Depot Harbour	686 66	861	23,637	78	141 69	109	1,510 31	268 25	65 94	65 94	11 42	11 42	264 50	28 75	28 75			
Dosbaruts	328 97	250	2,613	12	15 88	41	946 58	130 86	7 51	7 51	0 96	0 96	162 00	17 50	17 50			
Dosbaruts	314 86	288	7,915	52	33 46	254	750 65	140 91	22 54	22 54	3 82	3 82	144 00	15 00	15 00			
Deseronto	3,913 13	881	13,019	62	77 16	885	10,445 56	1,965 52	41 74	41 74	13 55	13 55	298 25	28 75	28 75			

7-8 EDWARD VII., A. 1908

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Compensation paid to Post-masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.
			£	cts.			£	cts.				£	cts.	
1/2 Englehart	418 56	180	4,396	78	35 14	9	151 55	62 00	12 09	0	82	198 00	...	8 32
Emmiskillen	204 84	61	682	88	3 81	5	98 05	218 81	1 88	1 59	100 50	...	...	11 25
Enterprise	862 08	338	6,332	41	31 03	106	2,592 38	180 73	20 73	7 12	234 00	...	9 00	26 25
Erin	213 12	211	4,339	58	22 38	338	4,221 23	792 56	13 50	10 67	337 50	...	10 50	30 00
Etobicoke	409 45	753	3,511	23	15 15	64	775 07	130 87	19 21	...	d	151 50	...	11 25
Espanola	...	...	16,183	60	123 66	33	536 68	359 37	44 83	...	1 21	148 50	...	15 00
Essex	2,291 26	1,460	18,929	46	106 29	648	8,961 70	1,577 42	51 82	17 39	9 55	675 00	...	90 00
Ethel	357 86	261	4,961	11	24 23	107	2,101 67	292 46	11 11	...	5 09	151 50	...	15 00
Eugenia	162 86	205	5,951	15	25 08	51	631 21	93 99	16 41	...	2 53	85 00	...	7 50
Everett	351 30	407	9,175	40	39 97	73	954 37	233 60	25 29	...	2 21	133 50	...	15 00
Everton	136 89	51	1,584	51	7 11	52	616 17	103 06	5 05	...	1 98	57 00	...	3 75
Exeter	2,356 75	749	7,498	52	52 43	469	7,611 77	1,517 82	23 06	5 66	9 46	700 50	...	90 00
Falding	331 38	538	21,890	92	146 02	51	1,137 79	72 16	60 28	...	1 55	188 00	...	18 75
Falls View	454 03	418	12,587	88	60 46	126	1,133 08	37 80	37 45	...	0 85	477 25	...	45 00
Favquhar	174 16	79	1,513	58	6 99	62	535 91	66 60	4 18	...	1 05	77 50	...	7 50
Fergus	255 65	415	6,893	22	33 40	59	1,152 52	145 67	19 08	...	1 77	127 50	...	11 25
Fergus Point	2,103 00	1,075	13,003	22	74 93	554	11,934 82	1,473 29	39 17	9 28	12 33	660 00	...	90 00
Fenelon Falls	530 95	625	7,774	66	43 56	131	1,437 28	439 97	22 13	...	3 03	217 50	...	22 50
Fenwick	2,689 79	692	7,215	81	49 66	829	12,523 88	1,922 20	27 39	10 89	9 39	810 00	...	105 00
Fergus	314 50	46	1,056	28	5 95	92	958 87	256 81	3 14	...	6 97	154 50	...	15 00
Fesserton	302 67	383	10,330	90	45 87	52	807 88	136 80	30 56	...	5 40	115 50	...	11 25
Fewersham	792 91	549	10,439	19	50 83	113	1,816 97	340 90	29 04	...	6 50	315 50	...	30 00
Fingal	390 92	215	4,826	72	22 06	123	1,438 83	271 68	14 75	3 87	4 14	157 50	...	15 00
Fitzroy Harbour	377 28	255	6,747	18	29 88	50	816 00	124 58	19 14	0 49	4 25	156 00	...	15 00
Fleetwood	106 26	103	2,297	87	9 61	6	120 32	81 51	6 07	...	0 90	82 50	...	7 50
Fletcher	887 85	562	8,734	02	44 57	290	4,340 41	647 39	26 01	...	6 45	321 00	...	30 00
Fletcher	454 13	589	14,012	72	60 92	53	476 13	47 14	39 41	...	2 98	99 00	...	11 25
Flinton	287 21	319	5,212	90	26 54	98	1,913 52	285 05	16 48	...	3 77	117 00	...	11 25
Flora	184 34	218	1,858	14	12 48	93	1,504 35	100 58	5 33	...	1 18	82 50	...	7 50
Florence	499 75	667	15,042	52	68 13	280	5,364 69	662 93	42 27	20 81	11 11	223 50	...	22 50
Fonthill	566 51	411	4,825	97	31 65	236	3,869 72	262 02	15 33	1 87	7 46	250 50	...	26 25
Fordwich	620 52	563	9,087	82	46 66	211	3,883 75	563 49	26 31	8 31	8 28	246 00	...	26 25
Forest	2,561 67	723	11,761	20	63 71	752	12,546 67	2,076 88	41 98	6 59	39 11	747 00	...	105 00

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	263 73	434	8,150 49	39 58	741	1,115 25	144 16	22 48	3 82	102 00	11 25
Foster's Falls.....	69 61	86	1,214 30	6 55	29	333 05	73 50	3 63	2 06	31 50	11 25
Fox Road.....	365 67	346	6,217 92	29 26	1,925	7,821 98	2,633 76	17 96	6 75	6292 50	15 00
Fornosa.....	625 38	565	6,269 35	39 31	229	2,681 40	235 66	22 39	1 81	296 25	30 00
Fort Erie.....	2,200 29	2,302	45,856 92	298 18	275	4,789 38	700 73	129 30	11 11	663 00	90 00
Fort Frances.....	222 90	78	1,828 46	8 26	37	1,062 63	147 37	5 02	2 07	101 25	7 50
Fort Stewart.....	14,905 83	11,140	327,539 90	2,970 60	1,178	26,154 76	1,968 56	922 53	17 58	2,876 25	11 25
Fort William.....	595 51	17	166 32	1 15	65	1,264 21	128 07	0 45	0 10	123 00	11 25
Fort William West.....	336 97	230	6,920 29	28 93	65	1,580 91	178 19	19 05	3 32	153 00	11 25
Foxboro.....	252 43	31	257 94	1 75	40	580 91	178 19	0 93	1 21	e127 75	9 16 25
Fox Point.....	801 46	44	721 23	3 97	123	293 76	48 50	1 98	1 63	93 00	7 50
Frankford.....	802 75	659	10,736 63	57 16	123	2,147 27	343 25	30 11	6 81	312 00	30 00
Franktown.....	141 68	124	3,942 89	16 03	22	1,060 47	12 40	11 21	2 37	71 00	6 25
Frankville.....	265 17	269	6,462 25	30 07	77	1,894 21	166 98	18 59	6 64	121 00	11 25
Freelon.....	197 57	275	7,462 90	31 60	65	1,192 44	137 00	20 83	2 40	132 00	11 25
Freeman.....	417 77	189	2,037 94	13 70	35	682 26	87 90	5 97	2 47	132 00	11 25
French River.....	327 63	558	14,882 14	71 83	50	1,157 37	158 01	40 93	2 40	130 50	11 25
Fruitland.....	284 47	15	185 97	1 82	41	487 69	41 83	0 82	1 25	175 50	18 75
Fullarton.....	299 83	101	1,918 45	9 66	48	579 07	92 15	5 62	2 67	97 50	7 50
Gadella.....	248 01	189	2,500 90	13 59	38	433 73	107 77	7 01	3 31	125 00	11 25
Galt.....	17,033 67	3,273	39,524 89	311 42	2,866	37,271 24	5,490 29	134 15	38 99	a3,654 00	55 50
Gambidge.....	275 28	375	8,051 54	37 59	30	660 37	65 87	22 12	1 75	148 00	13 75
Gananoque.....	6,537 33	2,037	18,599 92	139 70	1,035	16,201 53	1,865 89	52 28	6 67	a1,929 00	22 50
Ganarone River.....	191 21	260	7,492 61	30 31	29	605 22	28 98	20 99	0 87	138 75	15 00
Georgetown.....	2,650 97	1,250	14,382 88	91 32	662	7,066 93	1,918 37	42 41	12 30	780 00	105 00
Gilmuis.....	263 65	401	9,406 22	41 94	116	3,161 06	233 49	27 96	6 84	126 00	5 25
Glanford.....	513 31	36	843 34	4 48	16	102 21	78 20	2 36	1 95	90 00	11 25
Glen Allan.....	223 96	307	5,293 19	26 30	63	881 17	184 78	14 64	3 17	99 00	7 50
Glen Bell.....	107 21	83	1,793 50	8 48	26	291 80	56 31	5 05	0 24	52 50	3 75
Glenora.....	2,150 85	1,026	13,288 95	73 65	610	9,773 48	1,138 32	43 74	14 14	640 50	90 00
Glen Morris.....	105 05	61	1,102 01	5 29	12	132 86	85 95	3 29	0 42	46 50	3 75
Glenora.....	87 05	16	114 11	1 00	12	223 48	30 05	0 31	1 09	45 00	3 75
Glen Robertson.....	358 77	345	6,759 52	32 53	109	1,930 16	122 63	19 92	3 84	157 50	15 00
Glen Williams.....	470 77	63	961 81	6 16	32	573 65	52 55	2 91	3 85	186 00	18 75
Goderich.....	6,780 99	1,321	18,692 40	106 53	1,571	24,650 86	2,300 11	80 96	18 68	a1,978 50	123 00
Golden Lake.....	292 91	144	2,078 06	10 78	28	284 46	38 05	5 79	1 46	84 00	7 50
Goldstone.....	146 52	44	941 25	5 19	25	175 24	65 35	2 73	0 89	93 00	7 50
Goodman.....	386 52	124	2,470 87	11 68	54	1,645 85	254 38	6 78	4 94	103 50	15 00
Good Bay.....	1,546 09	1,672	20,814 47	114 99	379	6,376 16	986 35	58 84	7 18	502 00	60 00
Good's Landing.....	178 82	100	1,829 79	9 05	27	803 88	54 74	6 18	1 58	84 00	7 50
Gorrie.....	733 97	445	6,897 98	37 05	241	2,706 65	589 25	20 79	5 39	285 00	30 00
Grafton.....	490 13	601	6,766 75	41 17	147	2,331 39	349 33	20 23	3 08	247 50	22 50
Grand Valley.....	1,657 28	530	7,195 84	44 18	571	6,172 33	1,372 04	21 46	13 13	528 00	75 00
Grand View.....	362 73	188	1,646 84	11 20	14	142 47	71 45	1 53	1 58	90 00	7 50
Granton.....	469 49	382	6,711 60	33 35	114	1,341 32	247 40	19 07	6 09	187 50	18 75
Gravenhurst.....	4,230 38	1,764	20,797 54	137 77	843	14,802 66	2,355 39	64 34	13 51	1,195 50	165 00
Greenfield.....	305 06	106	2,838 82	11 51	67	1,351 96	145 05	8 26	3 60	133 50	15 00

a Accounting from March 1, 1907.

b Including \$30 arrears.

c Including \$19 arrears.

d Including \$80 arrears.

e Including \$15 arrears.

f Including \$37.50 arrears night duty.

g Including \$5 arrears.

h Accounting from March 1, 1907.

i Including \$81 arrears.

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	165 01	52	492 56	3 47	49	705 92	41 63	1 93	109 50	1 39	109 50	11 25
Haysville.....	285	6,121 72	45 43	23	631 31	153 80	17 48	1 06	172 50	1 06	172 50	17 50
Henslip.....	233 69	5,810 91	80 60	138	1,811 27	271 99	16 51	2 80	105 00	2 80	105 00	11 25
Henthote.....	217 45	14,214 03	32 56	74	4,283 09	83 42	40 91	3 28	102 00	3 28	102 00	11 25
Helen Mine.....	364	6,857 65	58 86	210	3,266 58	326 99	21 92	8 05	451 50	8 05	451 50	60 00
Hensall.....	606 42	11,623 55	80 08	203	3,638 67	110 87	33 42	5 49	285 00	5 49	285 00	30 00
Hepworth.....	1,298	11,635 13	10 28	632	8,024 72	125 61	4 06	11 57	926 25	11 57	926 25	135 00
Hesper.....	274 33	1,149 13	33 73	133	506 31	123 47	13 85	3 10	108 00	3 10	108 00	11 25
Hickson.....	566	1,800 08	33 73	155	1,808 59	416 47	13 85	5 69	309 00	5 69	309 00	30 00
Higginz.....	119 48	2,761 11	12 35	63	685 36	44 03	7 70	0 46	51 00	0 46	51 00	3 75
Highland Creek.....	619	7,388 01	43 12	221	3,886 66	260 90	21 49	1 93	195 00	1 93	195 00	18 75
Hillsdale.....	302	6,538 25	30 98	108	1,171 08	405 03	18 46	3 16	180 00	3 16	180 00	18 75
Hilton.....	57	731 06	4 18	17	337 16	75 75	2 30	0 60	111 00	0 60	111 00	11 25
Hintonburg.....	502	4,000 23	32 21	175	2,765 20	463 13	13 11	1 30	310 50	1 30	310 50	30 00
Holland.....	235 37	1,504 89	9 76	21	427 52	47 01	4 27	1 57	97 50	1 57	97 50	7 50
Holland Centre.....	162	2,244 34	12 44	43	521 78	140 74	6 33	1 34	75 00	1 34	75 00	7 50
Holland Landing.....	51	1,336 22	5 88	13	163 91	41 70	3 89	0 66	45 00	0 66	45 00	3 75
Hollen.....	109 64	10,331 31	52 82	170	2,272 52	364 03	29 38	3 63	216 00	3 63	216 00	22 50
Holstein.....	505 99	7,841 27	32 01	58	743 20	222 30	21 72	3 16	82 50	3 16	82 50	7 50
Honeywood.....	274	11,133 03	32 29	131	1,478 72	423 69	30 79	2 92	187 50	2 92	187 50	20 00
Horning's Mills.....	557	11,133 03	32 29	131	1,478 72	423 69	30 79	2 92	187 50	2 92	187 50	20 00
Humber Bay.....	230 14	911 63	8 10	27	365 81	17 55	2 88	0 61	115 00	0 61	115 00	10 00
Humberstone.....	593 47	11,546 43	51 53	156	2,315 82	276 37	33 05	6 90	232 50	6 90	232 50	22 50
Huntsville.....	4,197 66	36,216 81	257 27	1,452	11,913 42	2,671 95	101 37	27 79	1,119 00	27 79	1,119 00	150 00
Hymers.....	255 58	223 53	1 18	1	50 00	25 80	0 62	0 85	103 50	0 10	213 75	11 25
Ignace.....	59	1,269 22	10 11	71	1,009 78	112 75	7 76	1 06	136 50	1 06	136 50	15 00
Iderton.....	217	2,462 61	11 27	71	1,009 78	112 75	7 76	0 37	46 00	0 37	46 00	3 75
Indian River.....	96 38	1,936 87	9 50	14	373 31	18 40	5 57	22 71	270 50	22 71	270 50	129 00
Ingersoll.....	10,566 98	19,311 59	136 13	2,512	11,498 51	5,385 12	69 61	2 41	298 50	2 41	298 50	22 50
Inglwood.....	554 90	3,954 44	21 27	108	1,431 21	289 51	11 12	3 59	150 00	3 59	150 00	15 00
Inkerman.....	385 17	4,493 41	24 82	74	765 93	75 14	13 98	4 60	157 50	4 60	157 50	15 00
Innertip.....	407 55	4,702 12	23 90	79	1,217 53	219 02	11 22	0 75	58 50	0 75	58 50	3 75
Inverary.....	119	2,803 68	12 92	48	733 35	89 45	8 01	0 91	31 50	0 91	31 50	3 75
Invermay.....	66 81	668 68	3 30	32	667 87	17 83	2 21	0 91	31 50	0 91	31 50	3 75
Inwood.....	619 44	10,665 18	49 08	191	2,931 58	266 18	30 37	7 56	240 00	7 56	240 00	26 25
Iona.....	138 89	1,957 87	5 87	17	176 74	62 40	5 38	1 86	68 25	1 86	68 25	3 75
Iona Station.....	172	4,197 15	17 87	26	1,961 11	93 49	11 72	2 40	75 00	2 40	75 00	7 50
Iron Dale.....	24	559 73	2 50	12	227 84	65 45	1 61	1 08	41 00	1 08	41 00	2 50
Iroquois.....	1,749 89	7,680 49	36 59	684	2,675 31	935 29	29 13	23 52	577 50	23 52	577 50	75 00
Ivanhoe.....	168	3,439 75	15 95	24	269 17	75 63	9 49	1 01	52 50	1 01	52 50	3 75
Jackson.....	55	3,150 10	29 86	10	36 50	63 45	8 67	0 18	100 50	0 18	100 50	11 25
Jackson's Point.....	282 04	1,109 60	4 35	17	303 65	86 75	3 39	0 36	98 00	0 36	98 00	10 00
Janestown.....	81 29	1,495 17	8 01	24	458 63	36 10	4 19	0 51	42 00	0 51	42 00	2 50
Janetville.....	195 13	3,583 71	14 08	21	319 79	158 47	10 04	2 71	73 50	2 71	73 50	7 50
Jarratt.....	76 27	2,263 15	9 11	9	89 63	33 60	6 22	0 91	42 00	0 91	42 00	3 75
Jarvis.....	1,280 01	10,330 41	56 03	275	3,350 11	751 73	29 46	11 97	411 00	11 97	411 00	45 00
Jasper.....	298 88	7,450 92	32 16	61	1,578 00	188 65	21 02	3 69	127 50	3 69	127 50	11 25
Jerseyville.....	254 57	3,470 59	17 48	45	425 59	294 60	9 67	3 40	111 00	3 40	111 00	16 50
John Island.....	125 24	9,816 09	40 57	16	215 26	15 21	27 28	0 72	78 75	0 72	78 75	7 50

a Commission to non-accounting officers, &c.

d Salary, &c., entered in Auditor

b Accounting from March 1, 1907.

c Including commission on box rents.

General's report.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	% cts.		\$ cts.	\$ cts.	% cts.	% cts.	\$ cts.	\$ cts.	\$ cts.
Jordan	485 90	399	6,405 83	32 90	50	1,077 08	111 30	18 24	1 76	172 50	21 00	18 75
Jordan Station	1,798 27	167	1,798 27	10 40	47	355 64	236 24	4 97	0 67	121 50	12 00	11 25
Kagawong	186 26	443	10,611 86	41 82	67	1,362 59	73 01	27 68	4 09	89 50	2 25	7 50
Kakabeka Falls	327 66	26	213 14	2 20				0 58		147 00		30 16
Kars	320 18	368	7,178 04	34 89	63	946 80	172 52	20 06	2 98	145 50		15 00
Keady	137 56	53	2,012 94	7 62	11	177 61	46 70	5 55		65 00		3 75
Kearney	773 54	812	8,518 81	55 59	180	2,125 51	369 14	23 96	3 38	289 50	3 75	30 00
Keene	499 25	210	5,511 16	23 38	84	1,949 38	179 80	16 34	4 44	196 50		18 75
Keewatin	1,685 22	2,045	29,949 91	235 29	148	2,547 45	232 50	85 17	11 25	6528 46		60 00
Kempville	2,653 77	1,255	11,326 00	74 89	911	13,744 18	2,167 59	38 17	13 97	702 00	63 00	105 00
Kentworth	232 39	173	4,032 22	18 16	49	792 83	233 56	11 62	3 95	86 25	13 50	7 50
Kennore	313 82	345	3,893 07	23 09	61	967 40	138 65	10 71	1 85	115 50		11 25
Kenora	11,065 86	5,834	149,751 23	1,308 74	756	12,124 19	1,822 01	421 05	65 21	2,137 41		15 00
Kent Bridge	310 88	115	3,069 78	13 19	61	631 82	123 15	9 10	3 00	182 00		22 50
Kerwood	472 83	317	5,663 49	28 01	65	1,829 48	188 86	16 03	1 37	206 25	15 00	15 00
Keswick	367 80	267	3,140 28	17 16	116	1,621 90	153 99	8 61	77	144 00		7 50
Kettleby	241 16	72	2,682 31	10 12	42	514 87	189 62	7 46	1 53	99 00	21 00	26 25
Killaloe Station	682 37	588	8,827 26	45 77	188	4,861 97	582 40	25 67	4 48	211 50		7 50
Kilsyth	140 28	96	1,825 28	8 96	29	278 95	135 00	5 10	2 67	78 00		7 50
Kimberley	169 63	187	3,072 75	15 90	47	1,107 63	160 40	9 26	2 02	67 50		18 75
Kimburn	420 25	393	7,368 47	36 93	86	2,263 63	149 22	20 75	3 86	166 50	27 00	150 00
Kincardine	3,055 21	738	9,714 73	56 01	852	15,086 13	1,850 24	39 75	8 18	969 00	138 00	26 25
King	508 04	258	5,339 20	26 15	98	1,727 41	314 36	14 72	4 48	232 50	41 25	22 50
Kingston	*32,511 91											
Kingston (Divided as follows.)												
Head Office	31,874 11	4,163	40,877 47	326 12	10,984	178,408 75	32,660 23		222 73	75 00		7 50
Kingston Station	168 50											11 25
Williamsville	469 30	39	537 40	2 97	9	72 60	22 00	1 51	1 51	596 25	8 25	36 00
Kingville	1,918 08	1,325	17,008 73	101 16	618	8,002 08	1,546 00	51 44	4 27	322 50		11 25
Kinnoult	859 85	763	11,895 73	62 25	238	5,219 78	760 41	34 39	27 75	101 25	25 50	22 50
Kinross	261 92	306	5,372 84	26 94	62	880 85	97 12	15 93	2 28	121 00		11 25
Kippew	251 65	186	3,115 59	*16 29	47	1,007 02	89 90	9 47	1 13	221 25		22 50
Kirkfield	598 38	714	10,980 71	59 43	117	2,379 26	280 23	30 70	15 92			

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	513 71	377	7,973 85	38 26	100	1,464 56	182 75	22 81	2 25	228 00	22 50
Kirkton.....	298 89	172	3,588 60	17 52	53	1,459 15	48 52	10 29	2 10	86 25	7 50
Kleinburg.....	270 36	174	3,066 93	16 65	50	853 32	130 70	11 15	3 33	120 00	7 50
Komoka.....	2,687 68	1,229	22,540 17	154 74	357	9,213 10	1,106 62	69 21	16 18	591 00	75 60
Lakeland.....	176 18	103	703 35	5 26	36	532 87	92 70	2 36	0 59	71 25	7 50
Lakeport.....	186 43	189	3,611 14	18 70	30	558 05	68 89	9 65	2 18	79 50	7 50
Lake Tulon.....	168 48	11	388 29	1 47	6	87 95	36 81	1 07	0 13	63 75	3 75
L'Amable.....	291 70	214	1,906 88	12 75	112	1,012 39	297 36	5 99	1 07	123 75	11 25
Lambeth.....	297 25	283	3,292 99	23 72	104	866 11	315 14	9 89	0 92	111 00	11 25
Lambton Mills.....	1,382	1,382	13,077 91	81 23	288	5,158 15	816 89	37 13	4 41	444 00	60 00
Laurek.....	1,349 20	768	14,565 50	69 47	323	10,685 45	511 03	43 00	22 18	418 50	45 00
Lancaster.....	2,259 79	344	7,906 59	35 93	87	761 70	178 56	22 01	3 94	135 00	11 25
Langdon.....	285 16	176	4,133 05	13 11	174	2,618 90	482 26	12 22	8 45	330 00	30 00
Lansdowne.....	818 36	186	2,499 50	13 17	1	5 00	7 35	6 88	0 23	117 00	10 00
Larchwood.....	232 12	186	2,499 50	13 17	1	5 00	7 35	6 88	0 23	117 00	10 00
Larchford.....	1,216 68	437	10,261 30	61 95	62	1,926 70	377 13	28 81	6 94	968 00	958 34
Laurel.....	184 49	98	2,263 58	10 86	39	562 44	115 03	6 24	3 81	78 75	7 50
Leamington.....	3,775 81	2,075	19,432 94	121 60	854	12,170 06	1,835 07	61 61	13 94	1,078 50	150 00
Leavelle.....	201 27	253	7,988 87	33 40	65	2,827 10	187 15	7 12	4 43	108 00	7 50
Lefroy.....	302 08	125	2,249 46	10 93	125	1,313 96	217 51	7 12	4 43	108 00	7 50
Leisy.....	64 96	116	2,676 58	11 75	1	55 09	21 00	7 36	0 89	27 00	11 25
Lindsay.....	11,592 28	1,606	24,743 75	146 71	3,290	63,375 16	8,615 41	84 92	43 40	2,764 50	118 50
Linwood.....	630 86	217	6,125 26	27 95	102	1,957 41	263 59	17 25	6 76	210 00	29 50
Lion's Head.....	562 65	859	16,000 25	77 38	107	2,857 23	444 41	44 82	2 05	258 00	26 25
Lastwood.....	4,500 11	2,346	17,619 34	127 16	1,095	18,359 26	2,991 41	54 56	12 56	1,200 00	165 00
Little Britain.....	180 30	161	6,348 45	25 07	147	2,446 19	485 08	18 10	2 98	195 00	18 75
Little Current.....	1,384 81	1,064	23,653 04	107 48	280	4,882 93	662 58	66 49	8 93	472 50	60 00
Lloyddown.....	116 73	22	324 87	1 78	22	235 19	59 42	1 19	1 63	72 00	7 50
Lochlin.....	99 00	92	1,130 03	7 12	25	386 07	102 05	3 14	2 45	47 00	3 75
Londesborough.....	365 72	401	4,874 65	27 95	167	1,937 47	181 42	11 15	1 71	141 00	15 00
* (Divided as follows):											
Head Office.....	90,483 30	7,030	85,625 15	669 80	31,093	475,017 01	80,955 70		c322 82		
Eding.....	586 00	361	2,819 45	27 67	40	695 30	115 65	9 14	2 01	75 00	
London East.....	5,832 00	2,324	20,461 24	181 25	226	1,954 60	1,741 41	58 99	3 95	187 50	
" South.....	535 06	369	3,437 23	25 43	69	1,267 23	152 99	9 94	0 67	1 41	
" West.....	238 40	148	1,033 19	8 33	43	613 84	72 30	4 12	0 53	75 00	
St. James Park.....	2,181 00									75 00	
London Junction.....	792 85	218	2,700 37	18 47	30	717 74	51 25	9 13	0 98	136 50	11 25
Longford Mills.....	458 75	264	3,896 32	22 38	106	1,064 79	169 74	10 89	3 02	210 00	21 25
Longtinville.....	71 68	128	7,243 70	25 34	6	46 33	24 00	19 94	0 13	36 00	2 50
L'Original.....	918 28	868	11,210 90	60 56	253	5,445 76	564 51	32 66	3 65	321 00	30 00
Loring.....	410 52	229	4,075 90	18 97	35	1,305 14	109 89	11 32	3 46	109 50	11 25
Lorneville.....	226 45	66	2,121 72	9 51	34	543 65	56 65	5 99	2 84	88 50	7 50
Lucan.....	1,389 07	508	5,872 39	31 69	387	7,882 96	797 36	20 12	4 43	10 90	60 00
Lucknow.....	2,308 78	898	12,119 96	67 64	527	8,372 62	1,173 74	41 53	10 90	153 00	90 00
Lunenburg.....	244 58	214	2,433 38	14 32	51	799 70	199 70	7 01	2 63	78 75	7 50
Lyn.....	573 59	213	5,194 12	23 01	179	3,397 42	283 32	15 56	8 27	246 00	26 25

March 1st, 1907.

a Accounting from arrears night duty.

b Including \$2.07 arrears night duty.

c Salary, etc., entered in Auditor General's Report.

d Including \$7.96 arrears night duty.

e Commission to non-accounting officers.

f Including \$13.31 arrears.

g Including \$7.96 arrears night duty.

h Including \$7.96 arrears night duty.

i Including \$7.96 arrears night duty.

j Including \$7.96 arrears night duty.

k Including \$7.96 arrears night duty.

l Including \$7.96 arrears night duty.

m Including \$7.96 arrears night duty.

n Including \$7.96 arrears night duty.

o Including \$7.96 arrears night duty.

p Including \$7.96 arrears night duty.

q Including \$7.96 arrears night duty.

r Including \$7.96 arrears night duty.

s Including \$7.96 arrears night duty.

t Including \$7.96 arrears night duty.

u Including \$7.96 arrears night duty.

v Including \$7.96 arrears night duty.

w Including \$7.96 arrears night duty.

x Including \$7.96 arrears night duty.

y Including \$7.96 arrears night duty.

z Including \$7.96 arrears night duty.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Orders paid.	Compensation paid to Postmasters on S. B. business.		Compensation paid to Postmasters on P. N. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
							§	cts.	§	cts.			
Lynden.....	451 90	424	6,734 00	34 76	161	1,777 58	166	06	19	34	168 00	2 00	18 75
Lynnhurst.....	332 86	475	10,265 27	47 19	66	986 42	221	61	28	67	145 50	12 00	15 01
Lynedoch.....	284 49	266	3,692 55	19 48	74	939 72	217	58	10	75	129 00	.....	11 25
McDonald's Corners.....	214 23	194	4,162 29	19 38	46	852 76	146	67	11	75	97 50	2 25	7 50
McGregor.....	136 32	286	4,853 59	24 69	24	365 96	47	80	13	57	63 75	.....	3 75
McKellar.....	224 29	189	4,315 74	19 25	37	433 92	64	23	11	96	90 00	.....	7 50
McLaren's Depot.....	58 87	80	1,408 25	7 05	4	105 34	25	61	3	88	18 75	.....	.....
MacLery.....	397 81	14	664 79	2 45	49	732 21	114	57	2	17	165 00	5 25	18 75
MacLennan.....	240 53	326	9,199 81	38 01	62	1,104 89	107	19	25	72	108 75	4 50	11 25
Madawaska.....	546 56	373	7,660 20	36 66	27	544 01	92	00	21	28	161 25	5 25	15 00
Madoc.....	2,296 20	1,214	13,929 95	86 55	657	13,568 27	2,313	64	46	05	727 50	60 00	90 00
Magnetawan.....	626 13	778	11,319 63	62 03	170	3,180 26	203	44	33	63	225 00	8 25	22 50
Marland.....	152 99	74	2,286 68	9 81	20	183 18	337	05	6	32	81 00	.....	7 50
Mallorytown.....	413 67	174	4,886 96	21 88	61	929 72	207	39	14	01	168 00	100 50	18 75
Mandamin.....	212 11	57	1,614 55	5 42	21	439 57	91	81	3	67	90 00	.....	7 50
Manilla.....	214 26	220	4,833 15	22 46	62	1,246 78	289	48	14	66	30 00	.....	7 50
Manitowaning.....	714 14	728	20,434 62	88 26	281	6,727 50	391	72	61	13	307 50	85 50	30 00
Manotick.....	578 93	218	5,565 73	25 33	217	2,978 42	700	85	15	90	223 50	.....	22 50
Mausfield.....	196 52	3	31 16	0 29	2	16 90	140	52	0	09	111 00	.....	11 25
Maple.....	512 43	181	3,306 48	17 68	90	1,976 15	224	68	9	24	198 00	16 50	18 75
Markdale.....	1,909 62	1,381	17,529 30	97 27	721	12,106 90	1,902	85	52	13	576 00	19 50	75 00
Markham.....	1,929 68	781	7,881 33	50 97	581	9,743 09	1,247	21	24	39	669 00	67 50	90 00
Markstay.....	627 45	196	3,746 31	17 73	25	333 55	61	50	10	31	273 00	.....	30 00
Marksville.....	229 25	685	8,103 44	45 82	72	1,335 78	111	58	23	43	132 50	13 50	13 75
Markbank.....	420 50	795	14,620 55	80 16	66	1,845 54	199	01	40	68	137 50	.....	18 75
Marmora.....	1,129 02	571	9,445 44	48 05	312	6,672 15	1,041	74	28	00	403 00	3 75	45 00
Marshallville.....	306 84	289	5,493 81	27 65	66	1,466 44	335	29	16	09	123 00	.....	11 25
Marsville.....	65 99	85	1,451 38	7 25	16	144 50	59	88	4	17	31 50	.....	.....
Martintown.....	607 44	536	6,749 74	39 67	86	1,478 51	437	06	19	18	232 50	.....	22 50
Marysville.....	150 53	233	4,123 90	19 72	22	177 69	54	90	11	48	71 25	21 00	7 50
Massey Station.....	1,482 54	1,186	20,018 76	107 39	320	11,923 52	842	76	55	42	418 50	.....	15 00
Mattawa.....	2,007 95	1,381	15,353 03	98 55	289	5,318 82	708	35	44	30	601 50	91 50	75 00
Maxville.....	1,295 87	775	12,112 62	64 31	287	5,269 64	668	80	33	43	439 50	105 00	60 00

7-8 EDWARD VII., A. 1908

APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Compensation paid to Postmasters on P. N. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
			cts.	%			cts.	%	cts.	%	cts.	%	cts.	%			
Muncy.....	161 68	221	5,278 92	23 35		43	1,031 24	128 65	14 56	1 70	79 50	1 26	265 00	7 50			7 50
Nain Centre.....	539 70	403	5,491 40	40 57		58	1,398 01	95 77	15 79	1 26	265 00	1 26	265 00	28 75			28 75
Naticoke.....	171 61	200	3,998 09	19 56		43	341 41	55 10	11 26			2 63	90 00	7 50			7 50
Napanee.....	6,214 52	806	15,492 40	86 63		2,374	35,795 46	6,024 19	58 97	29 50	1,681 50	29 50	1,681 50	292 50			292 50
Napier.....	145 91	153	2,392 66	12 64		23	573 60	58 90	7 09	0 62	67 50	0 62	67 50	3 75			3 75
Nassagaweya.....	220 91	150	2,581 96	12 79		30	395 03	72 37	7 09	1 52	115 00	2 02	115 00	3 75			3 75
Navan.....	189 35	71	1,909 12	8 24		37	389 57	91 98	5 41			1 74	85 50	3 75			3 75
Nepigon.....	524 65	451	9,929 25	59 32		30	777 62	140 65	27 31			1 37	210 00				
Neustadt.....	511 12	514	7,777 23	40 10		98	1,460 86	264 02	22 51	9 45	225 00	2 41	225 00	5 25			5 25
Newboro.....	673 46	482	12,357 24	54 00		157	2,213 50	487 89	34 53	4 03	279 00	22 50	279 00	30 00			30 00
Newburgh.....	769 42	471	4,509 23	29 07		312	1,135 37	14 16	6 43	6 53	286 50	13 50	286 50	30 00			30 00
Newbury.....	462 66	302	4,890 37	22 87		178	1,769 89	446 48	13 63	4 74	1 48	196 50	4 50	18 75			18 75
Newbury.....	861 59	695	5,938 94	44 40		178	2,747 43	414 04	18 23	1 61	4 67	348 75	102 00	30 00			30 00
Newcastle.....	861 59	695	5,938 94	44 40		178	2,747 43	414 04	18 23	1 61	4 67	348 75	102 00	30 00			30 00
New Dundee.....	407 00	527	3,298 26	23 51		53	763 91	141 35	9 10	2 49	163 50	2 05	163 50	15 00			15 00
New Durham.....	166 44	169	3,758 44	17 04		35	312 76	151 40	10 48			2 89	67 50	7 50			7 50
New Germany.....	102 14	189	2,435 76	15 21		40	542 45	140 36	8 59	1 34	42 00	1 34	42 00	3 75			3 75
New Hamburg.....	2,017 20	860	10,754 41	62 55		441	8,518 69	703 15	33 39	4 86	13 77	612 00	25 50	75 00			75 00
Newington.....	490 97	282	3,320 95	19 44		112	1,154 06	352 52	9 74	6 49	184 50	6 49	184 50	18 75			18 75
New Liskeard.....	5,411 67	3,459	119,055 51	97 71		682	16,285 17	1,731 75	33 61	26 51	31 19	1,385 00	150 00	195 00			195 00
New Lowell.....	393 78	258	5,375 15	25 16		205	2,178 76	280 87	15 58	3 19	159 00	3 19	159 00	15 00			15 00
Newmarket.....	3,717 05	793	9,356 43	66 10		932	26,412 45	2,213 34	36 00	31 01	17 00	1,046 25	49 50	150 00			150 00
Newton.....	309 31	288	6,795 24	29 68		63	1,070 50	217 78	19 01	1 68	3 26	124 50	30 00	11 25			11 25
Newton Brook.....	206 01	105	1,168 89	7 72		40	998 75	58 40	3 28	0 19	130 50	0 19	130 50	11 25			11 25
Newton Robinson.....	245 21	7	2,427 75	1 06		6	128 83	191 03	0 66			1 84	114 00	18 75			18 75
New Toronto.....	388 88	269	2,395 73	24 12		15	297 61	96 40	7 18	1 28	165 00	1 28	165 00	18 75			18 75
Niagara Falls.....	11,114 82	2,559	30,566 55	218 31		1,356	15,254 42	2,466 08	102 46	86 49	21 13	2,569 50	270 00				
Niagara Falls Centre.....	2,321 63	683	6,062 43	50 15		168	2,418 84	296 37	19 51			1 42	603 00	75 00			75 00
Niagara Falls South.....	2,477 13	834	12,182 36	77 52		486	7,654 85	791 78	41 66	37 29	12 87	772 50		105 00			105 00
Niagara-on-the-Lake.....	2,039 10	1,045	11,227 02	72 33		450	8,179 25	707 44	45 52	35 06	6 08	670 50	5 25	90 00			90 00
Nipissing.....	186 51	128	1,751 94	9 98		32	967 88	121 41	5 34	1 74	73 50	1 74	73 50	3 75			3 75
Nobleton.....	360 00	293	7,469 83	33 89		29	719 88	74 01	20 53	0 84	164 00	0 84	164 00	17 50			17 50
Norland.....	170 01	185	3,396 87	15 91		42	684 24	70 63	9 41	1 97	80 00	1 97	80 00	7 50			7 50
Norman.....	242 30	411	5,444 80	39 33		34	689 04	12 00	15 44	1 42	117 50	1 42	117 50	11 25			11 25

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	483 67	561	10,112 81	47 99	185	3,411 54	201 55	31 06	8 45	2 53	211 50	22 50
North Augusta.....	10,585 77	4,434	104,116 08	823 51	1,835	32,671 65	4,013 92	299 86	81 54	36 04	2,415 00	360 00
North Bay.....	624 61	358	3,072 41	21 29	116	2,242 60	239 35	8 98	4 13	5 10	249 00	26 25
North Gower.....	286 99	311	7,890 76	34 51	55	1,273 65	179 07	22 31		4 27	120 00	11 25
North Lanaster.....	417 11	300	5,631 59	20 40	50	1,031 65	181 80	10 47		3 39	168 00	18 75
North Williamsburg.....	322	336	3,826 61	24 21	139	2,529 70	218 18	11 05		2 53	168 00	18 75
Norval.....	409 63	322	8,265 67	73 93	537	7,579 45	1,282 99	37 14	3 72	13 39	723 00	105 00
Norwich.....	2,437 31	1,168	11,305 67	73 93	406	5,307 06	1,284 35	31 29	10 32	6 30	566 25	75 00
Norwood.....	1,751 91	969	10,483 89	64 22	76	1,702 53	135 45	9 99		1 47	90 00	9 00
Nottawa.....	206 40	225	2,727 24	15 57	71	1,126 21	329 86	9 10		5 59	186 00	18 75
Novar.....	442 46	167	3,208 52	16 57	71	363 14	73 26	10 63		0 38	61 50	3 75
Oakland.....	132 91	236	3,728 51	18 14	55	14,243 69	1,007 36	37 54	17 87	8 03	793 50	105 00
Oakville.....	2,886 46	1,044	11,404 71	81 05	622	1,234 37	329 48	21 52	16 74	3 00	243 00	6 75
Oakwood.....	659 35	461	14,003 43	59 34	90	2,710 39	329 48	4 51		1 30	46 50	2 50
Odesa.....	615 08	568	7,213 93	39 95	152	134 32	96 16	56 82	1 36	11 01	381 00	45 00
Olshewen.....	93 87	98	1,601 30	8 01	15	297 50	19 50	5 63		0 25	40 50	3 75
Oil City.....	126 01	140	2,071 03	10 67	60	2,994 77	407 13	1 09		0 58	53 00	3 75
Oil Springs.....	1,145 28	934	18,090 05	89 15	369	6,875 15	735 92	7 44	23 02	11 66	345 00	56 66
Olinda.....	88 52	166	1,998 71	11 14	20	762 62	33 90	29 35	5 61	0 73	81 00	7 50
Omagh.....	125 81	47	398 88	2 76	13	16,470 76	3,489 92	3 76		10 70	250 25	45 00
Omrover.....	958 30	482	13,363 91	56 48	202	297 50	19 50	1 09		0 25	40 50	3 75
Oranburg.....	130 13	182	2,827 28	12 81	44	2,994 77	407 13	38 50	23 02	11 66	345 00	56 66
Orangeville.....	4,793 76	755	8,344 92	51 01	1,183	762 62	33 90	29 35	5 61	0 73	81 00	7 50
Orchard.....	67 38	64	1,371 29	6 74	2	16,470 76	3,489 92	29 35	5 61	10 70	250 25	45 00
Orillia.....	12,652 32	2,299	33,562 67	214 32	3,127	48,340 77	8,583 04	116 66	59 21	37 53	2,971 50	85 50
Orono.....	833 74	958	9,204 61	57 32	328	3,998 63	867 19	26 62	9 74	2 88	303 00	30 00
Orville.....	242 82	487	4,481 93	28 39	37	544 91	100 72	12 33	10 21	0 85	88 50	7 50
Orton.....	187 08	282	4,696 22	22 85	18	198 31	221 09	12 98		0 85	88 50	7 50
Oswell.....	87 09	110	2,021 78	9 76	34	265 85	35 83	5 77		0 96	40 50	3 75
Osecola.....	228 46	26	704 65	3 60	46	1,369 95	111 17	2 26	1 27	1 23	127 50	10 50
Osgoode Station.....	363 53	62	981 28	5 17	33	717 46	67 93	2 68		1 66	123 00	11 25
Oshawa.....	8,674 61	2,585	26,705 45	226 36	2,158	46,065 63	3,308 81	87 30	47 82	19 71	2,079 00	43 50
Ottawa.....	*125,039 48											
* (Divided)												
Head Office.....	105,924 48	10,175	204,443 99	1,449 45	27,310	471,344 03	66,675 94	87 37	33 42	2,288 73	d	
Bank Street.....	9,845 00	2,791	31,764 72	237 94	32	299 06	1,863 14	12 66		35 71	150 00	
Bank Street South.....	979 00	581	4,609 95	39 51	19	339 75	231 35	12 32	23 31	3 76	75 00	
King Street.....	833 00	450	6,644 40	39 03	5	34 20	97 92	13 48		2 75	75 00	
Le Breton Plaza.....	1,833 00	521	4,901 41	38 01	1	5 00	82 66	7 49		1 24	112 50	
Mount Sherwood.....	922 00	311	2,724 23	22 16	8	37 14	60 59	5 77		2 93	75 00	
New Edinburgh.....	629 00	209	2,659 21	16 11	10	172 86	43 20	2 68		1 93	75 00	
Stewarton.....	2,990 00	856	9,135 04	73 86	25	145 70	939 00	25 12		16 98	112 50	
Sub Office No. 10.....	984 00											
Ottawa East.....	1,238 75	360	2,988 56	27 36	89	1,118 88	71 20	9 67		75 00		
Otterville.....	924 25	129	2,069 18	12 17	132	1,938 70	452 12	7 41	1 13	0 31	345 00	30 00
Owen Sound.....	16,865 54	2,485	40,957 31	244 42	4,048	65,882 88	10,298 72			7 31	322 50	30 00
Oxford.....	176 34	105	1,311 58	9 07	16	489 94	64 36	4 61		4,087 99		
Oxford Mills.....	229 30	309	2,835 61	17 95	41	840 73	79 91	7 94		1 72	58 50	3 75
Ozarnbrook Centre.....	410 72	158	4,001 08	17 32	129	1,973 29	286 23	13 38		1 39	112 50	11 25
										6 88	178 50	18 75

a Including commission on box rents. *b* Including 25 cents arrears. *c* Non-accounting from January 1, 1907. *d* Salary, etc., entered in Auditor General's report. *e* Commission to non-accounting offices, etc.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.		Compensation paid to Postmasters on S.B. business.		Compensation paid to Postmasters on P.N. business.		Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.					
	cts.	cts.		cts.	cts.			cts.	cts.		cts.	cts.	cts.	cts.	cts.	cts.									
Paisley	1,973	30	1,109	13,709	69	77	12	568	10,249	39	1,311	88	44	02	11	80	20	61	618	00	24	75	112	50	
Paknam	974	94	1,044	10,108	13	62	40	145	2,741	93	271	43	28	38	1	78	2	52	337	50	3	75	30	00	
Palermo	226	28	398	6,435	99	32	76	56	699	35	77	40	18	51	2	14	1	03	93	75			7	50	
Palgrave	319	85	352	9,457	47	43	11	49	817	44	120	69	26	15	1	71	1	62	112	50			105	00	
Palmerston	2,620	18	1,480	14,493	33	95	51	728	10,355	21	1,267	28	42	28	12	76	9	27	745	00	21	00			
Palmyra	170	16	106	1,835	07	9	00	14	137	96	66	95	5	65			1	47	73	00					
Paris	5,995	91	1,564	16,764	38	116	86	1,026	13,907	55	2,534	41	57	76	25	12	13	91	1,709	25	10	50	45	00	
Paris Station	1,376	69	370	4,969	97	28	72	93	1,117	03	150	06	15	01	6	09	3	10	418	50	18	00			
Parkersville	55	18	45	316	17	2	94	9	172	88	39	00	0	86	0	57	0	23	26	25					
Park Hill	2,377	48	1,484	17,155	93	99	14	774	12,325	92	1,425	65	55	65	2	03	10	19	690	00	120	00	90	00	
Parry Harbour	685	03	880	24,013	42	122	63	58	1,007	00	162	60	67	36	3	19	1	25	216	00	5	25	26	25	
Parry Sound	5,897	38	5,768	26,282	44	1,617	51	1,106	18,184	92	2,734	98	572	70	145	78	27	49	1,359	00	142	50	195	00	
Pelée Island	200	86	799	15,915	75	74	09	115	2,438	47	174	75	45	40	3	48	1	22	75	00	3	75	7	50	
Pembroke	10,557	02	2,028	29,899	60	171	95	4,050	75,912	16	12,650	27	91	36	18	69	28	41	382	103	50	6	00	10	00
Pendleton	224	21	313	6,439	07	29	86	35	1,280	56	111	56	18	69	98	42	31	38	2,580	00	127	50			
Penetanguishene	3,098	42	1,729	21,811	50	131	58	673	13,032	03	1,675	57	65	33	31	67	19	59	821	25	22	50	105	00	
Perth	6,353	20	2,655	25,792	85	168	47	1,973	29,206	08	4,514	80	90	14	31	89	15	76	1,855	50	300	00	270	03	
Peterboro	26,172	07	2,708	45,311	94	335	06	5,046	102,829	90	1,263	94	101	55	67	21	34	12	4,893	75	33	00			
Petrolia	6,421	54	1,795	29,848	94	161	68	1,554	20,659	91	3,286	79	14	60	1	16	3	03	103	00	24	75	11	25	
Phillipston	220	42	1,881	5,165	00	21	29	47	817	02	181	20	6	66			1	48	96	00			7	50	
Phillipsville	216	09	165	2,315	21	12	52	37	440	18	110	29	6	66			2	69	326	25			30	00	
Pickering	737	14	939	12,237	77	68	41	278	4,915	36	469	19	36	69	11	39			1,890	00					
Pictou	6,619	25	1,727	19,461	49	122	30	1,285	18,057	89	3,096	26	5	57					127	50	9	00	11	25	
Pinkerton	256	80	45	1,854	12	7	17	39	499	25	62	95					2	29	28	67	27	00	30	00	
Plantagenet	681	30	519	9,257	12	44	69	262	5,857	00	491	22	28	67	11	00	4	76	356	25			45	00	
Plattsville	944	83	1,056	11,572	29	70	18	167	3,656	17	590	00	33	39	11	45	9	08	376	00	15	00	7	50	
Plevna	168	39	212	3,595	30	17	91	19	459	44	144	15	10	22	12	49	1	58	72	00			22	50	
Point Edward	547	33	489	4,368	71	29	51	187	1,625	70	284	75	15	23			1	26	232	50	37	50	21	25	
Pontypool	332	33	388	5,788	17	29	58	139	1,634	79	256	03	16	73			0	03	205	00	66	00			
Port Arthur	7,013		7,013	297,311	02	1,659	78	1,473	32,405	77	2,336	06	598	51	157	07	36	35	3,132	00	39	00	26	25	
Port Burwell	746	75	673	14,917	30	69	68	116	1,543	68	453	98	42	53	19	33	9	75	282	50	39	00	40	50	
Port Carling	1,072	25	516	9,341	91	51	04	187	3,281	63	444	34	28	66	7	26	8	99	354	00	40	50	45	00	
Port Colborne	2,205	73	1,073	12,714	28	77	36	444	5,729	51	575	65	43	54	28	94	9	89	757	50	15	00			

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Port Coldwell.....	136 16	7	119 74	0 65	5	84 55	24 65	0 60	0 12	72 00	6 25
Port Credit.....	717 61	590	13,686 74	111 54	43	1,317 11	277 11	38 39	24 60	4 10	240 00	26 25
Port Dalhousie.....	1,036 97	406	3,968 74	26 58	277	5,549 44	242 29	17 35	8 95	1 05	348 75	.....	45 00
Port Dover.....	1,602 45	901	10,558 16	64 75	428	5,894 45	895 35	36 01	9 39	13 00	487 50	8 25	60 00
Port Elgin.....	2,015 74	1,023	10,484 15	61 17	592	9,867 17	1,357 70	35 00	3 48	1 45	623 00	47 50	75 00
Port Hope.....	7,929 47	1,083	15,012 28	96 56	1,456	25,520 01	4,253 03	54 54	32 70	36 64	2,245 50	187 50	.....
Port Lambton.....	21 52	301	7,174 87	32 13	128	2,416 88	136 65	24 66	.....	2 16	123 75	.....	11 25
Port Land.....	401 57	219	4,071 62	20 38	81	1,124 83	141 72	12 50	.....	4 27	154 50	12 00	15 00
Port Perry.....	2,411 09	1,254	9,696 88	66 56	1,090	15,985 32	1,976 32	31 72	8 42	4 47	711 00	6 75	90 00
Port Robinson.....	535 24	145	1,976 29	11 42	198	2,963 17	325 28	10 25	.....	2 11	228 00	4 50	22 50
Port Rowan.....	950 86	566	5,851 35	35 07	139	3,978 13	568 25	18 35	15 31	8 88	361 50	63 00	45 00
Port Ryerson.....	83 58	119	1,778 79	8 90	31	462 11	16 25	5 96	.....	0 64	31 50	.....	.....
Port Sandhill.....	236 36	.....	.....	.....	9	160 24	168 85	0 20	.....	.....	82 50	.....	7 50
Portsmouth.....	810 14	120	1,493 56	8 59	.....	1,121 02	209 35	5 64	2 04	1 55	210 00	.....	15 00
Port Stanley.....	899 16	607	6,893 68	41 95	124	1,504 86	293 71	21 11	10 93	4 63	277 50	.....	30 00
Port Sydney.....	319 20	357	4,894 27	26 77	122	2,228 39	212 20	14 26	3 98	3 21	123 75	.....	11 25
Povunguan.....	1,163 23	574	7,804 08	44 86	173	3,681 57	463 86	21 85	6 27	14 02	390 00	25 50	45 00
Preston.....	5,130 43	839	12,147 45	66 86	960	13,823 73	1,883 60	49 08	225 15	10 23	1,511 25	345 00	.....
Prestonville.....	5,079 19	1,689	14,811 45	116 37	767	13,165 93	1,571 84	47 59	36 17	5 90	1,287 00	6 75	195 00
Priceville.....	383 82	604	7,795 52	42 61	109	1,912 87	291 33	23 13	6 03	1 18	145 50	5 25	.....
Princeton.....	582 28	355	5,565 36	29 07	134	1,051 33	305 30	16 29	6 74	8 49	232 50	.....	26 25
Proton Station.....	195 09	126	2,430 34	11 44	70	1,004 45	79 59	6 68	.....	0 83	100 00	31 50	10 00
Providence Bay.....	346 65	170	2,745 70	14 46	39	923 07	137 24	7 55	.....	1 07	150 00	3 75	15 00
Pucey.....	216 88	299	5,686 97	26 18	66	2,168 20	380 33	15 90	.....	1 69	122 55	2 25	11 25
Pudmich.....	176 15	407	9,016 70	44 02	333	3,999 86	53 15	24 94	11 67	1 69	67 50	2 25	3 75
Queensborough.....	198 12	156	3,161 05	15 22	62	841 09	113 66	8 73	.....	3 40	82 50	.....	7 50
Queensville.....	368 70	340	3,478 72	22 22	71	1,470 68	122 08	10 13	.....	0 97	147 00	.....	15 00
Queensville.....	336 84	265	2,947 88	17 76	82	885 16	204 72	8 40	.....	1 12	141 00	8 25	15 00
Railton.....	32 31	54	625 33	4 36	14	234 40	60 00	1 72	.....	.....	85 00	.....	8 75
Ramy River.....	2,185 85	2,110	38,956 15	289 23	310	10,353 53	338 01	107 08	3 45	8 73	6724 60	3 75	90 00
Radio.....	66 03	104	1,877 85	9 18	18	459 52	31 00	5 90	.....	0 75	37 50	.....	3 75
Redburnville.....	163 22	135	2,148 41	10 74	26	207 90	100 31	5 99	.....	1 25	77 00	.....	7 50
Redfear.....	5,212 79	1,866	26,681 29	153 38	1,443	27,681 69	3,590 49	77 74	53 13	19 08	1,417 50	51 00	195 00
Renwick.....	113 63	74	1,622 92	7 62	85	1,012 83	89 83	4 59	.....	1 70	51 00	.....	3 75
Riceville.....	212 35	9	253 17	1 15	18	347 56	60 40	0 97	21 12	1 60	113 25	.....	11 25
Richard's Landing.....	562 49	860	12,978 61	69 49	171	2,632 61	259 02	37 23	0 99	6 44	252 50	12 00	26 25
Richmond Hill.....	860 67	242	4,684 65	26 69	274	5,472 11	535 60	3 37	7 99	3 63	309 00	.....	30 00
Richmond West.....	516 59	413	6,580 35	34 02	74	2,010 95	290 02	18 27	0 75	3 24	199 50	12 50	22 50
Richwood.....	299 38	54	936 97	4 53	16	117 24	.....	2 62	.....	0 60	37 50	.....	.....
Ridgetown.....	2,916 56	842	11,109 60	61 23	777	9,344 53	1,894 54	36 81	4 20	32 44	877 50	6 75	120 00
Ridgeville.....	359 01	153	910 45	7 30	40	1,095 23	187 99	2 88	.....	1 66	167 50	.....	17 50
Ridgeway.....	1,093 56	696	9,114 83	55 11	518	4,383 67	1,250 63	28 43	6 53	8 01	363 00	3 75	45 00
Ripley.....	1,182 91	149	2,926 93	14 43	250	4,175 12	338 54	11 16	1 00	7 29	411 00	16 50	45 00
Riversdale.....	140 50	119	1,908 65	9 51	30	366 11	64 16	5 77	.....	1 52	63 00	.....	3 75
Road's Point.....	192 69	98	2,928 50	12 16	16	115 05	50 71	6 42	.....	0 65	90 00	2 25	7 50
Rockham.....	123 20	143	4,929 42	19 39	250	1,159 35	62 54	14 20	19 90	0 25	52 50	18 00	3 75
Rockland.....	1,396 99	815	15,959 51	73 54	302	4,274 95	408 95	43 70	23 58	1 79	453 00	.....	60 00
Rockport.....	237 06	105	1,816 92	9 34	290	228 89	74 82	5 45	.....	4 70	108 00	.....	11 25
Rockton.....	228 88	138	2,145 20	10 57	21	209 05	42 20	6 02	.....	0 81	105 00	24 00	7 50

b Including \$6.43 arrears of night duty.

a Including commission on box rents.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on P. N. business.		Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.
			\$	cts.			\$	cts.		\$	cts.	\$	cts.		\$	cts.	
Rockwood.....	826 72	576	7,571 06	46 20	265	3,840 91	492 15	23 50	9 42	4 85	326 25	30 00					30 00
Rodney.....	1,363 95	391	7,977 36	38 06	302	4,823 71	861 18	25 31	10 27	11 53	453 00	60 00				8 25	60 00
Rosemont.....	254 85	391	11,222 58	47 04	62	841 13	246 85	31 01	3 93	2 37	130 50	11 25				24 75	11 25
Roseauath.....	282 46	387	8,293 96	38 78	43	768 04	116 10	23 27		3 26	135 00	11 25				24 75	30 00
Rosseau.....	908 17	533	10,204 84	53 17	152	3,572 91	365 24	29 63	15 61	8 57	335 50	30 00					30 00
Rossport.....	292 35	16	403 20	4 60	7	1,259 94	194 95	1 07		0 54	126 00	11 25					11 25
Rothsay.....	197 37	212	5,415 07	24 13	67	949 41	177 85	15 25	1 99	3 03	97 50	7 50					7 50
Ruscom Station.....	197 00	359	5,155 45	27 21	53	6,259 90	81 57	14 50	4 46	0 62	76 50	30 00				2 25	30 00
Russell.....	906 38	559	11,431 57	54 33	299	6,415 00	658 99	32 58		5 91	307 50	3 75					3 75
Rutherford.....	97 50	214	6,397 64	27 95	7	1,197 14	54 26	17 60		0 77	49 50	7 50					7 50
Ruthven.....	285 19	325	7,258 03	30 02	78	1,733 33	116 95	20 54		4 12	75 00	11 25					11 25
St. Ann's.....	114 07	132	4,663 20	26 86	99	1,216 27	203 24	14 47	6 21	3 56	112 50	10 50				10 50	11 25
St. Catharines.....	19,335 11	3,812	47,105 99	363 79	4,267	56,818 01	8,293 91	180 11	141 28	3 98	54 00	3 75				21 00	3 75
St. Clements.....	214 20	223	4,145 19	19 52	67	1,366 02	55 15	11 90		0 90	97 50	7 50					7 50
St. Columban.....	76 22	48	935 32	4 44	4	14 50	5 85	2 60		0 25	54 00	15 00					15 00
St. David's.....	429 23	263	3,130 56	19 46	65	959 22	112 90	9 05		1 17	161 25	18 75					18 75
St. Eugene.....	389 76	631	11,062 51	53 44	169	3,332 27	221 41	33 81		3 07	183 00	60 00					60 00
St. George, Brant.....	1,382 28	862	11,383 30	73 33	407	5,794 30	1,485 70	32 37	2 79	6 13	448 50	18 75				16 50	18 75
St. Isidore de Prescott.....	427 17	81	2,833 75	11 38	81	3,673 05	96 10	7 79	1 57	2 18	198 00	3 75					3 75
St. Jacob's.....	565 86	595	4,515 22	32 72	98	1,225 94	272 12	13 04		0 27	37 50	225 00					225 00
St. Joachim Riv, Ruscom.....	103 91	384	8,301 99	36 97	13	185 20	43 12	23 01		0 50	33 75	18 75					18 75
St. Joseph.....	65 36	29	441 79	2 43	20	395 38	18 75	1 85	8 94	8 64	1,601 25	56 25					56 25
St. Mary's.....	5,746 15	1,367	13,679 99	95 68	1,305	19,426 01	2,854 89	48 25		5 87	175 50	18 75					18 75
St. Thomas.....	19,417 40	4,152	42,449 91	307 09	4,806	64,126 42	10,696 51	19 34		1 62	82 50	7 50					7 50
St. William's.....	412 84	296	6,284 02	29 54	111	1,825 20	314 55	3 56		0 88	122 50	11 25					11 25
Sandhill.....	85 94	40	1,114 78	5 69	29	400 20	81 60	7 69		2 98	303 00	30 00					30 00
Sand Point.....	215 22	174	2,692 66	14 05	28	481 61	397 45	17 86	2 98	59 44	43,429 00	3 75					3 75
Sandwich.....	797 61	351	4,199 59	26 76	419	3,670 67	6,291 97	137 37	79 25	27 46	43,104 25	67 50					67 50
Sarnia.....	14,824 06	2,084	31,989 28	198 38	3,865	72,243 52	6,915 26	3 03		1 94	43,439 50	55 00					55 00
Sarnfield.....	174 91	45	1,103 65	4 85	1	27 06	69 15	4 14									
Sault Ste Marie.....	13,754 02	5,538	135,507 35	1,100 57	3,080	57,276 54	5,114 26	408 20	151 07								
Sault Ste Marie West.....	1,161 75	1,974	15,770 67	97 60	95	1,590 13	286 50	44 14									

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	113 13	87	1,450 10	10 47	29	581 98	29 90	5 49	0 75	0 45	42 00	3 75
Scarboro.....	788 22	287	7,752 44	37 36	130	2,522 15	404 46	21 78	12 92	11 95	300 00	30 00
Schreiber.....	908 90	1,225	22,585 91	136 00	116	2,758 33	141 73	63 11	30 86	3 93	285 00	30 00
Seaford.....	486 63	321	5,579 18	27 24	130	1,453 33	271 13	16 37	0 76	3 17	180 00	18 75
Seaford.....	4,337 04	1,597	13,422 14	91 27	1,406	24,505 32	2,611 81	9 42	25 98	7 71	1,224 00	105 00
Seaford.....	318 04	177	3,404 33	17 13	4	57 75	11 50	9 42	25 98	0 36	6,241 00	e 25 00
Seafordville.....	445 70	276	1,791 59	12 79	94	1,065 32	146 08	5 55	.....	1 06	161 25	15 00
Sealey's Bay.....	418 36	420	9,019 98	42 85	100	2,091 05	217 35	26 47	0 43	6 45	178 50	18 75
Seaton Falls.....	147 74	218	2,398 05	14 62	27	416 09	65 38	6 60	.....	0 28	78 00	7 50
Seelick.....	711 10	846	10,988 32	59 27	201	2,611 87	563 16	32 19	.....	3 87	240 00	22 50
Severn Bridge.....	476 23	282	6,126 21	29 86	119	1,671 98	262 31	17 63	.....	10 58	208 50	26 50
Shack-peare.....	391 43	452	4,928 08	29 96	125	2,061 69	196 27	14 32	2 47	2 97	108 75	18 75
Shallow Lake.....	440 83	849	15,410 53	90 13	101	1,780 53	279 17	43 00	20 01	4 24	199 50	18 75
Shannonville.....	369 62	718	15,635 39	70 33	138	1,891 92	284 04	44 39	0 99	1 72	156 00	15 00
Sharbot Lake.....	492 31	264	3,895 36	20 53	85	1,308 04	263 60	11 61	3 66	5 31	197 50	21 50
Sharon.....	156 92	177	2,646 84	13 33	40	495 79	82 51	7 39	.....	1 31	80 00	7 50
Shedden.....	364 66	139	1,417 34	9 55	127	1,162 78	278 45	4 49	.....	1 59	126 00	11 25
Shedden.....	157 75	192	3,492 85	14 89	34	568 86	107 04	9 73	.....	2 38	78 00	7 50
Shelburne.....	2,670 21	559	14,381 15	66 97	796	13,433 25	2,076 74	44 62	21 13	26 93	780 00	105 00
Shelburne.....	201 28	256	4,672 06	36 14	28	632 44	19 90	13 39	.....	0 91	131 50	13 75
Shusler Point.....	310 35	545	13,356 22	63 20	30	424 22	28 61	38 83	.....	0 19	138 75	15 00
Simcoe.....	5,612 94	896	20,902 66	61 73	1,500	2,902 56	4,223 96	38 08	3 10	21 51	1,522 50	210 00
Singhampton.....	221 41	232	7,247 72	30 78	83	1,651 99	252 35	20 27	.....	3 40	105 00	11 25
Smith's Falls.....	8,987 34	2,915	36,476 37	238 16	2,772	49,057 06	5,146 58	107 91	74 25	24 13	2,514 00	75 00
Smithville.....	911 31	965	12,402 40	67 27	251	5,417 45	526 34	35 59	11 87	5 09	348 00	45 00
Sombra.....	691 28	507	8,722 00	44 21	449	6,413 43	1,029 64	34 88	0 42	6 38	315 00	30 00
Southampton.....	1,781 03	843	9,378 69	57 37	426	5,583 06	866 94	32 66	3 47	5 86	601 25	75 00
South Indian.....	266 69	465	10,814 21	50 15	171	4,130 23	215 47	35 65	.....	2 29	102 00	11 25
South Mountain.....	458 13	682	12,998 65	63 58	78	1,099 99	192 43	36 18	10 97	3 92	195 00	18 75
South Oshawa.....	649 67	431	3,481 85	40 99	48	1,469 94	30 61	10 13	.....	4 09	263 50	28 75
South River.....	1,179 31	983	12,298 82	79 40	152	3,216 84	379 08	35 08	13 09	6 32	391 50	45 00
South Woodlee.....	324 15	427	10,165 67	45 70	111	1,128 53	314 40	24 46	.....	2 27	145 50	15 00
Spanish.....	284 32	412	13,298 12	50 29	48	829 47	109 01	37 66	0 65	4 02	123 00	11 25
Spanish Mills.....	238 10	706	12,715 84	59 86	17	134 85	93 95	37 45	.....	0 68	67 50	7 50
Sparta.....	329 25	243	5,736 20	26 16	91	1,142 27	265 10	16 52	.....	3 50	130 50	11 25
Spencerville.....	493 53	538	11,868 53	54 44	572	4,952 85	2,091 15	34 81	36 81	9 33	198 75	22 50
Spragge.....	532 07	665	12,139 97	62 65	80	1,735 43	39 18	34 74	.....	4 02	180 00	18 75
Spring Brook.....	206 24	419	9,687 38	44 59	62	1,395 65	254 55	27 05	.....	2 54	88 50	7 50
Springfield.....	791 83	686	9,338 54	51 89	180	2,887 70	498 79	29 36	1 86	8 68	306 00	30 00
Springford.....	295 09	101	1,815 97	8 90	61	905 39	155 77	5 45	.....	5 29	131 25	11 25
Spring Valley.....	285 39	62	994 60	5 63	16	118 55	12 34	2 75	.....	0 20	161 25	15 00
Sprucedale.....	423 26	291	5,962 46	28 13	142	2,585 75	286 40	17 46	19 16	7 00	202 50	21 25
Staffa.....	164 49	121	2,520 50	12 60	29	459 45	109 77	7 10	.....	1 85	75 00	7 50
Stanford.....	271 23	286	3,054 60	18 21	39	459 98	36 45	9 10	.....	1 41	118 50	11 25
Stawey Brae.....	297 56	446	13,007 49	75 19	14	352 20	135 98	35 79	.....	1 28	121 50	11 25
Staples.....	3,473 05	206	12,771 05	17 09	71	755 65	122 59	10 66	.....	1 59	84 00	7 50
Staples.....	1,759 79	968	12,771 05	73 31	587	11,473 89	1,096 70	39 51	5 12	8 79	564 00	75 00
Staples.....	691 75	984	8,572 79	65 70	168	3,125 85	196 20	24 98	.....	1 67	240 00	26 25
Stella.....	225 00	301	6,912 77	31 06	119	3,326 82	292 23	25 81	4 14	1 54	96 00	7 50

a Including \$106 arrears. b Including \$10 arrears. c Accounting from December 1, 1906.

d Including commission on box rents.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Fuel and Light.
	\$	cts.	\$	cts.		\$	cts.	\$	cts.	\$	cts.	\$
Stevensville.....	453 77		5,546 06	30 66	273	3,346 34	250 66	20 10	23 71	147 00	3 00	15 00
Stirling.....	1,589 09	1,022	13,306 42	74 65	368	6,004 44	1,114 58	38 95	3 05	525 00	41 25	75 00
Sturton.....	46 05	15	137 83	0 66	16	146 28	25 91	0 46	.....	20 90	.....	.....
Sturville.....	500 87	183	4,271 07	19 85	80	1,361 53	257 44	11 92	.....	196 50	16 50	18 75
Stocco.....	102 07	68	1,469 52	6 85	17	167 90	35 08	4 20	.....	54 00	.....	3 75
Stokes Bay.....	141 63	32	535 74	2 62	12	339 41	53 36	1 60	.....	58 50	7 50	3 75
Stony Creek.....	601 92	407	4,112 54	26 51	187	2,546 15	396 29	13 06	0 83	223 50	18 00	22 50
Stony Point.....	187 61	124	5,017 42	19 15	25	388 58	158 76	13 97	.....	82 50	.....	7 50
Stouffville.....	1,848 22	762	9,252 53	55 94	403	7,001 88	1,151 19	28 01	4 75	600 33	57 75	75 00
Strabane.....	88 57	81	2,143 09	9 24	14	425 25	43 45	6 06	.....	41 25	.....	3 75
Stratford.....	255 59	277	5,902 57	27 36	19	240 81	234 12	16 31	.....	131 00	.....	11 25
Stratford.....	16,243 21	4,544	44,502 30	305 06	4,794	82,474 99	7,389 26	184 80	55 27	83,658 50	240 00	.....
Stratford Station.....	4,321 15	2,033	21,842 42	192 57	143	1,756 53	698 43	61 73	32 77	1,237 50	.....	165 00
Strathcona.....	121 35	75	3,767 36	13 29	37	208 79	118 78	10 44	.....	64 00	.....	3 75
Strathroy.....	4,925 03	856	11,886 45	68 47	1,059	16,224 32	2,631 07	42 28	6 89	41,388 25	60 00	.....
Stratton Station.....	305 68	388	7,963 23	33 33	81	1,670 91	204 61	22 65	.....	183 07	11 25	15 00
Streetsville.....	947 08	256	6,196 05	35 26	262	3,762 41	629 77	20 61	17 52	321 00	8 25	30 00
Stroud.....	203 39	128	2,976 56	15 25	108	1,363 75	284 29	8 30	.....	49 75	63 75	7 50
Sturgeon Falls.....	3,436 19	952	23,409 00	141 19	751	16,471 56	1,091 64	67 97	24 19	984 00	6 00	135 00
Sudbury.....	7,104 17	4,345	123,813 07	1,094 11	1,299	26,894 40	4,141 73	346 81	99 41	1,749 75	115 50	240 00
Summersville.....	138 85	72	993 02	5 43	20	320 14	144 10	2 96	0 31	32 50	.....	6 25
Sunderland.....	959 87	635	6,992 92	45 58	169	3,353 31	676 45	20 15	.....	340 50	8 25	30 00
Sundridge.....	802 74	1,343	19,662 02	105 82	255	3,758 89	554 35	54 75	14 31	321 00	8 25	30 00
Sutton West.....	956 90	728	10,300 16	54 68	209	4,079 93	724 88	30 39	7 14	385 50	37 50	45 00
Swaen.....	1,161 91	256	3,341 41	25 69	269	1,285 10	490 75	10 47	0 51	2 53	180 00	.....
Sydenham.....	784 53	611	8,455 08	45 23	137	1,771 85	356 78	24 40	9 96	309 00	.....	30 00
Tamworth.....	737 24	529	12,243 74	64 13	200	3,189 10	536 60	35 26	2 13	303 00	3 75	30 00
Tara.....	1,113 31	1,080	12,463 43	71 26	378	6,891 19	861 44	34 74	3 97	385 50	40 50	45 00
Tavistock.....	1,451 45	707	8,997 78	51 57	301	5,270 78	550 00	27 77	0 63	483 00	.....	60 00
Teemisch.....	242 51	189	4,061 59	18 52	38	540 81	110 08	11 28	.....	114 00	3 75	11 25
Teeswater.....	1,401 43	326	5,233 59	27 81	429	6,699 56	1,067 70	18 54	3 56	486 00	10 48	59 88
Temagami.....	637 58	477	10,477 93	77 51	51	1,280 19	119 04	29 17	223 50	3 75	22 50
Temperanceville.....	165 74	97	4,311 16	16 24	41	1,075 07	150 79	12 01	41 25	3 75

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Thamesford.	694 18	285	3,321 90	22 33	2233	2,316 53	444 16	10 53	5 35	0 54	272 50	49 50	30 00
Thamesville.	1,965 62	268	7,517 21	32 93	417	6,676 91	909 64	25 40	5 93	12 78	500 50	37 50	60 00
The Brook.	4,776 30	101	4,844 48	18 06	125	2,131 86	159 43	17 74	4 55	189 00	7 50	18 75	18 75
Theford.	928 26	503	5,174 01	32 49	256	4,282 46	623 89	16 50	2 15	5 64	318 00	16 50	45 00
Thessalon.	2,190 03	1,035	18,075 28	91 11	520	8,372 90	1,218 63	51 80	20 34	24 07	625 38	21 00	86 07
Thomaburg	156 46	255	6,658 08	26 97	58	7,98 47	103 79	16 75	2 46	73 50	.....	7 50	7 50
Thorbury.	1,261 06	674	8,509 78	48 71	372	6,993 85	925 50	26 36	15 51	7 49	408 00	.....	60 00
Thorndale	568 34	410	6,150 35	33 70	91	1,225 71	215 10	17 30	.....	2 83	210 00	.....	22 50
Thornhill.	345 33	216	3,126 45	18 02	131	2,222 73	314 74	10 34	6 03	1 55	141 00	.....	15 00
Thorton.	473 17	317	5,563 59	29 73	132	1,953 60	253 16	17 03	.....	3 61	175 50	.....	18 75
Thorold	2,009 22	2,022	22,919 26	139 22	612	13,202 64	1,012 13	86 32	16 36	3 89	626 24	.....	90 00
Tilbury.	2,109 50	1,198	17,328 59	95 65	451	8,297 45	828 79	54 76	0 65	8 73	525 00	.....	75 00
Tilsenburgh.	4,842 42	1,668	19,537 51	122 65	1,232	21,717 70	3,403 38	63 72	10 02	25 04	1,335 00	150 00	180 00
Tipton.	634 40	634	8,969 41	47 40	294	6,429 19	484 40	31 87	7 91	6 92	255 03	10 50	26 25
Tuxton.	326 70	137	1,892 71	24 89	12	231 82	130 36	5 70	.....	0 46	114 00	.....	11 25
Tudmorden.	237 82	605	12,536 87	57 95	107	1,244 67	149 49	35 02	9 11	3 44	114 00	.....	11 25
Fukelo.	*998,951 09	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toronto.	803,995 65	17,879	240,863 44	2,289 69	284,302	3,890,892 99	664,169 45	.....	c391 54	b	225 00	.....	.....
Head Office.	299 30	.....	.....	.....	678	7,802 13	2,318 87	161 13	.....	20 64	150 00	.....	.....
Balmly Beach.	5,123	5,123	35,489 77	543 03	.....	2,554 09	1,486 08	45 81	37 56	13 68	150 00	.....	.....
Bathurst Street.	6,001 00	1,290	15,563 49	136 00	251	4,547 36	1,643 78	73 31	51 30	12 18	150 00	.....	.....
Bleeker Street.	6,461 00	2,695	25,691 25	244 84	295	4,600 71	959 01	45 30	27 59	9 69	150 00	.....	.....
Bloor Street.	4,675 00	1,241	14,646 38	136 87	589	2,354 02	832 45	44 66	19 38	9 38	12 50	.....	.....
Broadview Avenue.	3,653 00	1,491	15,374 62	136 50	190	10,181 75	6,200 38	131 60	73 44	35 61	150 00	.....	.....
Pockton.	27,249 00	1,491	44,491 46	390 19	632	2,329 78	1,184 21	47 19	25 67	11 05	150 00	.....	.....
Carlton Street.	3,164 00	1,313	16,575 88	125 20	155	2,405 22	1,407 51	68 36	19 56	7 55	150 00	.....	.....
Clinton Street.	4,175 00	2,305	23,815 62	194 09	362	2,405 22	1,407 51	68 36	19 56	7 55	150 00	.....	.....
Dundas Street.	7,771 62	3,311	42,660 03	380 21	188	2,593 01	2,384 77	119 17	216 84	9 21	150 00	.....	.....
Elm Street.	678 00	.....	.....	.....	146	1,690 36	522 11	35 32	1 33	12 11	75 00	.....	.....
Lee Avenue.	4,297 00	966	11,970 79	115 49	146	1,690 36	522 11	35 32	1 33	12 11	75 00	.....	.....
North Toronto.	1,181 97	36	336 99	3 95	2	12 47	25 00	0 95	0 08	0 24	109 81	.....	.....
Pape Avenue	7,890 00	2,641	23,354 03	204 15	685	8,898 58	1,978 95	73 13	38 06	8 41	150 00	.....	.....
Parkdale	7,570 00	4,028	43,976 80	430 57	233	2,781 91	1,626 74	123 20	134 77	10 91	150 00	.....	.....
Peter Street.	5,704 00	1,853	26,069 85	265 70	63	7,713 81	536 94	71 83	21 11	4 32	150 00	.....	.....
Queen Street Centre.	4,642 00	5,043	42,591 51	499 47	137	1,259 52	1,106 03	117 49	138 63	7 62	150 00	.....	.....
Queen Street East.	4,191 00	3,649	31,142 37	366 02	285	4,717 61	1,093 28	90 68	65 41	8 57	110 12	.....	.....
Riverside.	4,486 00	2,868	24,198 16	257 36	294	2,957 80	1,013 35	70 67	50 47	8 38	150 00	.....	.....
Rosholme Road.	5,500 00	1,575	13,864 01	136 58	123	1,495 33	1,701 56	39 29	7 96	150 00	.....	.....	.....
St. Joseph Street.	20,711 00	4,767	43,533 22	379 44	380	6,325 55	5,125 35	129 39	86 06	30 67	150 00	.....	.....
Spadina Avenue.	121,187 16	10,365	121,187 16	1,131 21	510	8,119 58	3,403 89	.....	.....	.....	.....	.....	.....
Station B.	23,108 21	3,155	38,038 85	377 84	621	8,119 58	3,403 89	.....	.....	.....	.....	.....	.....
Station C.	110 00	17	162 77	1 62	1	15 00	5 90	.....	.....	.....	.....	.....	.....
Station F.	110 00	7,686	87,302 93	772 47	41	377 62	4,763 31	.....	.....	.....	.....	.....	.....
Station H.	172 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sub-Office No. 5	3,609 00	690	6,896 31	57 22	201	1,749 26	566 40	20 56	8 56	5 20	64 16	.....	.....
Sub-Office No. 12	2,612 00	1,350	15,498 70	142 85	104	1,987 42	149 60	45 66	.....	2 56	a85 00	.....	.....
Sub-Office No. 24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* Divided as follows:—													
Head Office.	803,995 65	17,879	240,863 44	2,289 69	284,302	3,890,892 99	664,169 45	.....	c391 54	b	225 00	.....	.....
Balmly Beach.	299 30	.....	.....	.....	678	7,802 13	2,318 87	161 13	.....	20 64	150 00	.....	.....
Bathurst Street.	6,001 00	1,290	15,563 49	136 00	251	4,547 36	1,643 78	73 31	51 30	12 18	150 00	.....	.....
Bleeker Street.	6,461 00	2,695	25,691 25	244 84	295	4,600 71	959 01	45 30	27 59	9 69	150 00	.....	.....
Bloor Street.	4,675 00	1,241	14,646 38	136 87	589	2,354 02	832 45	44 66	19 38	9 38	12 50	.....	.....
Broadview Avenue.	3,653 00	1,491	15,374 62	136 50	190	10,181 75	6,200 38	131 60	73 44	35 61	150 00	.....	.....
Pockton.	27,249 00	1,491	44,491 46	390 19	632	2,329 78	1,184 21	47 19	25 67	11 05	150 00	.....	.....
Carlton Street.	3,164 00	1,313	16,575 88	125 20	155	2,405 22	1,407 51	68 36	19 56	7 55	150 00	.....	.....
Clinton Street.	4,175 00	2,305	23,815 62	194 09	362	2,405 22	1,407 51	68 36	19 56	7 55	150 00	.....	.....
Dundas Street.	7,771 62	3,311	42,660 03	380 21	188	2,593 01	2,384 77	119 17	216 84	9 21	150 00	.....	.....
Elm Street.	678 00	.....	.....	.....	146	1,690 36	522 11	35 32	1 33	12 11	75 00	.....	.....
Lee Avenue.	4,297 00	966	11,970 79	115 49	146	1,690 36	522 11	35 32	1 33	12 11	75 00	.....	.....
North Toronto.	1,181 97	36	336 99	3 95	2	12 47	25 00	0 95	0 08	0 24	109 81	.....	.....
Pape Avenue	7,890 00	2,641	23,354 03	204 15	685	8,898 58	1,978 95	73 13	38 06	8 41	150 00	.....	.....
Parkdale	7,570 00	4,028	43,976 80	430 57	233	2,781 91	1,626 74	123 20	134 77	10 91	150 00	.....	.....
Peter Street.	5,704 00	1,853	26,069 85	265 70	63	7,713 81	536 94	71 83	21 11	4 32	150 00	.....	.....
Queen Street Centre.	4,642 00	5,043	42,591 51	499 47	137	1,259 52	1,106 03	117 49	138 63	7 62	150 00	.....	.....
Queen Street East.	4,191 00	3,649	31,142 37	366 02	285	4,717 61	1,093 28	90 68	65 41	8 57	110 12	.....	.....
Riverside.	4,486 00	2,868	24,198 16	257 36	294	2,957 80	1,013 35	70 67	50 47	8 38	150 00	.....	.....
Rosholme Road.	5,500 00	1,575	13,864 01	136 58	123	1,495 33	1,701 56	39 29	7 96	150 00	.....	.....	.....
St. Joseph Street.	20,711 00	4,767	43,533 22	379 44	380	6,325 55	5,125 35	129 39	86 06	30 67	150 00	.....	.....
Spadina Avenue.	121,187 16	10,365	121,187 16	1,131 21	510	8,119 58	3,403 89	.....	.....	.....	.....	.....	.....
Station B.	23,108 21	3,155	38,038 85	377 84	621	8,119 58	3,403 89	.....	.....	.....	.....	.....	.....
Station C.	110 00	17	162 77	1 62	1	15 00	5 90	.....	.....	.....	.....	.....	.....
Station F.	110 00	7,686	87,302 93	772 47	41	377 62	4,763 31	.....	.....	.....	.....	.....	.....
Station H.	172 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sub-Office No. 5	3,609 00	690	6,896 31	57 22	201	1,749 26	566 40	20 56	8 56	5 20	64 16	.....	.....
Sub-Office No. 12	2,612 00	1,350	15,498 70	142 85	104	1,987 42	149 60	45 66	.....	2 56	a85 00	.....	.....
Sub-Office No. 24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
b Salary, &c., entered in Auditor General's Report													
c Commission to non-accounting officers, &c.													
d Accounting from February 1, 1907.													
e Closed October 1, 1906.													
f Accounting from October 1, 1906.													
g Including \$1.50 arrears.													
h Non-accounting from March 1, 1907.													
i Including \$3.07 arrears night duty.													
j Including \$10 arrears.													
k Box rent.													

a Including \$10 arrears.
from February 1, 1907.
b Salary, &c., entered in Auditor General's Report.
c Closed October 1, 1906.
d Accounting from February 1, 1907.
e Commission to non-accounting officers, &c.
from February 1, 1907.
f Accounting from October 1, 1906.
g Including \$1.50 arrears.
h Including commission from March 1, 1907.
i Including \$3.07 arrears night duty.
j Non-accounting from March 1, 1907.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.
			%	cts.	%	cts.	%	cts.	%	cts.	%	%	cts.	%	%	%	%
Toronto— <i>Con.</i>																	
Sub-Office No. 27	2,900 00	491	6,357 74	56 38		123	1,426 81	589 30		18 74	1 82	10 09		112 50			
Sub-Office No. 40	1,434 00													57 15			
Sub-Office No. 45	2,315 00	331	3,493 44	31 35		48	636 33	340 92		10 26	0 03	6 90		112 50			
Sub-Office No. 55	721 00	348	2,940 66	31 60		12	132 49	15 70		8 26	2 76	0 36		63 26			
Yorkville	12,805 95	4,105	42,065 76	430 42		1,014	15,042 08	3,331 46		131 07	185 39	21 14		450 00			110 00
Toronto Junction	11,613 86	4,963	48,859 98	461 65		2,046	33,608 61	5,219 82		155 75	84 22	29 48		2,595 00			
Toronto	197 57	292	7,515 18	36 18		8	229 41	99 25		20 67		1 01		90 00			7 50
Tory Hill	100 74	111	3,622 35	14 63		26	738 18	62 31		9 97		1 69		46 50			3 75
Tottenham	1,263 06	676	11,301 17	62 06		232	3,628 30	763 69		32 08	24 23	7 61		429 00			45 00
Trenton	5,190 31	653	13,570 27	69 81		1,532	17,357 13	3,425 18		51 61	34 13	24 79		217 50			
Trout Creek	517 82	391	5,329 62	29 16		78	1,517 91	169 75		14 84	11 42	0 72		60 00			22 50
Trowbridge	137 46	159	2,825 59	13 39		41	719 78	79 86		8 38		0 24		60 00			3 75
Tullamore	63 67	3	98 95	0 50		2	48 75			0 26		0 66		25 50			
Tunnel	651 69	294	3,011 54	21 43		37	521 86	107 85		9 63		3 69		277 50			30 00
Tupperville	363 41	319	6,318 39	27 43		58	1,203 47	114 83		15 03		3 97		120 00			11 25
Tweed	2,345 84	607	10,216 34	55 33		672	14,425 68	3,650 86		32 15	3 01	7 96		729 00			90 00
Uffington	111 49	94	2,479 67	10 89		37	465 75	95 02		6 87		3 13		51 00			3 75
Underwood	345 91	635	12,684 75	57 82		129	2,719 52	299 22		39 22	0 56	5 58		146 25			15 00
Union	216 50	142	2,654 72	12 12		42	457 08	192 29		7 79		1 18		96 00			7 50
Unionville	513 46	176	3,253 22	17 21		160	2,463 70	313 99		11 01	4 55	3 24		205 50			22 50
Uphill	145 05	182	4,580 54	19 51		20	465 96	65 69		12 63		1 36		60 00			3 75
Utterson	363 96	143	2,818 10	13 49		75	1,157 59	202 31		7 75		4 07		140 00			15 00
Uxbridge	2,971 10	848	16,026 93	83 31		733	11,315 04	1,875 71		48 21	1 66	26 97		817 50			105 00
Vankleek Hill	2,398 78	757	11,612 83	62 76		639	14,457 93	970 45		37 96	18 99	19 00		714 00			90 00
Varna	288 65	111	2,708 93	11 80		83	1,137 22	60 25		7 92		2 87		115 50			11 25
Vars	438 42	401	11,413 80	17 89		75	1,425 84	157 48		32 69		3 95		198 00			18 75
Venudor	190 10	234	4,383 01	20 17		39	624 35	74 35		12 43		2 22		85 50			7 50
Venet	545 87	407	9,436 24	44 89		161	6,739 02	156 17		34 28		4 46		258 00			26 25
Vernon	245 10	115	3,276 76	14 58		45	1,374 02	116 60		19 99	1 48	4 47		103 50			11 25
Verona	313 51	258	6,705 10	28 61		77	1,662 21	232 82		19 99		3 43		121 50			11 25
Victoria Harbour	835 58	799	7,571 77	49 27		131	1,927 71	436 22		61 08	6 96	3 70		326 25			30 00
Victoria Mines	734 38	579	21,708 43	181 96		53	986 00	102 85		60 08	23 44	5 38		282 30			30 00

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Victoria Road	533 17	498	9,459 44	49 69	73	1,706 00	186 98	26 39	15 50	4 86	204 00	16 50	22 50
Vienna	317 51	517	9,466 61	46 06	107	1,000 27	376 07	26 70	15 50	.....	6 44	160 00	.....	15 00
Vineland	177 27	153	1,527 23	10 38	72	1,009 33	177 84	4 42	.....	.....	1 22	82 50	.....	7 50
Virginia	182 33	40	1,536 96	5 87	45	955 55	131 69	4 42	.....	.....	1 53	89 00	2 25	7 50
Victoria	440 65	286	2,814 69	17 86	111	1,513 88	335 61	8 42	0 95	.....	3 47	183 00	12 00	18 75
Wabgon	346 80	385	9,303 01	66 57	72	1,207 15	92 94	26 16	.....	.....	3 43	190 00	33 00	20 00
Wabgon	1,157 54	973	29,989 97	192 42	51	1,091 77	81 15	82 39	.....	.....	1 65	442 50	.....	55 00
Wabgon	511 54	459	6,104 36	32 19	110	2,337 47	173 74	56 03	8 27	.....	3 08	236 25	37 50	26 25
Wales	4,480 69	1,119	16,812 18	92 52	2137	22,729 05	5,854 92	56 03	18 34	.....	30 40	1,301 25	75 00	255 00
Walkerton	7,146 53	1,697	19,605 52	147 04	1,724	38,851 56	1,812 18	71 05	18 31	.....	23 72	1,833 75	62 75	135 00
Walkerville	3,831 66	709	10,983 74	65 51	873	11,840 48	1,348 46	44 71	3 39	.....	9 71	975 00	13 50	135 00
Wallacetown	316 56	370	4,819 02	26 27	62	674 56	210 18	14 18	.....	.....	4 34	132 00	9 00	11 25
Wallacetown	146 23	65	7,47 67	4 41	13	166 16	75 94	2 18	.....	.....	2 15	66 00	.....	6 25
Walsh	202 69	265	4,007 23	21 49	115	1,456 64	366 83	12 13	.....	.....	2 66	105 00	.....	7 50
Walsingham Centre	290 05	195	4,699 62	21 69	51	799 40	216 12	12 76	.....	.....	5 41	94 50	.....	7 50
Walter's Falls	346 39	309	5,339 56	33 63	79	1,182 77	191 57	15 18	.....	.....	1 98	145 50	.....	15 00
Wardville	439 34	818	10,639 76	56 08	171	2,530 96	316 30	31 13	7 41	.....	2 03	232 50	.....	27 50
Wardworth	1,040 68	1,153	12,612 16	77 34	180	3,221 60	568 74	37 13	10 20	.....	3 48	360 00	45 00	45 00
Warron	746	746	13,554 52	68 03	237	5,679 86	621 99	38 75	10 67	.....	5 89	315 00	.....	30 00
Warsaw	330 54	158	3,177 76	15 55	72	1,184 54	162 47	9 01	.....	.....	4 09	120 00	.....	11 25
Warsaw	186 18	193	3,245 56	17 13	50	1,012 55	126 00	9 01	.....	.....	0 83	69 00	.....	7 50
Warwick	379 12	67	1,922 43	9 07	17	279 80	245 87	5 28	.....	.....	3 89	156 00	33 00	15 00
Wastago	715 78	264	4,165 20	25 30	209	3,382 06	414 45	13 77	1 50	.....	4 50	277 50	.....	30 00
Waterdown	1,565 20	824	13,878 91	72 20	483	4,999 93	1,026 73	43 43	7 95	.....	14 27	475 50	96 00	60 00
Waterford	7,184 88	790	8,542 93	68 36	2,248	11,739 87	3,718 89	40 10	20 78	.....	23 39	1,848 00	12 00	255 00
Waterloo West	2,036 91	593	17,171 82	74 13	735	10,780 24	1,020 35	51 25	52 08	.....	29 77	619 16	24 00	86 67
Watford	933 51	1,102	13,027 27	78 30	177	1,833 87	394 88	36 27	14 07	.....	3 46	348 00	.....	45 00
Waubashene	142 33	81	1,717 05	9 07	17	512 04	142 61	4 92	.....	.....	3 77	65 00	.....	3 75
Waverley	1,766 45	792	20,643 58	119 39	132	2,928 50	431 62	57 02	19 98	.....	22 84	378 00	3 75	45 00
Webwood	235 34	24	748 30	3 03	6	106 95	116 05	2 12	.....	.....	2 11	100 00	.....	10 00
Wellcome	5,673 40	1,765	36,244 16	219 19	1,277	19,654 22	2,428 81	131 21	26 10	.....	17 42	1,351 00	136 00	185 00
Welland	419 84	325	6,144 74	30 05	170	2,784 10	273 11	19 08	4 37	.....	8 05	157 50	.....	15 00
Welland Port	824 48	536	7,731 78	42 68	122	2,684 41	293 00	29 16	6 84	.....	8 36	340 00	3 75	40 00
Wellington	1,102 96	875	7,482 09	51 49	188	2,644 70	547 27	23 57	0 03	.....	7 43	367 50	.....	45 00
Wellman's Corners	88 49	103	2,718 43	12 04	20	333 75	16 25	7 74	.....	.....	3 06	37 50	.....	3 75
Westboro	109 00	1	1 00	0 03	1	1 00	2 80	.....	.....	.....	0 40	111 00	.....	11 25
West Gravenhurst	229 67	110	1,292 65	7 46	14	145 96	101 60	3 63	.....	.....	1 00	158 00	.....	15 00
West Lorne	1,043 33	888	8,963 09	56 31	267	3,446 85	507 76	27 21	5 46	.....	2 30	343 50	.....	30 00
Westmeath	407 91	370	4,540 37	26 18	91	1,697 12	212 00	12 70	.....	.....	2 29	198 00	10 50	22 50
Westport	1,687 72	568	12,059 20	61 35	197	2,786 64	449 89	34 33	7 66	.....	1 75	504 00	.....	69 00
Westport	1,185 77	941	11,083 32	62 22	218	5,379 13	747 06	32 82	2 86	.....	4 70	336 00	18 00	45 00
Westwood	332 47	161	3,680 45	16 28	43	453 02	88 33	10 58	.....	.....	1 95	144 00	.....	15 00
Wheatley	856 78	651	7,135 93	43 14	230	3,009 91	514 08	21 52	0 92	.....	9 39	315 00	10 50	30 00
Whitby	3,198 20	566	4,475 55	34 43	788	12,373 34	2,145 93	20 50	9 35	.....	7 29	960 00	57 75	135 00
Whitfish	316 54	8	4 83 69	0 55	.....	.....	4 30	.....	.....	.....	0 60	102 00	.....	11 25
White River	762 76	807	27,112 64	225 79	35	729 91	138 17	74 85	35 18	.....	3 32	328 50	.....	30 00
Whitevale	295 74	253	5,774 39	25 67	74	1,297 37	255 99	16 34	.....	.....	1 31	48 00	.....	7 50
Whitney	1,197 66	1,317	19,571 62	110 60	156	2,077 25	298 34	54 68	12 23	.....	4 37	355 50	.....	45 00
Wharton	3,531 94	1,245	14,057 92	84 10	878	18,077 41	2,288 07	40 97	12 60	.....	13 49	1,108 17	113 16	146 65

d Accounting from December 1, 1906.

e Accounting from March 1, 1907.

b Including 50 cents arrears.

a Including commission on box rents.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.		Compensation paid to Postmasters on S.B. business.		Compensation paid to Postmasters on P.N. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.			
	£	cts.		£	cts.			£	cts.		£	cts.	£	cts.	£	cts.				£	cts.	
Wilkesport.....	196	97	544	11,697	11	53	11	2,512	51	216	31	33	23	1	25	1	59	91	50	7	50	
Williamsford.....	284	82	166	4,183	59	18	29	1,106	34	275	52	11	91	8	31	5	54	120	00	11	25	
Williamstown.....	601	51	485	9,370	65	45	36	1,677	36	356	65	27	47	4	82	2	99	234	00	26	25	
Wilno.....	157	67	51	1,235	95	5	78	217	85	38	51	3	40	.....	.....	2	99	61	50	3	75
Wilton.....	170	14	422	2,573	88	12	52	1,113	68	203	65	7	91	.....	.....	1	57	66	00	6	25
Winchester.....	2,434	89	392	9,388	03	42	05	12,284	06	1,579	89	28	53	10	72	21	30	711	00	90	00	
Winchester Springs.....	184	70	173	2,136	37	12	15	347	80	49	50	6	05	.....	.....	1	79	82	50	7	50
Windemere.....	502	50	173	2,626	00	14	00	1,123	75	270	91	7	27	.....	.....	3	81	139	00	15	00
Windham Centre.....	216	37	148	3,661	49	16	32	967	07	140	72	10	72	.....	.....	4	05	82	50	7	50
Windsor.....	25,194	36	1,927	29,338	06	195	68	111,671	44	13,239	95	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wingham.....	4,883	33	1,882	17,967	88	118	43	15,452	40	2,239	12	56	94	14	65	12	18	1,215	00	128	33	
Winona.....	2,228	03	232	2,165	31	15	21	8,243	19	1,319	72	6	53	0	06	2	68	672	00	90	00	
Wolfe Island.....	453	18	242	5,211	08	25	72	2,089	02	36	45	17	30	.....	.....	1	36	187	54	18	75
Woodbridge.....	774	34	288	1,417	18	25	07	2,896	35	365	89	13	72	4	96	2	30	303	00	8	25	
Woodford.....	238	61	22	463	40	2	55	10	32	75	47	1	27	.....	.....	1	47	73	50	7	50
Woodham.....	145	85	159	4,572	06	20	22	31	322	68	74	42	12	66	1	28	72	00	6	25
Woodhouse.....	82	21	138	3,264	80	14	77	158	89	38	00	9	20	4	24	0	86	42	00	.....	.....
Woodstock.....	17,537	40	3,250	38,792	65	281	54	59,663	67	10,172	47	140	63	40	10	46	84	43	55	190	50	
Woodville.....	1,010	00	636	12,817	86	63	43	5,685	18	919	40	35	33	4	04	14	53	357	00	45	00	
Wooler.....	339	53	480	8,531	78	43	14	1,141	68	341	70	23	98	0	90	3	83	166	50	18	75	
Worthington.....	230	84	.....	.....	.....	.....	.....	359	31	46	41	0	10	.....	.....	3	90	48	00	3	75
Wroxeter.....	684	33	484	6,136	99	33	85	5,395	99	1,778	03	17	85	3	85	4	89	274	50	13	50	
Wyehwood Park.....	534	34	359	2,479	39	32	76	364	75	52	15	7	47	.....	.....	6	79	160	50	15	00
Wyebridge.....	146	95	116	2,023	93	10	41	366	44	131	70	5	57	.....	.....	2	25	64	50	3	75
Wyevalde.....	183	32	86	1,689	39	7	94	721	63	153	42	4	66	.....	.....	1	86	90	00	7	50
Wyoming.....	1,151	35	883	10,212	49	62	05	4,854	60	1,064	96	30	83	19	98	9	78	397	50	45	00	
Yarker.....	547	15	403	5,468	63	31	76	6,709	51	924	44	17	61	2	44	8	30	219	00	18	75	
Yonge's Mills.....	51	86	25	178	62	1	28	25	00	2	50	0	50	.....	.....	0	35	67	50	5	00
York.....	233	40	169	4,895	05	20	79	1,998	16	586	83	14	09	15	03	3	80	97	50	7	50	
Young's Point.....	225	10	95	1,842	15	8	88	1,923	63	60	00	6	23	1	71	86	25	7	50	
Zephyr.....	279	56	92	2,338	27	10	46	1,030	35	160	21	7	13	5	21	111	00	11	25	

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Zurich.....	641 56	230	3,803 21	18 86	132	1,634 53	257 98	12 09	2 19	6 46	207 00	- 10 50	30 00
Non-accounting Post Offices.....	154,298 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	76,857 35	1,168 52	3,404 80
Less—Value of Postage Stamps affixed to Postal Notes	2,903,741 63	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3,167 70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	2,900,573 93	730,540	11,538,665 64	76,835 84	708,194	10,855,574 59	1,674,372 86	30,123 37	8,845 57	7,579 12	406,962 46	16,869 78	33,057 83

^a Including commission on box rent.^b Salary, etc., entered in Auditor General's Report.

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APPENDIX C—Continued.

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Compensation paid to Postmasters on P. N. business.		Salary.		Forward Allowance.		Allowance towards Rent, Fuel and Light.	
							cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%
Abbotsford	333 59	216	3,713 64	18 52	94	1,890 09	126 79	12 85	.....	.....	4 83	126 00	6 00	11 25	.....	.....	.....	.....
Abercorn	575 45	105	1,653 56	9 00	36	592 68	63 09	5 24	.....	.....	1 99	180 00	2 25	18 75	.....	.....	.....	.....
Acton Vale	1,028 20	565	9,911 66	48 83	560	12,552 19	1,031 95	39 49	0 41	.....	9 68	6363 75	15 00	.....	.....	.....	.....	.....
Adstock	139 49	159	5,522 08	21 39	20	454 99	36 43	15 62	.....	.....	2 72	51 00	.....	3 75	.....	.....	.....	.....
Agnes	509 79	285	3,099 30	18 93	70	864 15	163 70	9 35	5 33	.....	2 82	196 50	10 50	18 75	.....	.....	.....	.....
Albanel	68 06	61	2,011 47	7 91	6	245 50	169 61	5 53	.....	.....	1 94	36 00	1 75	3 75	.....	.....	.....	.....
Amherst Island	122 95	318	10,070 48	40 45	36	1,228 68	59 57	24 96	.....	.....	0 47	48 00	11 25	3 75	.....	.....	.....	.....
Amqui	820 94	539	11,288 15	54 44	181	4,098 85	453 15	34 32	.....	.....	12 25	333 00	10 50	30 00	.....	.....	.....	.....
Ange Gardien de Rouville	192 06	117	2,586 83	11 94	36	753 46	88 55	7 61	.....	.....	1 67	92 00	.....	7 50	.....	.....	.....	.....
Angers	193 51	245	5,472 02	24 04	69	1,679 01	82 85	15 18	.....	.....	0 16	90 75	2 25	3 75	.....	.....	.....	.....
Armagh	134 56	1	18 15	0 10	2	82 75	.....	.....	.....	.....	.....	65 00	.....	.....	.....	.....	.....	.....
Arthabaska	1,414 59	349	6,781 11	33 25	627	12,187 93	1,836 87	28 72	1 48	.....	16 14	438 16	75 00	56 66	.....	.....	.....	.....
Arundel	232 09	405	9,795 65	42 50	90	2,233 95	191 06	27 36	28 03	.....	2 41	493 75	5 25	7 50	.....	.....	.....	.....
Asbestos	551 17	476	10,256 50	48 17	293	1,784 59	275 45	30 54	.....	.....	11 61	168 00	.....	18 75	.....	.....	.....	.....
Avignon	118 28	508	11,733 69	53 36	42	616 70	114 20	33 00	2 35	.....	3 22	55 50	4 50	3 75	.....	.....	.....	.....
Ayer's Cliff	531 61	431	6,749 95	34 40	100	1,661 78	172 17	19 80	.....	.....	2 70	192 00	7 50	18 75	.....	.....	.....	.....
Aylmer (East)	1,332 55	771	9,679 93	60 22	340	6,462 79	825 35	29 31	30 60	.....	3 05	60 00	.....	3 75	.....	.....	.....	.....
Aylmer	138 25	164	2,195 31	12 53	19	647 27	26 54	6 39	.....	.....	0 60	60 00	.....	15 00	.....	.....	.....	.....
Bagoiville	399 63	689	12,256 75	63 69	57	1,856 53	138 61	35 05	.....	.....	5 68	187 50	.....	3 75	.....	.....	.....	.....
Beau-Sec, Claire	62 52	18	452 71	3 55	1	9 52	.....	1 26	.....	.....	0 32	34 50	.....	3 75	.....	.....	.....	.....
Beau-Sec, Paul	814 46	592	11,841 42	55 37	520	14,730 11	991 43	46 25	.....	.....	5 73	345 00	18 00	30 00	.....	.....	.....	.....
Baillargeon	97 52	67	1,938 58	8 55	19	293 24	147 19	5 35	.....	.....	2 26	60 00	.....	3 75	.....	.....	.....	.....
Barabois de Malbarte	291 45	180	5,441 47	24 59	28	472 36	78 05	15 13	.....	.....	1 14	132 75	3 75	11 25	.....	.....	.....	.....
Barnston	170 69	175	1,924 57	12 32	57	765 51	65 03	6 29	.....	.....	1 14	72 00	.....	7 50	.....	.....	.....	.....
Batiscan	349 40	473	15,993 11	63 03	245	5,235 23	290 65	44 43	8 43	126 00	129 00	11 25
Beauce Junction	242 55	2	21 16	5 00	87 00	10 50	7 50

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	1,301 87	463	8,714 19	12 43	472	10,116 81	1,814 64	24 79	10 39	450 00	13 50	60 00
Beauceville East.....	380 03	277	4,585 69	26 09	138	3,041 90	206 08	16 53	2 83	156 00	15 00
Beauceville Ouest.....	1,502 86	772	13,892 78	69 73	408	9,227 60	652 16	44 25	32 03	6 93	492 00	21 00	60 00
Beauharnois.....	241 25	102	1,099 67	7 14	117	2,104 72	177 80	4 21	.....	1 02	88 50	4 50	7 50
Beaupré.....	208 45	67	1,936 61	7 54	15	498 39	43 00	6 14	.....	3 67	81 00	.....	7 50
Beauvillage.....	167 98	134	3,718 91	15 03	460	4,263 21	17 60	10 72	.....	0 62	73 50	.....	7 50
Beaucourt.....	421 68	279	7,219 18	31 02	153	5,011 73	225 61	24 40	51 92	2 08	212 50	30 00	18 75
Bedford.....	1,201 55	501	4,682 39	30 13	381	3,878 04	562 56	15 98	52 94	2 08	416 25	12 00	45 00
Bedford Plain.....	230 22	395	5,142 64	39 07	139	1,847 77	365 25	14 46	.....	1 73	169 50	.....	18 75
Bellerive.....	278 78	54	720 93	4 21	8	185 00	34 70	1 90	.....	0 71	117 00	.....	11 25
Belœil Station.....	277 69	98	1,513 29	13 92	15	324 94	56 65	4 32	.....	1 02	180 00	.....	18 75
Belœil Village.....	304 59	342	6,459 93	30 98	146	4,171 61	68 65	19 08	.....	1 26	126 00	.....	11 25
Bergeron.....	368 41	86	1,014 69	8 98	85	1,010 00	133 05	4 69	.....	2 78	150 00	12 00	15 00
Berthier (en bas).....	179 83	89	1,739 81	8 03	96	2,477 66	189 03	5 06	.....	1 52	70 50	.....	7 50
Berthier (en haut).....	1,308 66	622	5,833 10	52 83	705	14,808 33	743 57	40 48	85 63	6 15	452 25	15 00	.....
Bie.....	867 88	880	20,724 13	92 26	363	5,990 19	531 86	60 25	.....	0 73	309 00	6 75	30 00
Bionville.....	313 91	127	1,245 80	7 85	91	1,948 17	43 20	3 41	.....	0 44	115 50	.....	11 25
Birchton.....	119 89	45	1,121 49	5 27	22	470 31	40 85	3 51	.....	2 00	65 00	3 00	3 75
Bishop's Crossing.....	401 95	373	4,340 35	25 95	82	1,874 82	88 31	12 60	.....	2 35	171 00	13 50	18 75
Black Lake.....	186 96	285	7,366 33	31 54	52	1,634 25	123 86	20 94	8 00	4 85	87 50	2 25	7 50
Black Lake.....	1,143 36	938	12,771 55	95 41	135	2,418 10	388 18	37 69	.....	3 85	330 00	31 50	30 00
Blue Bonnets.....	938 38	317	3,701 52	32 33	36	826 74	21 50	10 50	.....	0 73	185 00	.....	18 75
Bolduc.....	241 19	309	7,937 69	34 82	67	1,535 85	379 90	23 04	.....	4 84	137 50	15 00	11 25
Bolton Centre.....	145 25	131	2,067 61	15 85	31	585 91	121 02	6 29	.....	2 29	75 00	22 50	6 25
Bonaventure River.....	324 80	462	10,445 06	48 92	87	1,655 67	224 60	31 70	.....	5 35	123 75	2 25	11 25
Bouchette.....	1,139 32	146	3,337 61	15 93	83	1,469 82	61 60	10 53	.....	1 19	192 00	.....	18 75
Bristol.....	227 40	141	2,240 71	11 97	30	600 02	25 10	6 17	.....	2 72	86 25	.....	7 50
Brome.....	166 98	229	6,017 50	25 20	76	1,494 87	209 18	16 58	.....	2 75	67 50	.....	3 75
Bromontville.....	337 28	218	3,850 38	19 71	103	739 20	181 04	10 12	.....	3 77	127 50	2 25	11 25
Broughton Station.....	811 41	933	13,274 20	69 15	195	4,048 58	289 32	36 52	.....	2 49	310 00	3 75	30 00
Brownsburg.....	228 91	97	2,552 45	9 12	81	4,822 34	159 73	6 69	.....	1 44	105 00	2 25	11 25
Bryson.....	531 28	723	11,880 77	94 81	76	1,223 94	91 21	34 20	33 75	3 81	168 75	2 25	18 75
Buckingham.....	648 47	541	7,812 73	40 70	236	3,431 79	497 06	22 21	10 17	1 67	268 50	2 25	30 00
Buckingham.....	3,347 14	2,069	23,823 00	142 05	809	19,250 94	1,231 80	73 69	79 10	4 03	454 75	73 50	.....
Calabou.....	688 61	452	9,987 75	47 31	69	1,220 06	177 72	28 05	.....	8 43	279 00	.....	30 00
Calabou.....	684 92	415	7,186 06	37 53	165	4,013 13	337 15	23 14	8 11	5 06	337 50	2 25	30 00
Calabou.....	589 44	555	10,036 82	49 01	81	1,685 20	102 89	27 74	8 26	3 30	247 50	.....	26 25
Calabou Island.....	297 47	89	2,606 60	10 47	29	621 80	75 99	7 20	7 21	0 84	86 25	6 00	7 50
Cardiac.....	1,040 27	176	3,291 12	19 62	101	724 02	961 35	10 35	.....	6 54	330 00	.....	30 00
Cap Châtel.....	310 23	85	2,542 43	12 26	37	584 14	166 62	7 43	1 96	5 52	137 25	.....	11 25
Cape Cove.....	216 53	197	4,371 69	29 05	68	1,481 37	193 47	12 22	.....	3 02	121 00	.....	11 25
Capleton.....	359 83	699	11,316 53	69 50	165	3,059 57	31 28	33 98	12 81	3 27	150 00	27 00	15 00
Caplin River.....	238 12	310	8,144 95	34 79	32	831 96	35 66	23 51	.....	3 27	109 50	9 00	11 25
Cap Magdeleine.....	221 30	132	1,863 75	10 34	467	3,291 39	1,163 15	9 03	.....	3 66	101 25	.....	11 25
Cap Rouge.....	376 01	347	6,619 56	42 91	40	849 93	79 45	19 22	.....	1 45	69 00	.....	7 50
Cap St. Ignace.....	438 94	291	6,763 81	29 40	270	4,708 56	649 57	18 70	.....	7 14	165 00	.....	17 50
Cap Santé.....	258 14	103	2,653 25	11 87	199	2,740 33	686 60	7 55	.....	3 99	97 50	.....	7 50
Carlton.....	223 36	214	7,912 26	36 37	117	2,379 24	246 94	22 62	.....	3 22	90 00	.....	7 50

d Accounting from March

e Accounting from December 1, 1906.

f Accounting from September 1, 1906.

g Including commission on box rents.

1, 1907.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
d Carleton Centre.....	96 90	41	1,075 77	4 60	19	501 20	75 71	3 01	1 51	39 00		3 75
e Canispa.....	592 31	309	6,171 17	30 20	81	1,541 17	233 97	17 86	6 23	6,191 50		15 06
f Cedar Hall.....	570 75	346	4,659 03	25 70	136	2,964 89	345 79	13 56	5 56	271 50	2 25	30 00
g Cedars.....	291 60	581	14,659 28	87 75	198	1,668 05	83 90	50 31	0 43	82 50		7 50
h Chabaly.....	470 50	254	4,717 45	25 35	116	1,809 73	161 28	14 96	0 23	163 50		15 00
i Chambly Canton.....	610 09	661	10,426 29	52 14	261	2,745 05	352 84	33 49	1 20	309 00		30 00
j Chambord.....	226 78	237	6,632 95	27 76	96	2,607 91	166 24	18 19	2 09	93 75		7 50
k Champlain.....	340 86	586	16,586 12	68 10	179	5,420 54	182 95	49 36	3 04	147 50		15 00
l Chateauguay.....	367 09	461	7,801 58	39 71	138	2,563 66	174 66	22 67	2 76	145 50	6 75	15 00
m Charlebourg.....	203 42	98	2,611 21	10 66	29	336 78	96 26	7 76	0 86	88 50	4 50	7 50
n Charlot.....	100 08	19	232 01	1 24	1	2 75	1 50	0 64	0 10	8 33		11 25
o Charlesbourg.....	290 00	277	5,001 17	21 80	76	692 92	256 01	13 87	0 60	120 00		7 50
p Chartierville.....	189 79	328	5,580 04	27 11	21	417 11	22 40	15 56	3 12	71 25		7 50
q Chateauguay Basin.....	165 11	132	2,842 75	13 56	31	521 89	240 90	8 01	0 67	80 00		11 25
r Chateauguay.....	239 30	42	747 81	4 69	33	621 28	89 50	2 00	0 68	99 00		3 75
s Chateau Richer.....	110 59	55	1,358 55	6 32	24	446 41	63 65	3 73	1 23	49 00		10 00
t Chateaufort.....	274 02	233	6,651 41	29 27	60	1,501 28	287 70	18 37	6 60	105 00		7 50
u Chaudiere Curve.....	204 45	21	464 47	2 19	2	52 85	58 48	1 28	0 86	75 00		3 75
v Chelmsford.....	130 78	125	2,654 48	12 13	83	1,912 43	81 21	8 10	1 80	67 50		15 00
w Cheneville.....	437 80	430	12,046 28	51 24	132	2,628 30	450 16	34 20	6 58	172 50	3 00	120 00
x Chicoutimi.....	3,100 79	704	15,079 31	80 51	1,418	24,594 56	4,355 77	50 13	18 21	958 50	45 00	11 25
y Chicoutimi Ouest.....	369 97	226	4,475 72	23 76	6	190 90	31 20	12 66	2 02	123 00		18 75
z Clareville.....	414 88	195	3,881 09	19 26	70	1,066 45	67 81	12 07	19 43	192 00	12 00	3 75
aa Clarke City.....	25 41	86	1,763 60	11 85	4	106 47	11 50	4 48	0 15	e 59 00		7 50
ab Cloutier.....	3,761 50	1,414	16,965 20	101 85	1,124	15,564 20	2,062 99	60 30	20 33	a 1,106 25	75 00	7 50
ac Compton.....	187 04	46	330 11	2 35	4	24 98	29 55	0 92	0 12	63 00	1 25	30 00
ad Coombs.....	476 38	636	9,041 11	52 83	161	1,959 59	447 62	25 96	5 58	309 00	36 00	7 50
ae Coombsville.....	229 25	296	5,709 37	27 03	95	1,954 21	41 40	18 70	4 54	93 75		75 00
af Cookshire.....	2,128 44	1,029	12,922 33	73 70	544	8,411 34	1,336 68	37 44	7 21	598 50	105 00	7 50
ag Coteau du Lac.....	171 45	171	2,846 43	14 46	70	1,161 10	168 45	9 01	1 94	75 00		11 25
ah Coteau Landing.....	285 57	390	6,814 33	34 07	297	3,462 02	319 12	19 71	0 96	124 50	24 00	11 25
ai Cocata Station.....	316 28	1	5 00	0 03	2	25 00	12 90		0 59	117 00		11 25
aj Cote des Neiges.....	296 50	42	503 79	2 81	9	128 16	74 95	1 39	0 74	123 75		11 25

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Connelles	378 67	101	2,974 74	13 14	18	465 26	129 68	8 33	3 59	133 00	13 75
Cowansville	1,800 75	139	2,068 55	12 87	551	12,442 32	1,062 02	13 65	12 68	598 15	75 00
d'Albion Station	269 73	9	170 41	9 81	1	10 00	9 02	0 47	0 75	108 00	11 25
Danville	2,261 07	1,558	15,350 68	99 88	806	15,185 01	1,308 92	53 90	9 74	652 50	90 00
Davelnville	191 55	624	10,603 61	51 87	209	4,078 35	201 20	33 55	0 77	100 00	10 00
Delisle	219 42	145	5,731 26	21 68	28	9,415 60	110 41	16 44	7 58	87 00	7 50
De Lorimer	2,521 94	624	6,087 91	46 47	50	1,461 34	64 30	16 83	0 44	540 00	75 00
Dochaulons	605 45	432	4,125 46	42 56	158	4,331 37	377 40	30 34	6 75	243 75	22 50
Doschaumont	333 98	508	10,317 25	47 05	178	6,843 66	334 92	31 42	4 04	157 50	15 00
D'Isabel	815 12	171	5,962 41	23 77	250	5,013 40	549 92	22 56	16 68	322 50	30 00
Dixville	222 32	185	2,886 81	15 37	94	929 06	157 19	9 31	2 70	91 50	7 50
Douglasville	130 39	28	2,988 17	3 88	18	506 65	62 85	3 30	4 09	91 00	7 50
Drummondville East	1,598 02	1,236	14,423 97	81 48	683	10,645 38	1,752 98	47 27	7 41	472 50	42 00
Dundee	1,086 65	40	666 72	3 00	15	375 75	107 10	1 71	0 56	116 00	10 00
Dunham	664 51	489	4,981 25	31 61	263	4,025 22	239 12	19 97	3 22	280 50	30 00
East Angus	742 40	673	11,796 77	59 20	322	4,396 51	354 81	36 70	6 90	340 00	30 00
East Broughton	199 10	231	6,783 64	28 44	54	1,482 08	134 13	19 02	4 08	81 00	7 50
East Broughton Station	265 77	55	1,196 20	5 29	25	334 06	55 10	3 29	0 55	86 25	7 50
East Farmland	177 97	86	787 97	5 05	25	334 06	55 10	3 29	1 94	82 00	7 50
Eastman	510 74	371	5,568 11	29 29	121	1,306 88	198 61	16 85	3 34	216 00	3 75
East Templeton	223 21	76	2,249 91	9 42	58	1,336 89	78 50	6 30	2 64	95 00	7 50
Evang du Nord	68 20	213	8,230 40	31 05	13	440 90	21 45	22 63	0 21	22 50	7 50
Farmland	2,867 97	1,836	20,655 64	124 37	1,126	17,864 97	865 86	77 34	11 18	852 75	6 00
Farrellton	165 69	83	1,510 26	9 22	14	253 17	48 11	4 32	1 37	80 00	3 75
Father Point	222 55	145	2,513 25	13 72	44	689 16	177 55	7 16	1 05	137 50	11 25
Fitch Bay	279 08	396	2,875 33	20 98	76	1,157 49	107 55	9 63	1 64	112 50	11 25
Port Conlonge	856 36	296	4,392 80	21 21	139	3,121 30	238 91	12 09	5 25	330 00	30 00
Porter	229 55	218	2,623 01	15 74	44	374 61	73 02	7 52	1 31	90 00	7 50
Pox River	169 65	162	4,186 12	18 90	21	447 09	41 21	11 06	2 52	84 50	7 50
Pratton	248 46	173	4,877 11	20 79	60	1,416 49	186 34	15 22	4 84	163 50	11 25
Franklin Centre	196 68	290	5,183 94	21 10	85	3,122 25	123 51	18 72	1 11	90 00	5 25
Frederichsburg	656 14	498	4,100 17	29 54	146	1,869 30	108 66	14 58	4 31	278 25	26 25
French Village	247 71	44	1,064 31	4 74	7	131 42	21 70	2 96	1 62	116 00	11 25
Gamelin	158 53	30	346 95	2 18	15	514 00	17 40	1 06	1 16	48 00	3 75
Garreau	131 44	74	982 97	5 49	2	65 00	52 49	2 78	1 16	48 00	3 75
Garthby Station	436 19	65	2,117 19	8 75	111	1,533 27	400 77	8 03	7 23	210 00	21 25
Gaspé	1,065 46	373	9,886 63	48 60	220	5,131 33	118 11	30 27	16 74	423 67	100 50
Gentilly	483 35	436	13,921 50	55 19	188	4,992 15	139 12	44 54	4 27	240 00	22 50
Georgoville	479 42	253	3,187 77	19 22	130	1,803 29	130 08	10 60	2 09	240 00	18 75
Gracfield	399 64	737	12,728 97	62 35	71	1,367 51	343 13	35 55	1 27	176 25	13 50
Granby	4,258 61	1,952	23,122 56	131 05	1,500	21,349 85	2,135 67	88 14	16 58	268 25	30 00
Grand Cascapédia	263 89	197	4,852 65	21 70	40	743 34	144 27	13 82	3 23	93 75	7 50
Grand Coteau	196 94	509	46,742 11	67 58	50	2,070 47	79 51	49 80	10 39	105 00	6 75
Grande Grève	176 30	141	1,882 82	7 88	13	112 99	23 69	3 76	1 35	86 25	7 50
Grande Ligne	295 01	189	1,503 81	9 76	102	1,201 89	377 51	4 16	1 76	112 50	11 25
Grandes Piles	332 98	577	41,970 09	56 62	42	1,294 08	68 10	32 38	1 70	136 50	15 00
Grand Mere	1,306 54	97	965 83	11 30	471	7,258 09	385 17	4 95	4 38	466 50	60 00

a Including commission on box rents. b Including \$34 arrears. c Including \$85 arrears, night duty. d Accounting from October 1, 1906. e Accounting from January 1, 1907. f Accounting from March 1, 1907. g Accounting from October 1, 1906. h Accounting from December 1, 1906. i Accounting from October 1, 1906.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on M. O. business.	Salary.	Forward Allowance.	Allowance towards Fuel and Light.
	% cts.		% cts.	% cts.		% cts.	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.
Grand Mere Village.	1,301 03	1,502	28,921 73	139 47	212	4,217 33	765 07	80 21	10 71	408 75	..	45 00
Grand Metis.	221 74	142	1,869 26	10 72	35	583 62	96 33	5 15	1 61	75 00	..	7 50
Grand Riv.	350 33	638	17,973 95	75 05	153	3,413 55	299 75	54 77	1 76	169 50	..	15 00
Greenville.	623 75	1,210	19,632 30	96 21	173	3,508 13	240 00	55 41	2 21	300 00	18 00	30 00
Grindstone Island.	132 28	312	10,474 01	41 76	46	1,569 59	24 51	29 75	2 02	84 00	12 00	7 50
Groundsne.	223 14	321	3,014 79	17 73	61	1,617 25	227 82	8 80	2 39	93 75	6 00	7 50
Guay.	544 43	233	1,319 72	12 63	13	407 84	169 35	3 68	1 10	238 50	..	26 25
Guigues.	169 68	218	6,041 06	26 81	38	1,369 52	108 87	16 61	1 87	52 50	..	3 75
Harley.	371 33	307	3,960 50	23 24	75	1,052 85	171 40	11 85	3 35	161 25	..	15 00
Hebertville.	381 55	282	7,521 91	32 64	154	4,703 14	456 00	21 28	6 08	174 50	5 50	15 00
Hebertville Station.	586 67	104	2,730 02	12 08	54	1,410 30	325 25	7 51	4 87	292 50	..	22 56
Hemmingford.	740 42	111	3,383 04	14 07	159	2,444 26	159 90	13 21	4 49	300 00	33 00	30 00
Henryville.	381 51	75	2,497 96	11 60	102	3,329 52	64 83	15 46	49 49	124 50	..	11 25
Horse Harbour.	55 01	322	13,356 96	51 35	13	346 31	26 00	36 76	0 10	36 00	..	..
Howick.	520 78	182	3,938 44	20 09	148	1,304 09	300 40	11 10	26 73	213 75	..	22 50
Howick Station.	265 95	77	800 19	5 05	3	14 15	5 00	2 23	0 20	109 50	..	11 25
Huberdeau.	269 52	426	8,324 56	41 49	90	1,288 00	461 78	24 87	1 97	145 50	33 00	11 25
Hudson.	165 40	3	117 03	0 75	33	618 35	57 60	0 47	0 12	66 00	..	3 75
Hudson Heights.	300 60	132	1,954 75	11 20	8	280 15	136 80	5 66	0 98	132 25	..	13 75
Hull.	6,009 19	1,835	25,670 24	114 91	2,473	39,547 48	4,013 36	79 27	159 86	12 41	554 75	5 25
Hull.	1,974 22	1,116	14,296 41	80 93	548	8,473 31	955 50	49 90	83 71	627 00	75 00	90 00
Huntingdon.	1,056 15	417	4,769 65	27 34	480	10,618 84	342 71	22 38	2 80	378 00	..	45 00
Indian Lorette.	306 77	151	2,078 16	12 27	73	982 75	198 00	6 54	1 28	111 00	27 00	11 25
Inverness.	510 50	495	14,535 70	60 80	232	5,216 45	459 22	44 12	32 51	228 75	33 00	22 50
Isle aux Grues.	100 21	17	951 38	3 23	4	308 15	25 15	2 62	0 43	33 00	..	..
Isle Verte.	591 75	539	12,442 20	57 03	160	4,475 74	341 47	12 16	6 34	289 50	10 50	30 00
Joliette.	128 54	1	1 00	0 03	1	3 10	55 69	..	0 24	60 00	..	3 75
Joliette.	3,745 64	1,049	19,821 73	103 41	2,393	48,549 76	3,600 81	74 06	19 06	1,085 25	52 50	22 50
Jonqueres.	551 64	631	15,587 31	69 37	57	1,707 72	84 80	42 87	5 57	215 25	3 75	22 50
Kanouraska.	521 17	425	7,564 53	33 32	165	3,447 14	616 35	23 25	0 49	252 50	..	18 75
Kaplanagan.	372 01	241	4,611 90	22 38	69	1,137 47	168 82	12 94	1 63	168 00	..	6 25
Kildare.	163 72	66	1,106 98	5 93	25	333 15	110 03	3 13	0 31	69 00	18 00	11 25
Kingsbury.	258 70	102	1,739 19	10 88	114	879 15	63 15	5 94	5 15	134 25	10 50	..

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	355 52	429	4,377 58	25 99	94	1,426 60	169 09	13 52	4 11	2 36	162 50	2 75	15 00
Kingsley Falls.....	142 82	147	3,100 88	11 48	94	799 82	74 96	9 28	7 66	1 75	162 50	2 25	6 25
Kinnear's Mills.....	191 30	11	469 65	2 28	4	165 20	.....	1 73	.....	0 19	98 50	.....	8 75
Kippewa.....	1,557 16	365	4,453 73	25 12	408	5,107 43	654 06	16 63	13 26	11 75	487 50	18 00	60 00
Knowlton.....	466 79	183	1,965 67	11 44	99	2,519 59	155 65	6 52	.....	0 69	189 00	127 50	18 75
La Baie Shawuegan.....	336 97	335	7,378 35	36 97	16	337 38	43 80	29 28	.....	3 14	72 00	.....	7 50
La Baie Shawuegan.....	634 63	1,206	25,965 42	121 08	177	2,770 66	216 06	71 87	.....	6 28	315 00	16 50	30 00
Labellie.....	171 71	233	6,831 36	28 38	30	632 64	90 00	18 99	.....	1 56	83 00	7 50	7 50
La Cite.....	502 21	356	4,924 38	28 50	52	1,146 52	150 14	13 71	.....	5 97	172 50	.....	18 75
La Cite.....	164 06	132	3,166 79	13 81	46	1,021 77	80 72	8 70	.....	3 60	51 00	2 25	3 75
La Cite.....	123 10	255	4,570 64	21 86	13	327 67	88 25	12 57	.....	1 60	66 50	.....	6 25
La Cite.....	1,845 41	923	11,319 42	99 42	471	6,475 03	620 43	36 34	94 78	3 73	656 50	.....	75 00
La Cite.....	2,453 88	1,743	23,489 52	265 87	218	3,177 19	335 99	68 93	33 19	6 39	516 00	.....	75 00
La Cite.....	1,991 28	1,352	16,246 73	93 73	929	19,561 28	1,239 92	53 83	139 02	8 57	615 00	70 50	30 00
La Cite.....	619 54	446	8,984 32	26 52	76	817 72	145 80	11 63	.....	3 21	270 00	.....	30 00
La Cite.....	249 40	317	7,197 59	33 40	31	463 44	432 05	13 90	.....	2 41	85 00	5 25	7 50
La Cite.....	599 89	599	9,122 11	48 40	168	2,243 99	151 39	28 55	56 22	0 60	237 50	15 00	27 50
La Cite.....	75 11	285	7,636 09	29 25	29	590 01	87 63	19 45	.....	1 79	59 00	.....	7 50
La Cite.....	142 47	335	5,826 30	28 14	18	336 49	89 23	16 03	.....	0 43	85 00	2 25	7 50
La Cite.....	169 84	61	1,316 59	6 53	5	156 88	67 60	3 62	.....	4 58	75 00	21 00	6 25
La Cite.....	1,797 78	463	8,297 43	41 12	506	8,615 16	1,326 94	28 05	.....	15 58	564 00	.....	75 00
La Cite.....	297 30	263	5,768 99	25 55	35	1,362 44	163 70	16 69	.....	1 64	75 00	3 75	7 50
La Cite.....	563 16	345	10,137 62	41 69	89	2,128 24	646 42	28 29	.....	5 96	207 00	.....	22 50
La Cite.....	628 27	1,210	21,359 05	107 46	296	7,158 17	356 93	59 77	.....	3 40	286 25	13 50	28 75
La Cite.....	239 71	393	8,266 66	37 13	107	2,179 44	150 85	24 59	.....	0 45	91 50	.....	7 50
La Cite.....	384 57	817	18,306 11	83 53	143	2,268 82	168 78	53 21	2 63	6 95	180 00	34 50	15 00
La Cite.....	839 61	815	10,230 99	67 51	279	6,193 60	313 30	39 97	79 25	1 94	297 75	.....	.....
La Cite.....	903 12	774	10,132 66	57 40	364	7,165 29	463 76	32 69	.....	0 57	337 75	4 50	.....
La Cite.....	253 45	150	2,475 88	17 65	136	1,758 04	325 88	7 92	2 75	2 84	85 00	.....	7 50
La Cite.....	377 34	511	21,225 30	91 95	10	271 77	5 90	58 50	.....	0 59	181 50	.....	18 75
La Cite.....	1,029 83	463	8,204 01	40 35	149	3,278 47	422 31	22 93	1 29	1 63	378 00	.....	45 00
La Cite.....	377 26	88	1,597 99	7 45	73	7,715 95	335 66	5 71	.....	6 49	181 25	.....	18 75
La Cite.....	606 36	249	5,972 99	27 53	236	5,297 50	291 09	21 83	.....	3 79	247 50	2 75	26 25
La Cite.....	143 76	139	3,184 13	11 48	33	932 17	56 97	8 75	.....	1 74	73 50	.....	11 25
La Cite.....	317 01	784	21,761 23	89 01	97	1,983 16	172 84	61 18	.....	2 43	135 00	.....	11 25
La Cite.....	351 32	106	2,111 62	10 44	79	1,704 09	132 22	5 89	.....	3 01	138 75	6 00	15 00
La Cite.....	346 32	479	15,521 11	62 52	103	3,070 82	209 66	45 96	53 64	7 33	142 50	13 50	15 00
La Cite.....	2,020 30	1,176	11,016 15	85 25	523	7,730 30	1,068 49	38 40	.....	9 76	619 50	22 50	75 00
La Cite.....	486 22	340	4,255 78	23 62	163	2,791 66	188 14	12 10	7 26	2 08	292 50	82 50	22 50
La Cite.....	427 17	401	8,898 82	40 69	290	6,989 01	132 11	33 91	.....	1 98	176 25	30 00	45 00
La Cite.....	124 97	88	1,770 16	9 30	50	2,311 85	76 97	4 96	.....	1 21	43 50	.....	3 75
La Cite.....	245 34	125	3,787 11	15 85	11	161 05	65 27	10 43	.....	3 59	112 00	.....	10 00
La Cite.....	2,505 61	1,155	20,164 46	112 68	2,122	38,123 34	3,982 20	62 98	9 39	6 99	891 00	372 00	105 00
La Cite.....	139 18	73	1,069 56	6 08	10	229 61	27 15	3 54	.....	1 39	67 00	.....	6 25
La Cite.....	270 02	106	2,326 93	10 38	34	1,537 22	200 11	6 81	.....	1 11	161 25	.....	e 16 25
La Cite.....	297 56	780	2,979 77	16 15	31	1,637 55	163 14	8 21	.....	1 54	147 00	42 00	11 25
La Cite.....	595 71	875	13,443 40	67 70	405	7,984 16	814 84	42 39	.....	3 26	246 00	.....	26 25
La Cite.....	355 25	700	17,442 26	78 27	56	1,532 81	132 45	48 65	.....	7 87	147 00	.....	15 00

e Including \$30 arrears. e Including

e Accounting from March 1, 1907.

e Accounting from February 1, 1907.

\$5 arrears.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	cts.		cts.	cts.		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Little Mad's.	547 15	360	5,265 41	29 77	181	5,788 90	307 99	15 25	17 48	3 31	282 25	21 25	21 25
Long Point.	1,032 20	265	2,193 12	16 99	81	4,428 48	154 90	6 74	7 70	0 79	438 00	60 00	60 00
Longueuil.	1,009 01	570	5,923 28	40 81	338	4,047 73	508 40	19 50	7 70	2 07	374 25	11 25	11 25
Loré.	225 73	225	5,112 07	23 46	75	1,331 41	270 36	14 32	1 07	2 48	112 50	6 25	6 25
Loré.	146 93	10	253 90	1 10	23	316 01	32 80	1 07	36 65	2 35	73 50	15 00	15 00
Lotbinière.	374 59	275	6,681 22	29 46	190	4,229 39	302 29	22 45	21 80	5 03	169 50	60 00	60 00
Louisville.	1,149 57	404	7,551 97	36 34	402	7,847 39	562 07	21 80	3 81	4 98	418 50	52 50	52 50
Low.	164 89	64	1,351 35	6 57	39	585 42	64 94	3 81	34 54	1 50	76 50	7 50	7 50
Lyster Station.	403 49	300	8,129 82	35 30	103	1,613 71	283 50	25 27	12 85	7 38	157 50	90 00	90 00
Magog.	2,431 91	1,143	20,639 05	106 80	689	8,508 83	956 49	69 79	32 95	13 25	712 50	24 00	24 00
Maisonneuve.	3,535 41	949	10,434 16	79 88	302	4,621 41	368 05	32 95	2 51	8 76	262 50	45 00	45 00
Manitaki.	787 02	397	5,633 95	30 40	83	1,661 08	317 16	16 56	10 22	3 93	337 50	22 50	22 50
Manson.	307 32	288	3,715 28	20 91	24	715 53	142 55	10 22	16 49	1 45	133 50	15 00	15 00
Mansonville.	726 09	410	5,537 15	29 83	94	1,105 60	172 08	16 49	1 06	6 99	253 50	26 25	26 25
Mansonville Station.	203 35	20	387 97	2 39	1	1 47	40 75	1 06	3 60	1 44	66 00	8 25	8 25
Maple Grove.	138 62	123	2,244 31	10 21	8	138 46	15 10	6 30	9 37	3 60	147 00	3 75	3 75
Marbleton.	360 06	183	2,885 08	15 46	85	1,545 82	125 75	9 37	15 76	2 71	144 00	21 00	21 00
Maria.	316 70	251	4,992 21	23 25	106	1,519 24	294 11	15 76	107 48	5 26	360 00	2 25	2 25
Marienville.	1,020 87	1,043	24,337 04	109 60	484	7,552 98	476 90	76 23	16 81	1 16	71 25	3 75	3 75
Martinville.	160 31	275	3,667 06	19 71	53	724 91	66 15	10 81	8 49	1 03	117 00	7 50	7 50
Massonville.	284 63	147	2,309 76	12 78	54	1,272 02	96 33	8 49	11 28	2 57	90 00	11 25	11 25
Massawippi.	211 79	289	3,873 18	21 30	54	534 96	87 07	11 28	12 65	5 47	186 50	18 75	18 75
Masson.	416 73	170	4,429 32	18 71	115	2,144 39	355 10	12 65	55 07	16 97	351 00	30 00	30 00
Matane.	825 99	491	17,552 96	69 14	219	5,655 46	637 19	55 07	5 20	1 87	263 00	28 50	28 50
Matapedia.	490 88	871	10,573 67	60 87	691	1,280 74	325 65	30 75	5 20	1 87	263 00	28 50	28 50
Melbourne.	398 03	513	4,774 66	30 38	131	1,247 78	127 06	15 03	69 81	1 49	192 00	108 00	108 00
Metabetchuan.	777 66	847	24,679 51	99 14	141	7,376 14	283 28	69 81	4 36	5 62	393 75	3 75	3 75
Metéot's Mills.	165 40	71	1,532 48	7 00	20	270 72	18 49	4 36	0 91	1 08	55 00	7 50	7 50
Milan.	174 83	17	1,532 48	7 00	20	270 72	18 49	4 36	0 91	1 08	55 00	7 50	7 50
Mile End.	3,140 61	1,195	14,789 00	110 50	177	2,457 18	692 18	41 45	4 56	5 06	307 59	2 50	2 50
Mille Isles.	52 18	84	1,643 16	7 81	10	234 94	39 50	4 56	11 63	0 37	25 00	3 75	3 75
Mississin.	104 78	90	2,951 70	12 74	43	1,696 86	114 69	11 63	16 87	1 66	39 00	2 50	2 50
Montauban.	287 10	234	6,075 91	27 46	49	1,145 32	253 79	16 87	16 87	6 28	115 50	11 25	11 25

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Monte Bello...	709 57	741	17,969 48	79 15	148	3,668 18	189 19	50 03	88 86	5 08	e311 25	12 00	30 00
Montfort...	292 40	128	2,802 95	13 53	51	518 41	140 20	7 92	...	1 11	145 50	...	15 00
Montmagny...	1,830 90	1,330	23,244 63	116 53	1,127	23,901 89	2,451 29	74 30	5 97	10 24	a579 00	30 00	...
Montreal...	536 85	226	4,950 02	21 84	102	2,217 13	153 14	13 60	...	2 18	247 50	...	26 25
*660,217 61													
*(Divided as follows):—													
Head Office	544,926 86	32,131	525,079 54	4,747 37	160,948	2,373,112 26	290,863 48	...	...	e190 14	d	...	...
Beaudoin Street	650 00	...	...	...	...	...	...	...	...	...	75 00	...	...
Blenny Street	905 00	...	...	...	...	...	...	...	...	...	75 00	...	...
Boulevard St. Denis	208 00	160	1,832 94	10 61	11	156 91	30 00	5 18	...	0 52	75 00	...	...
Chaboulez Square	9,385 00	1,743	16,583 06	159 06	26	255 03	85 00	45 68	...	1 31	150 00	...	...
City Councilor St	1,503 00	165	1,725 62	14 13	24	311 15	131 27	4 87	0 65	2 16	112 50	...	...
Côte St. Louis	260 00	...	...	...	...	...	...	...	...	...	75 00	9 00	...
Fullum Street	2,200 66	2,541	37,118 72	342 54	56	1,048 80	258 43	103 21	42 26	6 17	112 50	...	...
Hochelega	3,921 23	3,236	48,178 72	423 70	398	7,152 57	767 91	137 51	68 22	3 00	a519 00	...	...
Hotel Station B.	10,791 18	6,575	70,821 91	791 35	107	1,129 64	2,563 07	...	...	...	...	...	...
Mont Royal Avenue	1,169 00	527	4,369 21	33 10	56	75 81	7 00	12 54	...	...	75 00	...	...
Ontario St. Centre	3,990 00	378	4,489 60	28 84	8	75 79	418 02	12 37	...	4 64	150 00	...	...
Ontario St. East	3,335 00	812	8,936 76	56 60	36	217 07	262 85	24 64	...	1 32	150 00	...	...
Parc Lafontaine	720 00	...	...	...	...	...	...	...	...	...	75 00	...	...
Park Avenue	2,511 00	...	...	...	...	...	...	...	...	...	112 50	...	...
Point St. Charles	3,740	3,740	51,563 26	567 54	377	5,781 73	632 46	148 17	65 25	1 71	675 00	105 00	...
Prince Arthur St.	2,870 00	847	6,886 34	80 98	35	462 21	176 40	19 71	2 90	1 58	112 50	...	...
Rachel Street	1,718 71	722	7,410 65	48 91	10	85 81	76 16	20 38	...	0 42	112 50	...	...
Roy Street	4,595 00	1,183	11,709 35	87 68	47	459 05	383 62	32 26	...	2 38	150 00	...	...
St. Catherine Street	...	...	...	...	...	...	...	...	...	...	...	...	...
St. Catherine Street	19,478 70	6,428	67,419 76	603 74	257	5,377 11	3,415 25	188 27	45 72	32 65	600 00	...	...
St. Catherine Street	295 00	...	...	...	...	...	...	...	...	...	16 66	...	...
St. Catherine Street	...	...	...	...	...	...	...	...	...	...	...	...	...
St. Catherine Street	9,655 00	975	6,158 96	67 54	59	584 44	195 72	17 57	2 19	1 56	150 00	...	...
St. Cuneigonde	7,639 13	1,901	24,877 38	133 79	119	1,265 00	218 55	69 28	...	1 82	525 00	...	...
St. Gabriel de Mont-	...	...	...	...	...	...	...	...	...	...	...	...	...
real	2,369 83	491	5,816 26	44 50	44	406 52	84 50	16 00	...	3 17	309 00	...	30 00
St. Henri de Mont-	...	...	...	...	...	...	...	...	...	...	...	...	...
real	6,760 00	2,203	26,195 31	292 67	472	6,960 61	879 48	80 09	25 80	1 37	a465 00	...	...
St. Jean Baptiste de	3,033 53	1,054	11,607 87	87 24	51	597 59	472 04	32 76	...	4 67	450 00	...	60 00
St. Jean de la Croix	352 00	...	...	...	...	...	...	...	...	...	75 00	...	...
St. Lawrence Street	...	...	...	...	...	...	...	...	...	...	...	...	...
Centre	5,764 00	3,012	43,766 61	437 17	76	1,020 68	1,037 90	121 18	30 45	14 52	150 00	...	...
St. Louis Square	2,685 00	220	1,942 12	15 30	6	66 46	...	5 37	...	0 10	112 50	...	...
Sub-Office No. 15...	50 00	...	...	...	...	...	...	...	...	...	25 00	...	...
Villeneuve	354 25	...	...	...	...	...	...	...	...	...	117 00	...	11 25
Villanay	113 75	1,027	11,282 61	86 23	30	231 28	85 20	31 05	...	0 47	112 50	...	...
Visitation Street	2,530 00	101	784 56	6 73	12	205 16	55 60	2 16	...	0 79	121 50	1 88	11 25
Montreal West	349 65	...	...	...	...	...	...	...	...	2 70	82 50	...	7 50
Mont Rolland	152 40	285	8,702 90	34 75	9	148 05	36 70	24 05	8 49	...	...	...	...

a Including commission on box rents. b Including \$5 arrears, night duty. c Including \$7.50 arrears, night duty. d Salary, etc., entered in Auditor General's report. e Commission to non-accounting officers, etc.

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APPENDIX C--Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Quebec--Continued.

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.		Total Amount of Money Orders issued.		Total Commission received from Public.		Number of Money Orders paid.		Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.		Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Compensation paid to Postmasters on P. N. business.		Salary.		Forward Allowance.		Allowance towards Rent, Fuel and Light.	
	%	cts.			%	cts.	%	cts.			%	cts.	%	cts.	%	cts.	%	cts.	%	%	cts.	%	cts.	%	%	cts.
Morin Flats.....	150	88	132		3,328	43	14	40	29		802	40	50	78	9	27			1	38	63	00	9	00	3	75
Mount Carmel.....	169	99	136		2,589	13	12	43	23		505	56	48	10	7	12			1	37	71	25			7	50
Murray Bay.....	938	50	438		13,581	20	57	52	363		9,230	42	1,110	30	38	99	0	36	15	43	365	00	75	00	30	00
Napierville.....	532	95	342		14,583	95	58	38	161		4,132	98	1,163	50	47	94			4	30	225	00	2	25	18	75
New Lois.....	104	89	219		5,682	57	24	20	380		963	38	112	52	17	08			1	53	50	00			3	75
New Carlisle.....	1,059	40	421		9,255	37	14	16	380		8,201	04	1,174	61	28	15	5	80	9	46	324	00			30	00
New Glasgow.....	229	90	153		3,364	99	16	72	78		1,290	62	112	67	10	43			3	07	96	00			7	50
New Liverpool.....	158	28	265		4,307	79	23	94	42		703	46	42	35	12	34			1	42	84	00			11	25
Newport Point.....	284	17	135		3,211	53	14	18	39		618	80	127	12	9	40			1	48	127	50			7	50
New Richmond.....	201	33	238		5,209	61	24	49	64		1,791	79	144	97	15	53			2	23	88	00	10	50	7	50
New Richmond Station.....	200	66	409		7,870	53	38	82	755		657	65	132	81	21	71	6	21	3	08	75	00			7	50
Nicolet.....	1,610	19	691		11,633	41	38	82	755		19,455	47	1,634	20	43	86	6	21	8	65	546	75	132	00	75	00
Normande.....	628	01	984		16,390	49	83	09	221		5,192	77	283	53	45	55			1	37	282	50	40	50	25	00
Normandin.....	263	08	381		10,446	12	43	97	123		5,884	10	133	63	31	42			3	46	112	50	22	50	11	25
North Coaticook.....	367	75	226		1,518	00	11	62	20		194	11	34	93	4	51			0	67	86	25			7	50
North Ham.....	199	60	161		4,604	77	18	61	41		1,274	32	150	98	13	56			3	91	78	00	2	25	7	50
North Hatley.....	1,600	19	730		11,197	95	60	51	271		4,682	94	334	55	38	85			8	83	469	50	3	00	60	00
North Nation Mills.....	212	60	178		2,474	32	13	20	41		773	98	121	65	7	23			2	29	85	50	3	00	7	50
North Twiniskamungue.....	352	38	62		2,417	31	9	45	43		1,229	61	97	79	8	05			1	42	105	00			11	25
North Wakefield.....	221	16	43		1,405	95	6	12	35		682	86	107	75	3	89			1	66	99	00	18	75	18	75
Noire Dame de Grace.....	513	92	56		596	65	3	97	38		473	84	35	70	2	22			0	65	191	25			18	75
Noire Dame de Han.....	120	56	12		466	12	1	80	9		235	85	145	97	1	44			2	65	81	00			7	50
Noire Dame de la Salette.....	183	17	125		3,581	35	15	21	120		2,841	09	133	05	10	02	4	90	2	13	85	50			7	50
Noire Dame de Levis.....	1,807	45	894		8,903	27	55	68	289		4,512	74	687	04	27	53			2	48	561	00	9	00	75	00
Noire Dame des Bois.....	297	16	256		3,733	89	19	85	26		597	32	47	38	11	18			1	96	71	25			7	50
Noire Dame de Stan-bridge.....	192	99	325		9,644	76	38	90	73		960	85	40	13	27	69	31	01	0	35	82	50			7	50
Noire Dame du Lac.....	451	83	922		19,592	94	89	50	93		1,948	45	227	05	56	17			5	34	198	00	4	50	18	75
Noire Dame du Laus.....	283	97	161		4,214	71	19	41	38		644	72	36	48	11	60			0	64	78	00	10	50	7	50
Okla.....	288	31	205		3,251	53	16	92	33		3,470	53	112	30	8	90			1	56	108	75			11	25
Ornstown.....	1,088	11	499		8,151	13	42	66	340		7,019	79	479	83	29	69	63	07	7	38	367	50	9	00	45	00
Other Lake.....	236	28	57		828	21	4	26	29		650	89	52	35	2	40			0	23	120	00	21	00	11	25
Ottremont.....	313	41	33		447	44	3	84	13		161	25	54	37	1	50			0	43	130	00			12	50

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	796 67	1,134	26,614 12	117 56	539	8,276 68	1,036 02	73 70	56 33	6 51	300 00	30 50	30 00
Papineauville.....	161 69	162	4,301 48	19 50	49	964 79	31 88	13 71	3 40	75 00	7 50	7 50
Paspébiac.....	614 08	250	11,758 00	56 11	320	8,981 58	1,163 79	36 51	.....	4 74	270 00	9 00	30 00
Paspébiac West.....	508 73	450	3,302 65	21 08	22	222 26	80 52	9 36	.....	5 43	222 00	22 50	22 50
Percé.....	448 99	316	5,432 07	29 15	91	2,177 66	332 00	16 56	14 86	3 51	204 00	121 50	22 50
Phillipsburg East.....	308 57	199	8,418 82	25 79	65	655 48	59 00	10 32	.....	3 25	123 75	11 25	11 25
Pierreville.....	1,109 69	446	8,876 43	42 73	472	8,679 37	338 90	33 58	.....	4 20	405 00	33 75	45 00
Plessisville.....	1,337 30	210	7,651 23	32 39	898	21,326 33	2,161 58	28 62	.....	15 45	456 00	45 00	75 00
Plessisville Station.....	317 92	19	745 47	2 91	69	2,979 10	237 95	2 33	.....	3 19	109 50	11 25	11 25
Pointe au Pic.....	1,148 80	546	10,561 57	52 11	101	2,179 66	139 25	30 93	.....	2 25	437 50	3 75	26 25
Pte. aux Trembles, Laval	692 44	181	3,463 82	18 74	122	3,072 96	340 88	10 59	1 01	2 25	246 00	12 00	11 25
Portneuf.....	241 15	281	5,638 45	25 30	74	1,491 17	301 87	13 99	.....	2 39	103 50	12 00	11 25
Pointe Claire.....	347 13	306	4,577 89	26 19	75	1,796 27	121 45	25 74	.....	0 28	142 50	2 25	15 00
Pointe Gatineau.....	458 92	246	2,874 48	15 76	76	1,199 72	84 45	7 80	.....	0 76	151 50	2 25	15 00
Point Fortune.....	313 42	269	3,929 83	19 79	80	1,716 11	181 12	12 15	.....	1 07	133 50	15 00	15 00
Point St. Peter.....	91 00	5	49 75	0 32	6	69 52	53 31	0 12	.....	1 28	76 50	6 25	6 25
Pont de Maskinongé.....	425 02	398	7,534 02	35 62	118	1,968 85	244 88	21 08	4 89	3 92	180 00	6 00	18 75
Pont Richemont.....	427 11	400	7,622 56	38 90	75	1,269 12	293 02	21 53	.....	1 33	165 00	.....	18 75
Pont Rouge.....	536 99	514	12,639 98	53 75	247	6,961 77	419 82	33 76	.....	3 97	183 75	.....	18 75
Portage du Fort.....	436 45	382	4,105 83	23 53	147	3,378 49	155 30	11 59	12 78	1 87	180 00	2 25	18 75
Port Daniel East.....	131 02	127	4,657 66	29 07	63	1,554 72	48 64	14 78	2 20	2 47	69 00	.....	3 75
Portneuf.....	412 81	767	12,361 35	60 95	175	4,716 26	222 03	25 21	.....	2 42	157 50	.....	15 00
Portneuf Station.....	234 24	271	4,610 65	23 50	26	467 03	44 90	12 89	.....	2 10	96 00	12 00	7 50
Priee.....	235 50	267	3,901 53	19 98	31	572 37	153 80	11 15	.....	3 73	121 50	.....	11 25
Proulxville.....	145 08	228	6,119 72	26 76	56	1,029 48	91 18	17 38	.....	2 53	75 00	.....	7 50
Quai des Ebonlements.....	123 69	56	1,625 80	6 74	23	846 75	75 55	4 63	.....	1 50	90 00	12 00	6 25
Quebec.....	*87,077 35												
(Divided as follows):—													
Head Office.....	69,973 92	7,408	111,426 55	742 00	32,393	727,435 93	87,182 20	.....	.....	e 408 93	f 600 00	.....	300 00
St. John Suburb.....	3,640 50	1,547	15,295 48	110 94	29	300 59	699 01	42 23	0 93	7 62	450 00	.....	300 00
St. Roch de Quebec.....	9,727 68	2,516	41,626 58	224 09	620	9,402 11	3,342 48	118 50	22 89	19 06	.....	.....	525 00
St. Saviour de Quebec	3,735 25	885	16,101 33	84 95	488	6,902 85	1,964 91	49 36	8 91	9 22	465 01	.....	225 00
Quyon.....	812 74	790	19,280 30	84 58	310	6,902 85	1,964 91	55 11	24 28	5 91	318 75	5 25	30 00
Rapide de L'Original.....	217 93	301	9,092 52	36 99	146	3,946 88	301 73	25 93	.....	3 27	87 00	10 50	7 50
Rapides des Joachims.....	221 75	86	1,472 40	7 43	4	102 18	61 90	4 04	.....	1 06	133 50	22 50	15 00
Rawdon.....	388 49	224	5,250 09	23 63	63	938 51	154 20	15 24	.....	1 50	165 00	13 50	15 00
Reefory Hill.....	211 68	29	900 47	3 96	67	178 63	196 30	2 72	.....	0 91	86 25	.....	7 50
Richardsville.....	86 34	76	1,766 20	7 80	11	171 55	40 15	5 14	.....	2 00	43 00	.....	3 75
Richmond East.....	2,917 75	1,823	18,825 48	117 49	903	14,420 84	1,549 50	66 74	24 64	8 66	961 50	83 00	.....
Rigaud.....	747 02	1,016	17,896 87	87 12	325	5,607 72	721 72	51 41	41 46	2 01	292 50	12 00	30 00
Rimouski.....	3,172 78	1,775	29,015 66	133 39	2,415	32,161 69	12,111 13	86 55	18 27	23 10	990 00	75 50	.....
Ripon.....	297 58	99	2,886 47	12 43	46	1,334 04	145 65	8 22	.....	3 14	139 00	6 75	15 75
River Beaudette.....	323 06	139	3,455 63	15 67	34	1,299 10	49 55	10 77	.....	3 96	135 00	15 00	15 00
River Desert.....	865 15	72	1,299 40	6 59	15	252 35	46 95	3 58	.....	0 24	313 50	.....	30 00
Rivière à Pierre.....	249 91	314	6,429 41	31 75	61	1,370 55	141 40	17 77	.....	2 77	95 25	.....	7 50
Rivière des Pois Clair.....	181 00	495	15,672 42	62 75	19	438 60	79 55	43 86	3 87	2 76	64 50	.....	3 75
Rivière du Loup (au bas).....	2,631 34	1,231	15,241 84	89 97	1,846	25,189 58	2,869 91	46 71	16 32	9 57	880 50	109 00	.....
Rivière du Loup Station.....	2,280 92	763	14,845 02	72 15	843	15,391 28	2,446 82	45 79	11 93	16 33	733 50	.....	90 00

a Including commission on box rents. b Closed January 1, 1907. c Accounting from December 1, 1906. d Salary etc., entered in Auditor General's Report.

e Commission to non-accounting offices, etc.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Compensation paid to Postmasters on S. O. business.		Compensation paid to Postmasters on S. B. business.		Salary.		Forward Allowance.	Allowance towards Rent, Fuel and Light.
							\$	cts.	\$	cts.	\$	cts.	\$	\$
Rivière Ouelle.....	236 17	320	5,108 30	25 33	183	5,531 66			23 27		112 50	6 75		11 25
Rivière Trois Pistoles.....	176 03	107	2,950 96	12 56	20	519 21			8 75		94 50			7 50
Robertson's Station.....	201 13	226	5,744 99	24 55	42	595 09			16 15		90 00	30 00		7 50
Roberval.....	2,468 00	963	21,304 23	99 16	614	17,166 10			65 93		621 00	22 50		90 00
Robson.....	617 40	306	2,949 19	19 36	90	1,466 72			9 14		265 50	16 50		30 00
Rockburn.....	183 86	266	3,137 51	17 80	37	770 64			9 91		75 00			7 50
Rock Island.....	2,592 83	741	7,784 17	49 18	778	13,966 83			23 24		723 75			105 00
Rougemont Station.....	145 17	105	2,524 43	11 90	27	350 48			6 97		80 00	6 00		7 50
Roxton Falls.....	795 22	572	11,712 02	54 71	343	5,344 40			39 50		295 50	5 25		30 00
Roxton Pond.....	279 57	515	9,489 51	45 78	92	1,833 26			28 60		129 00			11 25
St. Adèle.....	868 85	474	9,168 56	42 77	262	3,034 81			25 40	6 60	303 00			30 00
St. Adolphe de Champlain.....	324 18	299	9,405 61	48 81	50	1,058 07			26 18		99 00			7 50
St. Agapit.....	182 53	250	4,571 03	21 41	81	2,313 48			15 85		84 50	5 25		7 50
St. Agathe de Lotbinière.....	244 00	167	6,467 49	24 65	54	1,511 85			19 19		122 00	9 00		11 25
St. Agathe des Monts.....	1,690 99	1,345	25,972 56	127 08	560	10,878 41			74 45	7 47	525 00	25 50		75 00
St. Anne.....	457 02	436	11,257 66	47 76	341	9,621 23			41 19		153 75			15 00
St. Anne.....	273 00	353	12,035 69	48 53	133	3,930 51			33 26		90 00	2 25		7 50
St. Alexandre d'Iberville.....	193 24	229	6,510 46	27 64	99	1,706 72			20 22		94 50	2 25		7 50
St. Alexandre d'Iberville.....	399 25	420	10,821 36	48 29	151	3,280 41			33 18		150 00	12 00		15 00
St. Alexis des Monts.....	307 57	39	1,518 01	5 72	19	827 00			4 83		129 00			11 25
St. Alexis des Monts.....	172 68	198	4,077 41	18 76	34	836 34			11 25		67 50			7 50
St. Anastasie.....	274 39	229	4,529 33	21 76	13	123 20			12 48		142 50	4 50		15 00
St. André Avellan.....	547 22	727	18,270 39	79 70	199	4,416 41			26 15		235 50	28 50		25 00
St. André de Kamouraska.....	469 88	237	9,085 69	34 69	751	24,138 23			51 08		213 00			22 50
St. Andrews East.....	573 42	1,093	15,505 69	80 17	321	5,940 45			46 72		260 00			28 75
St. Auguste de Laval.....	262 40	127	2,631 92	12 54	107	2,248 77			9 02		117 00			11 25
St. Auguste de Laval.....	172 06	63	2,500 28	9 78	40	660 56			7 59		71 25			7 50
St. Auguste de Monmor.....	190 85	34	1,360 68	5 15	2	60 52			3 83		86 25			7 50
St. Auguste de Rimouski.....	877 02	130	3,821 45	16 15	2,105	7,038 62			21 03		273 75			30 00
St. Anne de Beauport.....	1,582 68	1,324	30,292 48	256 65	138	8,885 85			0 28		450 00	9 00		60 00
St. Anne de Bellevue.....	921 10	981	11,356 08	65 41	500	16,165 45			34 35		324 00	33 00		45 00
St. Anne de la Pêcherie.....	1,036 77	827	10,794 85	61 50	458	10,345 30			39 85		378 00			10 00
St. Anne de la Pêcherie.....	280 47	357	11,011 82	45 34	82	2,312 62			31 13		120 00	64 50		

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Sté. Anne des Plaines....	343 51	64	1,394 95	6 64	69	1,932 28	32 75	3 85	1 26	161 25	15 00
Sté. Anselme	603 86	242	5,182 73	19 61	156	4,120 86	480 00	13 33	3 93	252 00	6 00	26 25
Sté. Antoine (Lobinière)....	147 48	183	5,184 02	21 60	111	3,936 25	125 86	16 86	.....	2 55	52 50	.....	3 75
Sté. Antoine (River Richelieu)....	447 86	181	4,078 31	18 85	69	1,215 67	37 75	12 41	5 72	3 47	157 50	.....	15 00
Sté. Apollinaire	186 94	65	1,810 54	7 66	56	1,332 90	111 33	6 71	.....	3 88	84 00	2 25	7 50
Sté. Armand Station.....	322 04	58	522 69	3 29	38	218 30	40 75	1 78	.....	0 50	131 25	45 00	11 25
Sté. Arsène	191 55	26	671 13	3 09	6	279 00	99 38	1 86	.....	0 97	75 00	.....	7 50
Sté. Aubert	282 61	300	7,794 32	32 70	80	1,792 02	110 29	23 90	.....	1 67	116 25	66 00	11 25
Sté. Augustin (Portneuf)....	151 86	205	4,938 00	21 18	58	1,808 11	94 35	13 60	.....	2 44	48 00	.....	3 75
Sté. Augustin (Two Mountains)....	202 32	.....	.....	.....	45	1,174 68	52 00	.....	.....	1 95	90 00	6 00	7 50
Sté. Barnabé, Sté. Maurice	401 95	491	13,919 16	58 54	112	2,325 34	304 00	39 27	.....	1 90	223 50	6 00	23 75
Sté. Barthelemy	516 75	742	13,448 69	63 58	185	6,469 29	146 19	40 66	21 39	0 76	231 00	2 25	26 25
Sté. Bazile de Portneuf....	314 09	437	10,469 97	45 85	195	3,361 85	379 27	28 78	.....	3 21	126 00	.....	11 25
Sté. Benoit	241 22	198	4,929 93	20 81	81	1,506 97	141 80	13 59	.....	0 75	115 50	.....	11 25
Sté. Benoit, Labre	144 34	80	1,745 40	8 24	15	432 35	42 07	4 82	.....	2 93	56 25	.....	3 75
Sté. Bernard de Doreches-	235 03	126	5,233 11	19 96	85	4,361 53	138 25	18 26	.....	3 93	98 50	.....	10 00
Sté. Bonaventure	219 08	52	1,885 80	7 53	34	770 79	27 75	6 42	.....	2 38	93 75	.....	7 50
Sté. Brigitte des Saules....	139 13	188	6,952 78	27 06	65	1,576 79	106 75	22 01	.....	2 64	54 00	.....	3 75
Sté. Bruno	117 07	49	737 43	3 95	10	155 71	56 77	2 05	.....	0 44	51 00	12 00	3 75
Sté. Bruno, Lac St. Jean....	127 56	69	2,175 90	8 51	36	1,866 88	48 40	7 06	.....	1 16	55 50	.....	3 75
Sté. Camille	348 86	178	5,837 95	34 66	74	1,537 12	103 45	18 88	.....	3 28	153 75	.....	15 00
Sté. Casimir	920 88	306	7,619 49	35 66	411	9,546 21	1,488 29	23 97	15 46	10 89	318 00	37 50	30 00
Sté. Catherine	82 00	41	1,259 92	5 22	25	523 47	33 45	3 52	.....	0 49	30 00	.....	.....
Sté. Césaire	273 31	464	14,606 92	58 52	122	2,985 01	210 16	42 40	.....	5 62	112 50	.....	11 25
Sté. Charles	806 37	902	10,835 38	61 37	576	7,944 55	560 41	41 32	1 72	1 79	312 00	3 75	30 00
Sté. Charles de Bellechasse	477 94	291	6,469 62	29 26	291	6,826 99	792 20	22 72	.....	4 42	172 50	1 50	18 75
Sté. Charles de Caplan....	269 29	221	4,172 62	20 14	22	503 79	86 28	12 23	.....	6 08	97 50	.....	7 50
Sté. Charles, River Richelieu.....	805 45	136	4,529 46	17 48	51	1,005 51	45 76	13 06	6 95	0 82	329 25	22 50	30 00
Sté. Chrysostome	509 47	487	15,754 45	61 50	298	6,043 33	352 40	51 91	80 18	6 09	210 00	9 00	21 25
Sté. Claro	275 19	263	8,077 50	33 22	73	2,725 15	252 94	23 81	.....	4 49	112 50	3 75	11 25
Sté. Clément	119 69	139	4,467 69	17 34	19	414 95	30 01	12 55	.....	1 65	56 25	8 25	3 75
Sté. Clot	210 65	253	6,452 26	27 92	89	2,972 13	62 20	17 75	.....	1 28	90 00	24 75	7 50
Sté. Clothilde	242 32	168	3,736 71	17 92	79	2,479 77	84 97	10 34	.....	4 61	82 40	.....	7 50
Sté. Constant	267 41	207	7,628 10	30 28	49	1,080 98	44 65	21 00	.....	3 82	109 50	.....	11 25
Sté. Croix	383 65	158	4,211 12	18 38	201	6,768 39	402 46	17 61	.....	4 39	141 00	.....	11 25
Sté. Cuthbert	221 21	369	9,730 31	40 71	188	5,263 80	207 80	32 92	28 48	2 92	97 50	2 25	7 50
Sté. Cyrille de L'Islet	195 23	154	3,150 38	15 21	49	695 49	62 78	9 36	.....	1 39	93 00	.....	7 50
Sté. Cyrille de Wendover....	530 67	466	18,067 18	69 16	190	4,604 10	327 11	55 92	.....	6 21	255 00	6 75	27 50
Sté. Damase de Rimouski....	106 39	101	1,866 72	9 18	23	298 01	31 49	5 16	.....	1 49	45 50	.....	3 75
Sté. Daniel de Buckland....	182 28	142	3,928 80	17 36	69	2,221 16	161 71	13 82	.....	3 10	72 00	.....	7 50
Sté. David d'Yanaska	357 14	429	10,696 01	44 82	188	5,895 96	293 95	40 63	.....	1 14	132 00	.....	11 25
Sté. Denis de la Boutel-	181 30	156	2,977 22	14 45	40	744 88	87 94	8 23	.....	0 97	78 00	.....	7 50
Sté. Denis, Riv. Richelieu....	464 80	372	8,284 43	34 86	166	3,104 33	91 65	26 92	27 18	0 62	253 50	.....	22 50

Including \$5 arrears.

c Accounting from September 1, 1906.

b Accounting from December 1, 1906.

a Including \$58 arrears.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount paid to Postmasters on M.O. business.		Total Amount paid to Postmasters on S.B. business.		Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
							cts.	cts.	cts.	cts.		cts.		
St. Donat.....	114 28	107	2,056 02	9 80	12	175 02	62 10	5 65	.....	.....	2 76	77 00	22 50	6 25
St. Elizabeth.....	196 69	207	6,970 25	27 61	125	4,471 16	53 04	22 45	.....	.....	2 41	87 00	.....	7 50
St. Eloi.....	215 56	239	4,580 64	21 53	69	2,318 03	144 93	13 11	.....	.....	2 41	97 50	18 00	7 50
St. Elzéar de Beauce.....	128 47	31	603 03	2 64	24	1,276 43	60 40	1 68	.....	.....	1 30	61 50	6 75	3 75
St. Étienne de l'Énergie.....	124 49	261	6,733 24	29 89	44	1,774 53	8 70	20 79	.....	.....	1 35	69 00	13 50	6 25
St. Émile de Lotbinière.....	201 74	128	4,210 15	16 72	72	1,579 17	36 10	13 58	31 31	.....	2 58	91 50	7 50	7 50
St. Éphrem de Tring.....	390 01	560	10,369 80	50 12	119	3,141 25	326 50	32 65	.....	.....	5 34	168 00	6 00	18 75
St. Esprit.....	176 58	500	10,882 84	48 77	76	2,365 93	53 05	30 78	.....	.....	0 55	71 25	.....	7 50
St. Eulalie.....	211 54	201	4,719 76	21 25	94	2,555 56	141 70	16 78	.....	.....	2 85	100 00	21 00	10 00
St. Eustache.....	596 18	295	4,158 42	22 48	166	3,634 47	289 62	12 15	3 06	.....	0 76	228 00	.....	.....
St. Evariste de Forsyth.....	196 12	23	429 70	2 38	48	1,768 61	99 24	1 61	.....	.....	4 75	97 00	3 00	10 00
St. Fabien.....	332 88	281	8,176 14	35 03	133	2,689 46	326 35	23 92	.....	.....	5 93	162 00	.....	15 00
St. Faustine.....	182 30	336	1,957 53	7 74	12	240 34	87 91	5 38	.....	.....	1 08	27 00	.....	7 50
St. Famille.....	389 08	816	26,355 06	107 70	132	4,279 59	346 48	74 20	.....	.....	6 37	175 50	21 00	15 00
St. Félicien.....	166 49	28	640 99	2 92	22	836 91	67 80	2 47	.....	.....	2 81	97 50	41 25	15 00
St. Félix de Valois.....	384 53	453	8,550 22	40 62	197	3,919 76	164 08	30 53	.....	.....	7 09	136 50	37 50	30 00
St. Ferdinand.....	625 40	151	4,344 98	20 27	171	3,994 56	441 93	14 74	.....	.....	2 99	270 00	26 25	7 50
St. Flavien.....	181 83	395	8,630 93	38 97	74	1,717 86	255 96	25 96	.....	.....	13 78	354 00	26 25	30 00
St. Flavie Station.....	893 60	634	12,835 50	61 32	462	5,409 90	1,877 50	37 69	20 46	.....	4 09	135 00	.....	11 25
St. Flore.....	319 55	248	5,941 39	26 65	93	1,887 36	89 31	17 07	.....	.....	0 58	49 50	.....	3 75
St. Foy.....	117 52	40	1,200 13	5 57	7	886 06	70 00	3 32	.....	.....	1 47	219 75	27 00	22 50
St. François du Lac.....	428 73	203	4,575 81	21 85	259	7,834 78	175 41	13 91	.....	.....	4 58	105 00	.....	11 25
St. François, Montagny.....	262 09	351	5,498 10	27 82	165	5,335 01	268 45	17 17	.....	.....	3 37	71 25	33 00	7 50
St. Frédéric.....	151 05	140	2,612 45	12 97	27	342 39	91 00	7 35	.....	.....	2 63	328 50	33 00	30 00
St. Gabriel de Braddon.....	874 99	710	14,652 00	64 65	373	8,627 40	232 21	52 90	.....	.....	0 30	35 50	4 50	11 25
St. Gabriel Station.....	85 74	77	1,622 44	4 08	6	102 00	15 40	1 72	.....	.....	3 46	123 00	.....	3 75
St. Gérard.....	280 98	46	1,894 13	7 41	75	1,864 15	122 10	6 28	.....	.....	4 55	40 50	.....	11 25
St. Gérard de Beauce.....	114 43	153	2,240 99	12 01	33	846 76	45 05	7 23	.....	.....	20	123 00	8 25	11 25
St. Geneviève.....	275 07	130	2,215 23	11 04	25	347 97	73 55	6 10	.....	.....	4 18	225 00	.....	22 50
St. Geneviève de Batiscan.....	532 26	595	13,361 85	58 72	386	5,398 19	590 72	36 97	7 22

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St. George, Beauce, . . .	256 15	114	661 43	15 01	129	2,844 83	263 38	11 41	4 52	140 00	15 00	13 75
St. George de Windsor, . .	170 92	242	4,458 97	23 20	82	1,822 58	58 06	17 67	2 50	67 50	..	3 75
St. George, East, . . .	956 12	676	11,262 19	56 67	194	6,038 10	1,050 70	31 85	9 11	315 00	53 00	30 00
St. Germain de Grantham	453 97	641	11,438 10	55 46	314	7,283 51	304 41	41 83	2 40	210 00	..	22 50
St. Germain de Kamour-												
aska,	121 41	50	876 46	4 10	42	1,119 58	64 30	2 58	1 42	52 50	..	3 75
St. Gertrude,	127 62	120	4,511 71	17 50	141	5,258 84	52 82	21 78	3 13	77 50	2 25	6 25
St. Gervais,	296 24	277	7,159 65	31 31	153	2,636 26	275 27	22 78	4 11	126 00	49 50	11 25
St. Grégoire,	376 39	318	9,945 99	41 57	122	2,579 42	306 22	29 98	4 65	142 50	..	15 00
St. Guillaume d'Upton, . .	485 23	236	3,491 64	17 53	274	6,804 16	233 39	18 66	2 19	213 00	..	18 75
St. Hélène de Bagot, . . .	295 98	144	4,706 08	18 68	44	1,693 63	52 45	16 85	2 36	91 50	..	7 50
St. Hélène de Kamour-												
aska,	290 80	251	5,459 99	26 76	72	2,075 85	75 40	18 72	2 84	93 75	..	7 50
St. Héloïse,	299 45	80	2,168 23	9 15	116	3,191 70	313 66	7 51	2 89	102 00	..	11 25
St. Henri de Lévis,	360 25	495	13,713 16	56 00	196	5,111 38	508 55	39 99	2 17	148 50	22 50	15 00
St. Henri de Station,	422 00	127	1,760 90	8 63	946	8,831 47	4,699 40	5 08	6 04	241 50	3 75	26 25
St. Hernies,	188 25	240	4,726 09	22 14	41	720 25	44 25	13 67	1 17	71 25	3 75	7 50
St. Hermenegilde,	145 30	97	1,528 87	7 78	14	571 85	97 62	4 99	1 86	52 50	3 75	3 75
St. Hilarion Station,	328 69	359	8,185 83	36 13	84	1,070 65	101 15	23 40	0 95	148 50	120 00	15 00
St. Hilaire Village,	234 26	98	4,497 92	16 43	67	1,290 16	180 84	12 90	2 71	98 50	..	7 50
St. Hilarion,	72 67	109	3,014 76	11 91	56	1,821 49	104 38	9 28	0 89	35 00	..	2 50
St. Honoré,	200 00	65	2,019 65	7 81	35	2,457 46	116 67	5 75	3 02	93 75	..	7 50
St. Hubert,	114 00	20	277 45	1 77	10	142 87	19 83	0 77	0 24	58 50	..	3 75
St. Hugues,	293 27	173	3,769 83	16 58	143	2,617 61	64 62	13 10	2 02	138 00	..	15 00
St. Hyacinthe,	7,823 66	1,550	20,143 64	125 66	4,258	72,199 68	5,242 43	98 07	18 48	18 99	2,370 45	247 80
St. Irénée,	186 61	123	2,196 00	11 22	120	4,824 88	78 98	7 35	1 53	70 50	8 00	7 50
St. Isidore, Dorchester, . .	188 75	262	7,603 42	31 69	100	2,819 35	132 75	25 66	3 14	92 50	..	7 50
St. Isidore, Laprairie, . . .	176 89	50	1,403 55	5 83	113	2,473 31	53 10	4 57	0 90	79 50	..	7 50
St. Jacques,	493 86	315	6,530 40	31 88	226	5,989 85	464 06	19 84	4 59	198 75	..	22 50
St. Janvier,	106 31	83	1,539 61	6 90	8	127 79	40 85	4 22	0 84	51 00	..	3 75
St. Jean,	7,045 36	2,284	24,006 79	168 65	1,637	22,412 04	2,351 27	81 63	8 40	2,143 50	7 50	..
St. Jean de Matha,	196 56	218	4,371 24	23 54	103	4,364 92	29 85	24 02	1 61	87 00	37 50	7 50
St. Jean d'Orléans,	144 25	80	2,436 27	10 31	35	836 35	73 98	6 70	1 64	60 50	..	3 75
St. Jean L'Evangéliste, . . .	117 19	193	4,884 35	22 10	28	799 80	122 22	14 13	2 62	59 00	6 00	3 75
St. Jean, Port-Joli,	518 11	335	5,048 46	26 43	306	5,764 00	547 06	19 63	5 03	240 00	..	26 25
St. Jérôme,	2,775 25	1,153	13,470 77	81 48	2,163	45,882 59	2,571 82	42 80	7 81	860 25	28 50	..
St. Joachim de Montmor-												
ency,	95 25	46	1,632 28	4 63	41	2,337 99	57 00	2 83	0 08	47 50	..	3 75
St. Joseph d'Abna,	388 48	29	1,267 96	4 80	46	1,602 16	42 31	4 26	4 42	126 00	32 50	11 25
St. Joseph de Beauce, . . .	1,255 62	666	7,196 92	43 32	568	13,482 12	2,032 84	23 03	6 06	415 50	1 50	45 00
St. Joseph de St. Hy-												
acinthe,	388 87	153	4,832 67	19 50	7	127 40	10 50	13 28	0 65	115 50	..	11 25
St. Jovite,	543 04	813	19,452 55	85 29	293	4,108 58	233 30	54 31	6 29	223 50	..	22 50
St. Jude,	238 75	260	6,769 36	27 75	67	2,386 63	33 48	22 32	1 12	99 00	..	11 25
St. Julien de Verdères, . . .	112 13	60	1,426 30	6 56	12	306 68	69 67	3 98	2 09	45 00	..	3 75
St. Julien,	250 85	316	7,971 09	35 32	165	2,897 08	114 38	23 94	2 89	101 25	..	7 50
St. Justin,	259 21	112	4,322 18	16 48	167	3,320 06	397 07	14 82	3 41	125 00	..	7 50
St. Justine de Newton, . . .	249 04	412	8,457 10	38 32	55	837 27	94 60	24 14	1 31	66 00	6 00	7 50
St. Justine Station,	110 70	69	969 49	5 41	10	161 23	17 50	3 01	0 15	60 00	..	3 75

α Including commission on box rents.

b Including \$30 arrears.

c Non-accounting from September 1 to November 1, 1906.

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APPENDIX C—Continued

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	% cts.
St. Lambert (Chambly)	875 26	60	920 32	7 10	67	897 37	87 65	3 61	1 89	306 00	.....	30 00
St. Laurent d'Orleans	150 07	51	927 08	4 83	39	953 58	65 57	2 66	2 07	54 00	.....	3 75
St. Laurent, Montreal	1,071 69	357	4,637 00	27 77	269	5,000 72	244 60	20 00	0 94	348 00	.....	45 00
St. Lazare de Bellechasse	145 16	75	2,341 90	9 42	72	2,338 84	96 27	11 15	2 07	67 50	.....	3 75
St. Léon	188 49	94	2,252 55	9 92	41	836 70	58 29	6 26	1 80	81 50	.....	6 25
St. Léonard d'Aston	409 19	159	6,127 91	23 06	139	397 19	375 23	20 34	7 85	162 00	.....	15 00
St. Léonard de Portneuf	77 00	224	6,229 22	25 42	34	731 37	0 50	17 96	1 81	39 00	.....	3 75
St. Lilloire	343 18	159	3,337 51	15 55	104	2,235 24	232 55	11 69	2 28	147 50	.....	13 75
St. Louis de Gonzague	246 95	381	11,950 97	48 82	50	1,580 42	131 45	33 20	4 06	97 50	.....	7 50
St. Louis de Ha Ha	106 95	134	2,605 48	12 99	30	713 25	46 00	7 33	2 24	64 00	.....	3 75
St. Louise	201 40	139	3,404 77	15 22	54	1,328 72	124 87	10 34	3 34	101 00	.....	10 00
St. Luce Station	213 13	191	4,907 40	21 86	111	2,063 23	249 57	14 31	4 04	91 50	12 00	7 50
St. Ludger	228 19	457	13,354 45	56 61	41	1,398 80	218 15	37 42	6 58	88 50	.....	7 50
St. Madeline	249 03	98	3,434 03	13 44	29	996 42	204 25	9 58	1 30	121 50	.....	11 25
St. Magloire	166 93	200	3,904 11	19 16	52	1,218 83	81 57	13 01	1 78	72 00	7 50	3 75
St. Malachie	188 44	156	3,611 75	16 03	36	383 11	44 84	11 47	3 61	85 00	48 00	7 50
St. Marc	135 29	249	5,803 43	24 84	42	662 78	96 91	16 41	13 70	65 00	.....	6 25
St. Marguerite de Dorchester	195 96	142	2,795 08	13 34	88	4,187 35	134 40	7 89	2 76	66 00	.....	7 50
St. Marie, Beauce	1,303 90	193	3,558 68	19 12	921	24,753 82	2,077 60	11 52	9 03	468 00	16 50	60 00
St. Martin	151 33	94	2,240 27	10 13	65	1,508 84	12 81	6 39	1 13	64 50	.....	3 75
St. Martine	512 18	79	2,077 62	9 11	152	2,541 85	196 47	6 49	3 77	170 00	.....	17 50
St. Maurice	213 51	221	5,427 16	23 46	75	1,718 40	111 39	15 89	2 29	91 50	.....	11 25
St. Michel de Bellechasse	354 58	317	7,193 03	32 22	156	3,384 23	234 91	22 84	2 94	126 00	.....	11 25
St. Moise Station	284 36	124	2,062 51	10 39	24	420 06	117 05	5 68	2 27	138 75	21 00	15 00
St. Monique de Nicolet	265 71	97	2,163 84	9 50	70	1,487 96	185 43	8 06	1 63	126 00	5 25	11 25
St. Narcisse	290 37	431	4,215 56	42 68	98	3,120 59	80 31	27 27	2 74	139 50	.....	15 00
St. Norbert	170 06	345	7,573 43	34 19	66	2,286 81	43 74	25 76	1 10	94 50	.....	7 50
St. Norbert d'Arthabaska	147 10	84	2,756 91	10 73	91	1,989 06	329 80	9 06	3 99	64 00	2 25	3 75
St. Octave	259 15	382	7,315 73	34 37	130	2,297 31	353 89	21 51	2 04	121 00	.....	11 25
St. Odilon	153 27	115	1,880 51	9 42	24	461 77	28 13	5 87	2 59	69 00	12 00	7 50
St. Ours	579 11	576	14,582 80	61 61	224	5,047 19	460 05	47 19	1 74	246 00	9 00	26 25
St. Pacôme	436 61	743	11,897 76	61 22	154	3,779 62	62 10	35 34	1 04	202 50	22 50

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St. Pamphile	384 75	321	8,809 98	38 32	57	1,662 07	88 55	24 56	0 28	5 86	147 50	15 00
St. Paschal	634 36	392	7,792 92	37 80	254	5,445 64	235 43	27 00	7 32	279 00	30 00
St. Paul	395	395	3,295 25	40 53	37	7,115 51	100 35	9 74	.....	.....	1 34	300 00	.....	30 00
St. Paul de Chastet	211	211	5,232 37	22 66	78	1,973 88	174 92	17 12	.....	.....	2 05	100 50	.....	10 00
St. Paul de Buton	121 62	237	6,654 98	26 51	36	1,131 61	50 40	18 49	.....	.....	4 50	32 50	.....	3 75
St. Paulin	243 90	119	3,558 37	14 33	73	1,677 19	162 53	10 78	.....	.....	1 37	112 50	.....	11 25
St. Paul l'Émile	114 30	118	4,264 40	16 18	13	284 23	111 82	11 81	.....	.....	1 65	57 00	.....	3 75
St. Perpetue	151 17	244	9,147 01	34 91	38	1,653 29	59 66	25 75	.....	.....	3 51	65 00	.....	6 25
St. Philémon	165 19	161	4,741 73	20 35	50	1,027 23	127 40	15 10	.....	.....	3 14	69 00	.....	7 50
St. Philippe d'Argenteuil	258 96	475	10,638 42	45 42	80	1,790 82	112 30	28 51	.....	58 01	1 36	112 50	.....	11 25
St. Philippe de Laprairie	232 12	131	3,465 34	14 92	15	2,065 21	106 51	9 67	.....	.....	1 82	105 00	.....	11 25
St. Philippe de Nery	208 08	485	12,948 10	54 71	125	3,865 86	342 13	39 47	.....	.....	3 96	90 00	.....	7 50
St. Philomène	93 74	44	864 00	3 65	12	162 95	39 70	2 50	.....	.....	1 50	45 00	.....	3 75
St. Philomène de Port- treville	127 84	230	4,284 36	20 48	71	1,895 31	85 12	15 57	.....	1 10	1 75	56 25	.....	3 75
St. Pie	388 60	676	14,355 08	62 51	214	4,183 23	258 69	42 05	.....	162 89	3 05	174 00	.....	18 75
St. Pierre Baptiste	90 22	108	2,357 67	10 60	34	610 15	74 59	7 33	.....	.....	1 65	60 00	.....	3 75
St. Pierre les Beccquets	472 16	303	6,397 85	29 86	131	2,956 45	201 59	20 81	.....	.....	3 25	232 50	.....	18 75
St. Pierre, Montmagny	234 23	239	4,219 27	19 71	88	2,656 33	147 21	13 76	.....	.....	1 03	112 50	.....	11 25
St. Placide	142 75	30	877 81	3 41	57	1,368 97	210 70	2 44	.....	.....	0 53	71 25	.....	7 50
St. Polycarpe	376 60	551	8,084 91	42 65	169	2,544 05	191 82	24 21	.....	.....	0 89	120 00	.....	11 25
St. Prime	159 65	343	11,260 22	46 05	64	1,651 19	131 47	31 10	.....	.....	3 25	81 00	.....	7 50
St. Prosper	512	512	10,191 14	46 67	64	2,020 67	66 15	28 38	.....	.....	0 74	93 75	.....	7 50
St. Prosper de Dorchester	148 12	45	1,290 60	5 51	14	246 37	86 30	3 89	.....	.....	3 45	57 50	.....	3 75
St. Raphael East	289 59	385	12,736 33	51 37	202	5,473 12	310 65	43 35	.....	.....	5 46	111 00	.....	11 25
St. Raymond	883 20	986	19,838 53	95 09	201	4,530 54	390 05	56 92	.....	17 96	9 98	327 00	.....	30 00
St. Rémi	816 35	916	23,618 70	98 78	700	8,962 48	1,970 21	70 55	.....	28 26	4 53	316 50	.....	30 00
St. Rémi d'Amherst	254 82	359	11,384 06	46 02	43	1,172 31	49 78	31 30	.....	.....	2 08	84 00	.....	7 50
St. Rémi de Tingwick	124 97	168	6,154 00	23 19	15	510 00	81 35	17 55	.....	.....	1 01	56 25	.....	3 75
St. Roch des Antioches	176 60	121	2,687 99	12 70	87	3,212 65	127 82	12 99	.....	.....	3 15	72 00	.....	7 50
St. Roch l'Angeau	194 72	297	6,254 28	26 89	96	1,892 68	153 40	17 19	.....	.....	1 37	82 50	.....	7 50
St. Ronald d'Échemin	730 96	682	11,222 34	56 04	324	6,059 90	327 52	31 48	.....	.....	3 30	271 50	.....	30 00
St. Rosalie	132 10	166	3,583 34	16 53	47	929 46	51 60	11 47	.....	.....	2 63	54 00	.....	3 75
St. Rose	418 23	369	3,756 68	32 24	93	1,373 47	158 20	18 60	.....	.....	1 10	213 00	.....	22 50
St. Rose du Dégel	295 73	194	3,049 56	15 85	33	872 59	79 76	8 44	.....	.....	3 03	148 50	.....	15 00
St. Samuel de Grayhurst	188 28	246	8,457 59	34 10	41	1,350 89	161 36	23 69	.....	.....	8 31	118 00	.....	10 00
St. Sauveur des Mon- tagnes	174 43	150	2,391 08	12 76	65	1,560 74	58 21	6 58	.....	.....	0 65	82 50	.....	7 50
St. Scholastique	737 80	500	5,935 73	34 34	358	6,261 13	482 79	17 81	.....	47 50	1 91	300 00	.....	30 00
St. Sébastien de Beauce	211 94	83	2,352 65	10 17	42	1,370 85	141 64	7 63	.....	.....	5 72	102 50	.....	10 00
St. Simon de Rimouski	155 28	171	3,141 82	14 38	61	1,309 95	72 00	9 08	.....	.....	1 56	67 50	.....	3 75
St. Simon de Yamaska	183 55	241	9,099 83	34 67	13	1,039 10	64 36	25 94	.....	.....	2 01	78 75	.....	7 50
St. Sophie de Lévis	278 19	130	4,453 07	17 79	63	1,563 95	148 16	14 26	.....	.....	1 62	121 00	.....	11 25
St. Stanislas de Cham- plain	585 60	1,067	27,910 88	140 31	142	3,545 26	182 65	77 00	.....	.....	1 47	172 50	.....	18 75
St. Stanislas de Kostka	506 52	122	3,562 76	15 29	41	811 15	44 85	10 47	.....	.....	1 46	210 00	.....	22 50
St. Sylvère	142 21	83	2,139 37	9 42	47	1,393 65	11 80	5 95	.....	.....	1 89	48 75	.....	3 75
St. Sylvester, East	273 29	412	8,615 92	14 73	126	3,427 08	71 74	29 14	.....	.....	3 44	105 00	.....	11 25
St. Théodore	150 89	103	3,688 99	14 73	35	646 02	92 15	10 45	6 20	71 00	6 25

a Including 25 cents arrears.

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	230 04	4	199 60	0 66 ^c		2 95 ^d	0 55 ^e				101 25 ^f	11 25 ^g
aSherrington	166 69	20	539 51	2 48	38	610 78	1 60	1 83	71 25	7 50
Sillery	186 45	51	422 87	2 88	50	642 89	1 72	0 13	.....	.....	89 50	7 50
Smith's Mills	3,628 64	1,587	26,525 38	140 22	1,279	25,629 23	92 10	14 32	4 33	.....	21,062 75	180 00
Sord	193 54	60	1,558 30	6 90	19	1,486 22	5 40	3 72	.....	.....	63 00	6 00
South Dorham	699 86	517	12,531 78	55 73	106	2,486 58	37 74	6 57	29 23	.....	d373 75	9 00
South Quebec	281 87	137	2,215 11	12 88	46	2,425 09	113 28	0 88	.....	.....	232 91	23 75
South Roxton	244 68	83	1,772 96	8 46	9	181 50	23 90	1 30	.....	.....	108 75	11 25
South Stokely	332	392	8,388 56	37 97	39	420 75	96 86	1 46	.....	.....	88 00	7 50
Stambridge East	562 46	362	3,465 13	22 28	126	1,873 83	145 62	3 05	.....	.....	228 00	22 50
Stanbridge Station	210 32	71	346 75	2 95	33	522 52	26 55	1 31	.....	.....	97 50	7 50
Standon	168 08	26	1,161 59	4 26	8	155 30	60 65	3 52	.....	.....	114 00	7 50
Stanford	629 49	446	10,161 75	45 72	257	5,372 54	779 90	34 13	8 23	.....	205 00	28 75
Stanstead	1,011 61	891	7,201 03	51 56	303	3,805 24	371 73	7 06	0 50	.....	333 75	30 00
Stansfield Junction	261 54	179	3,758 55	20 97	17	2,855 52	37 75	2 11	.....	.....	78 50	7 50
Stansfield	132 59	125	1,992 83	10 17	22	306 91	51 83	5 52	.....	.....	67 50	3 00
Sutton	1,614 89	695	7,659 69	46 39	272	3,186 33	358 72	2 33	.....	.....	540 00	9 00
Sutton Junction	404 42	94	1,798 85	7 99	18	216 73	35 70	4 88	.....	.....	142 50	15 00
Sweetsburg	544 34	157	3,074 45	15 51	135	1,671 23	268 01	8 89	0 11	.....	229 50	22 50
Tadoussac	536 04	787	26,957 64	104 31	90	2,591 77	302 97	7 06	.....	.....	312 50	18 75
Terrebonne	2,126 59	417	5,439 19	30 07	223	2,975 85	433 50	15 25	15 93	.....	a620 25	3 00
Tessierville	188	188	6,458 68	25 56	24	392 13	130 72	17 96	.....	.....	90 50	7 50
Theftford Mines	2,665 71	1,017	16,873 33	88 25	452	11,843 65	1,105 58	51 60	.....	.....	a722 25	3 00
Thurso	325 06	740	11,345 42	59 55	160	4,063 69	378 87	32 18	39 85	.....	f234 75	22 50
Tringwick	290 04	412	11,005 10	47 06	107	2,703 87	133 53	33 00	40 87	.....	37 50	7 50
Tremblay	201 23	39	972 61	4 17	6	207 90	15 40	2 67	.....	.....	91 50	7 50
Tring Junction	161 89	134	2,914 17	13 64	10	165 65	33 10	1 94	.....	.....	79 50	7 50
Trois Pistoles	795 46	475	7,445 40	41 61	227	4,648 01	688 18	23 01	0 04	.....	337 00	30 00
Trois Rivières	8,375 84	1,744	23,459 22	142 71	3,704	68,766 41	8,171 73	.....	.....	a2,294 42	.....	.....
Upton	292 12	162	2,323 29	12 17	720	1,313 90	187 20	6 94	.....	.....	127 50	11 25
Union	614 36	558	11,388 48	53 09	246	5,749 32	335 65	38 60	28 03	.....	256 50	26 25
Valcourt	307 23	199	3,194 41	16 51	68	1,672 64	197 00	11 03	.....	.....	133 50	13 75
Valleyfield	4,542 87	1,926	25,460 75	164 31	1,381	21,728 85	2,071 15	85 30	20 98	.....	a1,252 50	30 00
Varennes	383 29	362	9,914 62	41 76	164	3,770 58	200 71	28 69	.....	.....	177 00	18 75
Vaudreuil	319 08	299	5,069 11	25 52	150	2,440 18	185 15	11 45	.....	.....	141 00	15 00
Vercheres	321 03	269	6,107 60	27 66	190	2,604 19	188 20	17 40	.....	.....	252 50	26 25
Verdun	990 07	403	3,433 48	34 82	47	579 33	121 40	10 67	.....	.....	918 00	11 25
Victoriaville	3,625 33	1,050	15,322 74	81 74	1,331	35,846 81	3,272 89	69 48	3 53	.....	a918 00	60 00
Village des Aulnaies	178 26	35	1,593 00	5 90	47	1,046 48	165 33	4 43	.....	.....	82 50	7 50
Village Richelieu	251 41	215	4,499 14	20 30	53	1,882 65	19 01	13 81	.....	.....	100 50	11 25
Ville Marie	785 01	1,075	13,910 91	96 44	183	5,707 16	373 11	56 68	.....	.....	273 00	26 25
Wakefield	479 47	274	8,571 74	34 90	82	1,571 45	299 03	24 01	.....	.....	210 00	22 50
Warwick	870 83	618	15,341 57	65 66	399	11,099 57	843 38	49 84	9 37	.....	331 75	30 00
Waterloo East	2,399 70	792	7,505 37	47 75	939	13,057 55	2,341 71	29 92	2 53	.....	769 50	105 00
Waterloo	1,423 78	570	8,358 06	56 69	248	3,900 28	338 70	26 49	2 22	.....	484 50	60 00
Weedon Station	444 49	531	9,925 21	17 96	122	2,489 66	310 40	31 83	.....	.....	201 00	21 25
Weir	168 95	174	3,639 18	15 10	7	135 60	37 00	8 50	.....	.....	42 00	3 75

d Including \$100 arrears.

e Including \$10 arrears.

f Salary, etc., entered in Auditor General's Report.

g Including \$7.50 arrears night duty.

h Including commission on box rents.
i Accounting from March 1, 1907.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	§ cts.		§ cts.	§ cts.		§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
West Bromé.....	189 71	121	1,911 04	9 41	25	341 85	87 20	5 68	3 18	93 00	3 75	7 50
West Broughton.....	146 78	145	4,815 55	19 32	23	789 89	67 70	14 50	5 33	75 00	2 25	7 50
Westmount.....	6,223 03	2,286	19,498 92	192 13	548	7,836 51	1,352 79	61 26	8 08	375 00		
West Sherford.....	490 69	87	1,884 33	8 81	108	1,452 44	291 92	6 87	5 49	210 00		
Wickham West.....	316 09	252	4,185 85	20 58	105	2,071 33	84 09	13 95	6 88	129 00		22 50
Windsor Mills.....	1,811 23	733	14,211 20	74 25	476	7,567 11	770 24	48 91	11 11	6633 75	6123 50	11 25
Wolburn.....	115 65	123	3,309 51	15 24	15	221 08	38 31	9 09	2 82	36 00	3 75	7 50
Wolfstown.....	173 28	159	3,110 33	14 79	26	813 40	144 60	9 93	2 44	97 50	3 75	7 50
Wotton.....	405 93	469	8,727 01	43 62	141	3,483 96	262 25	27 45	5 21	162 00	16 50	15 00
Yamachiche.....	754 93	279	4,022 25	21 23	237	5,740 35	313 62	17 69	98 32	298 50	49 50	30 00
Yamaska East.....	162 80	191	3,323 25	17 97	39	1,410 70	31 00	11 07		82 50	33 00	7 50
Non-accounting Post Offices.....	83,710 08									42,855 71	911 13	1,722 67
Less—Value of Postage Stamps affixed to Postal Notes.....	1,229,854 73											
Totals.....	1,228,510 34	327,081	5,849,342 51	33,534 66	324,161	5,642,989 45	688,115 79	15,581 36	4,311 90	181,085 46	8,962 69	14,028 08

a Including \$7.50 arrears night duty. b Including \$15.41 arrears.

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APPENDIX C—Continued.

PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon ; the value of Postal Notes paid ; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Compensation paid to Postmasters on M.O. business.		Compensation paid to Postmasters on S.B. business.		Salary.		Forward Allowance.		Allowance towards Rent, Fuel and Light.	
	cts.	cts.		cts.	cts.			cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Advocate Harbour.....	509	90	717	10,808	11	54	64	4,211	73	36	68	8	93	210	00	37	50	22	50
Amherst.....	14,138	23	4,036	50,650	06	330	74	87,566	50	166	17			34	16	129	00		
Annapolis Royal.....	2,308	90	1,644	16,476	80	101	77	10,825	60	59	58	14	26	6701	25	85	50		
Antigonish.....	3,178	58	966	14,354	23	77	40	54,773	41	102	69	15	33	6957	00	225	00		
Aracadia.....	181	93	8	367	41	1	33	15	00	2	25			0	55	9	00	11	25
Arichat.....	681	61	967	13,695	70	72	73	18,214	58	72	23			2	58	36	00		
Ashby.....	384	44	411	6,213	67	40	46	387	39	17	51			0	20	123	00		
Asheville.....	147	80	104	1,543	90	8	44	220	69	66	16			1	18	81	00		
Autburn.....	292	46	414	4,261	26	25	35	940	02	64	50			1	16	123	00		
Avonport Station.....	125	72	87	1,375	01	7	02	1,115	13	15	75			0	98	61	00		
Aylsford.....	688	88	878	12,518	42	65	74	5,845	36	38	69	16	79	2	71	288	75		
Baddeck.....	1,127	07	761	7,617	35	46	56	10,327	57	35	18	10	24	1	36	111	00		
Bailey's Brook.....	194	78	48	672	91	6	04	871	08	27	22			2	71	33	00		
Barrington.....	462	67	623	6,882	36	40	48	6,836	25	28	25			1	56	58	50		
Barrington Passage.....	521	45	402	4,581	70	27	26	6,871	68	18	47			1	80	258	00		
Barronsfield.....	98	11	74	740	49	4	63	288	10	2	49			1	90	231	00		
Barrs' Corners.....	241	38	119	2,878	32	12	26	1,168	91	8	39			0	19	51	00		
Barton.....	139	10												1	64	109	00		
Bass River.....	423	65	454	7,614	78	37	77	2,163	42	23	41	14	13			63	00		
Bayfield.....	93	19	102	1,642	47	8	22	3,609	57	40	88			3	01	187	50		
Bear River.....	1,221	03	1,121	1,136	25	68	20	8,955	63	47	04			2	45	420	00		
Bedford.....	424	12	258	2,610	91	18	61	1,276	10	128	21			1	34	187	50		
Berwick.....	1,590	51	1,015	12,280	27	70	10	9,780	54	528	37	42	57	4	22	495	00		
Bill Town.....	375	00	82	1,114	33	5	70	937	78	4	21			0	28	168	00		
Blandford.....	87	46	59	950	19	4	70	564	08	8	45			1	84	39	00		
Boylston.....	222	32	148	3,469	61	15	62	2,035	01	129	34			2	20	91	50		

^a Including commission on box rents.

^b Including 50c. arrears.

^c Accounting from February 1, 1907.

^d Accounting from March 1, 1907.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bridgeport.....	313 69	575	7,261 74	54 24	30	315 31	16 50	20 41	0 81	129 00	.....	11 25
Bridgeville.....	2,335 14	1,163	12,890 35	77 08	1,079	15,143 90	805 46	50 42	1 66	723 00	42 00	105 00
Bridgewater.....	137 44	105	1,925 54	8 86	94	2,245 20	90 68	9 40	0 96	86 25	.....	7 50
Brookfield (Queen's).....	3,862 61	2,456	42,439 59	221 47	1,151	22,340 40	792 56	140 94	35 07	1,173 00	120 00	150 00
Brookfield (Colechester).....	142 32	162	2,885 34	13 30	49	1,395 38	40 93	8 54	.....	106 16	8 25	7 50
Brookfield Mines.....	318 37	410	5,781 66	30 66	145	5,476 97	57 50	24 53	0 45	135 00	90 00	15 00
Brooklyn (Queen's).....	70 19	51	502 61	3 15	22	708 94	11 40	1 52	0 32	60 00	.....	3 75
Broughton.....	157 56	216	1,852 84	11 81	133	2,914 63	38 50	12 53	0 51	72 00	.....	3 75
Broughton (Queen's).....	112 59	224	4,373 84	22 11	29	183 86	14 72	12 02	.....	114 00	.....	11 25
Caledonia (Queen's).....	453 88	594	11,655 49	56 67	238	3,320 91	186 89	36 28	15 01	225 00	91 50	18 75
Caledonia Mines.....	483 74	1,189	18,916 63	166 34	38	754 46	27 68	52 85	0 26	189 00	.....	18 75
Cambridge Station.....	279 59	190	2,997 30	15 04	70	949 68	79 44	19 90	.....	132 00	45 00	11 25
Canning.....	1,107 25	1,414	17,557 35	98 08	453	6,440 93	542 36	54 88	4 82	390 00	37 50	45 00
Canso.....	1,481 66	2,073	25,498 63	149 16	331	5,412 84	359 17	73 31	9 75	535 50	13 50	60 00
Cape North.....	120 53	124	3,269 40	13 64	83	1,631 95	96 20	11 91	.....	45 00	.....	3 75
Centre Burlington.....	181 63	299	4,208 14	22 01	136	2,610 49	56 63	17 15	0 92	67 50	.....	3 75
Centreville.....	559 76	261	8,824 06	34 72	53	528 32	36 20	24 46	.....	137 50	.....	15 00
Chester.....	1,082 11	1,214	23,871 73	113 23	352	7,934 36	293 37	71 31	26 44	363 00	24 00	45 00
Chester Basin.....	415 19	403	6,447 42	31 17	86	1,757 83	74 25	18 59	.....	142 00	22 50	17 50
Cheverie.....	293 56	187	3,428 62	17 13	91	1,931 68	88 30	12 91	.....	102 00	10 50	11 25
Chignecto.....	261 51	446	7,247 45	46 82	24	325 53	57 65	20 47	0 06	91 50	.....	7 50
Christmas Island.....	107 07	175	2,705 95	13 42	36	592 25	4 10	7 68	0 33	49 50	9 00	3 75
Church Point.....	461 79	343	13,802 73	52 22	191	3,705 87	138 32	44 50	7 04	90 00	.....	3 75
Clarence.....	75 29	59	697 93	3 86	24	295 90	29 00	1 98	0 41	33 75	.....	3 75
Clarke's Harbour.....	562 12	803	12,419 38	65 94	110	2,493 02	97 08	37 35	0 79	225 00	4 50	22 50
Clementsport.....	339 95	335	4,829 91	24 85	144	2,524 98	86 10	18 22	.....	133 50	22 50	15 00
Clementsvale.....	159 49	127	2,538 80	11 45	58	1,400 34	29 70	7 78	.....	78 75	.....	7 50
Cleveland.....	168 47	96	2,908 91	9 94	47	1,206 04	20 74	7 82	.....	151 00	3 00	7 50
Clyde River.....	148 46	185	4,427 01	19 02	98	2,127 51	17 77	16 11	.....	76 50	31 50	18 75
Cold Brook Station.....	325 32	81	1,469 27	6 71	26	340 19	73 25	17 23	0 58	183 00	15 00	7 50
Collingwood Corner.....	192 31	247	6,265 47	27 45	25	356 40	73 02	17 23	2 19	90 00	.....	12 50
6 Crossburn.....	686 97	29	3,773 56	2 04	728 00	44 14	133 00	9 00
Dartmouth.....	3,908 81	1,063	10,776 25	73 00	944	15,725 95	728 02	44 14	3 72	678 25

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Delbert Station	329 71	378	5,812 70	30 42	58	1,290 46	44 82	17 30	1 94	95 00	15 00	7 50
Denmark	201 18	162	4,058 17	18 12	86	1,648 41	160 52	12 11	2 86	82 50	25 50	7 50
Desecore	297 04	437	8,939 42	41 78	575	19,173 63	80 82	70 02	1 24	93 00	6 00	7 50
Digby	3,511 84	2,681	21,757 47	157 46	1,221	22,582 80	972 72	96 32	2 73	637 00	135 00	7 50
Doctor's Cove	51 21	22	295 52	2 76	31	839 53	10 50	2 98	0 96	22 50		
e Dominion No. 6	294 46	31	336 35	2 63	3	33 90	83 37	0 98		180 50		7 50
Durloun	133 36	35	714 79	3 21	34	141 65	54 70	2 80	2 00	82 50		7 50
Eardoun	110 97	32	501 50	2 65	31	718 11	54 77	1 67	1 03	61 50	3 00	3 75
East Apple River	141 90	109	5,461 77	29 87	12	229 71	4 05	15 09	0 43	82 00		6 25
East Bay	70 47	22	501 65	2 42	12	132 68	17 60	1 40	0 64	24 00	18 00	11 25
Eastern Harbour	300 59	368	7,225 13	34 97	310	5,985 54	172 36	22 82	0 41	123 75	13 50	3 75
East Pubnico	128 65	103	1,750 51	8 91	82	1,696 33	19 60	8 12	1 83	61 50		7 50
Economy	192 53	218	3,665 34	18 52	105	2,668 10	39 00	14 27	1 70	114 00		7 50
Elleshorse	196 73	196	1,555 59	10 53	40	161 52	143 10	4 71	0 99	78 00	8 25	7 50
Elmsdale	533 08	495	8,477 96	41 86	147	3,925 93	124 11	24 81	1 61	231 00	10 50	26 25
Elmfield	216 57	133	2,625 42	10 49	172	4,545 24	42 65	5 57	0 58	33 75	16 50	7 50
Englishtown	146 61	140	1,533 11	8 40	96	2,337 56	94 50	9 45	0 53	92 50	45 00	7 50
Eureka	288 95	320	4,001 00	22 04	131	1,866 78	165 91	12 37	1 24	126 00	4 50	11 25
Falmouth Station	229 54	206	2,525 53	13 95	57	871 87	52 90	7 87	0 53	93 75	13 50	7 50
Five Islands	204 71	181	3,194 84	15 61	87	1,597 60	63 98	10 05	2 16	111 75		7 50
Florence	303 34	702	9,918 47	79 91	16	2,345 22	9 39	27 71	0 26	112 50	2 25	11 25
Folly Village	238 09	187	2,732 26	14 21	137	2,337 59	154 70	8 82	1 99	117 00		11 25
Forest Hill	29 58	25	334 14	1 91	4	27 84	2 00	0 97	0 18	31 50		
Freepoint	315 83	591	12,324 26	55 75	139	3,202 90	43 13	38 69	2 17	149 50		15 00
Frizzleton	108 28	97	2,150 44	9 87	57	1,754 35	183 00	8 98	2 31	48 75		3 75
Gabarouse	105 14	187	3,817 66	17 83	89	2,208 60	14 00	11 62	0 58	47 00	19 50	3 75
Gaspereaux	305 44	174	2,028 48	12 79	81	917 71	52 95	6 81	0 80	165 00	6 75	18 75
Gay's River	81 80	63	1,570 30	6 83	29	714 40	82 18	1 52	0 70	47 00	7 50	2 50
Gibson's Point	175 00	115	2,720 69	12 57	56	1,095 04	37 30	8 55	1 71	75 00		7 50
Glace Bay	5,008 15	4,412	68,079 60	485 16	818	14,001 46	737 58	200 23	4 13	303 50	31 50	180 00
Glenwood	79 75	133	1,116 62	7 22	71	1,399 60	6 26	6 29	0 34	33 00	2 25	
Goldboro	413 45	546	8,901 07	45 19	98	2,560 87	45 75	26 36	1 30	198 00	13 50	18 75
Goldenville	116 82	91	2,491 55	10 70	33	1,274 49	15 00	9 21	0 63	81 00		6 25
Grand Blang	147 62	222	5,185 25	21 95	96	2,185 35	23 65	15 06	0 51	69 00		3 75
Grand Pre	378 84	252	4,615 54	24 64	111	1,799 63	64 86	15 33	2 22	120 00	6 00	11 25
Grand River	146 01	140	4,151 70	16 50	34	1,026 08	30 16	13 49	1 69	68 00	30 00	6 25
Granville Centre	115 57	120	968 67	6 40	46	591 50	18 00	3 33	0 32	52 50		3 75
Granville Ferry	629 00	489	4,942 40	29 71	218	4,511 02	122 97	17 36	0 73	268 75	97 50	28 75
Great Village	612 20	185	6,655 58	35 38	193	3,307 13	271 01	21 65	2 66	217 50	31 25	30 00
Greenwich	318 85	254	5,704 36	24 80	40	978 08	26 99	16 52	2 20	102 00	84 00	11 25
Guysboro	915 68	886	14,427 77	73 72	583	11,814 53	420 91	46 62	5 99	637 50	187 50	
Halifax	*77,691 33											
*(Divided as follows):												
Head Office	70,794 75	8,102	118,997 37	831 32	36,131	581,057 18	43,494 47		e 335 55	f		
Dutch Village	221 58	65	390 24	3 42	6	59 24	3 00	1 09		90 00		7 50
Goffingen Street	3,582 00	2,009	28,439 09	174 56	46	496 61	312 01	78 51	8 66	150 00		
Morris Street	2,711 00	139	3,654 12	29 90			58 35	10 04	0 55	112 50		
Sub. Office No. 5	382 00	76	622 04	4 44			6 25	1 72		75 00		

a Including commission on box rents. b Accounting from March 1, 1907. c Accounting from February 1, 1907. d Non-accounting from February 1, 1907. e Salary, etc., entered in Auditor General's Report. f Commission to non-accounting Offices, etc.

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	140 36	254	3,191 68	17 47	85	1,692 00	28 35	10 62	0 58	57 75	2 25	3 75
Lower L'Archeise.....	926 50	387	7,050 31	36 91	386	12,252 81	350 95	41 96	5 43	313 50	9 00	30 00
Lower Wood Harbour.....	263 19	613	13,425 14	61 92	240	4,811 06	28 30	49 21	1 16	114 00	12 00	11 25
Lunenburg.....	3,138 45	1,734	23,509 63	129 20	915	17,212 76	762 91	80 79	8 41	6,905 25	72 00	
Lyndgate.....	132 37	190	2,228 36	13 08	38	604 56	34 70	6 74	1 45	60 00		3 75
Lyon's Brook.....	206 07	163	3,465 50	16 76	15	126 39	72 90	9 60	1 91	87 00		7 50
McKay.....	57 37	127	1,919 82	10 59	49	1,136 04	6 80	8 02	1 06	36 03	30 00	2 50
McKay's Corner.....	197 81	201	3,628 05	18 94	14	1,180 17	8 75	10 10	0 98	81 00		7 50
Macdon.....	544 76	366	5,082 99	27 90	259	6,165 29	213 37	17 39	2 52	391 25	13 03	23 02
Macdon.....	303 71	461	11,041 56	49 53	76	976 69	132 00	30 67	1 36	119 50	33 00	11 25
Malone Bay.....	1,199	1,492	14,812 91	82 57	681	11,706 42	735 69	49 33	1 09	463 50	22 50	60 00
Main-a-Dion.....	490 96	322	7,986 97	31 32	72	519 87	23 32	22 31	0 11	45 00	6 00	3 75
Marland, Harms.....	663 92	517	8,104 51	42 16	369	9,331 33	175 95	35 21	5 82	303 75	78 00	30 00
Marble Mountain.....	401 45	437	10,092 31	60 93	27	433 21	21 50	28 16	1 07	174 00	3 75	18 75
Margaret Harbour.....	226 97	258	4,436 66	22 71	228	1,958 75	198 89	19 85	1 32	124 50	72 00	7 50
Margareville.....	231 03	162	1,879 75	10 72	132	2,013 91	60 05	8 69	0 89	99 25	11 25	10 00
Melvorn Square.....	276 96	107	1,854 48	11 06	80	985 90	52 90	6 76	1 93	112 50		11 25
Merigonish.....	272 10	178	3,230 07	16 69	108	2,053 22	63 20	11 58	1 65	106 50	30 00	11 25
Metaghian.....	253 40	559	14,738 61	63 25	184	2,890 33	49 27	46 91	1 61	100 50	2 25	11 25
Metaghian River.....	274 72	380	7,661 01	36 05	253	5,907 28	31 30	31 50	0 18	130 00		13 75
Middle Musquodoboit.....	41 72	425	7,877 53	38 51	225	5,884 07	169 81	29 32	3 16	206 25	99 00	18 75
Middle Stewiacke.....	145 01	139	2,474 81	11 94	51	1,415 01	17 90	9 91	0 49	55 50	2 25	3 75
Middleton.....	2,151 27	1,492	18,744 45	112 11	1,591	33,482 16	1,286 13	70 62	0 74	660 00	112 50	90 00
Middle West Pubnico.....	69 69	219	3,621 70	18 79	73	1,975 11	2 50	11 09	3 67	25 50		
Millford Station.....	333 37	191	3,512 72	17 61	76	1,650 25	66 52	9 91	1 20	115 50		15 60
Mill Village.....	278 17	223	2,143 59	13 74	117	1,570 31	68 92	8 35	0 82	144 00	67 50	11 25
Milton.....	502 75	431	3,821 55	25 31	172	2,407 25	127 63	13 27	3 52	211 50		22 50
Morden.....	53 52	85	2,021 67	8 66	53	382 75	7 00	6 15	1 14	25 50		
Moses's River.....	167 39	200	2,846 32	14 54	39	898 63	31 95	9 35	0 63	89 00		7 50
Mount Uniacke.....	271 62	149	2,538 76	13 76	64	1,579 16	66 72	7 96	1 25	118 50	37 50	11 25
Mulgrove.....	819 70	1,161	21,371 62	106 22	298	3,765 80	626 72	13 35	9 52	319 50	12 00	30 00
Murray.....	46 27	46	378 76	2 61	2	19 55	3 00	1 08		29 00		
Musquodoboit Harbour.....	379 44	273	4,361 48	21 79	115	2,063 45	291 65	14 52	2 11	117 00	63 00	15 00
c.Napuan Station.....	190 18	1	14 36	0 10	1	26 00			0 58	97 50	2 25	7 50
New Aberdeen.....	957 12	1,792	25,299 60	250 46	128	2,280 61	111 73	72 63	0 60	316 50		30 00
New Campbellton.....	158 80	111	1,228 15	7 26	8	131 88	9 92	3 68	0 28	65 50	4 50	3 75
New Germany.....	401 25	346	5,872 56	28 78	219	3,928 79	88 64	20 30	1 49	168 00	56 25	18 75
New Glasgow.....	8,594 87	2,893	40,779 13	240 61	2,554	43,585 62	1,664 12	152 84	31 49	2,451 75	97 50	
Newport.....	466 66	413	6,156 71	32 45	209	4,382 52	209 02	22 15	0 95	219 00	180 00	22 50
Newport Landing.....	127 51	126	2,991 13	13 28	133	2,203 10	106 95	12 65	1 11	51 00		3 75
Nova Ross.....	353 57	418	6,186 72	32 61	90	1,112 72	43 35	17 15	1 39	151 00	7 50	13 75
Nictaux Falls.....	189 66	251	2,924 80	16 51	58	811 41	122 22	8 11	1 04	71 25	3 75	7 50
Noel.....	218 10	341	7,335 99	34 55	141	3,621 31	78 10	23 82	1 62	112 50	5 25	11 25
North Brookfield.....	153 72	174	2,500 26	13 07	70	2,897 71	14 17	7 43	0 72	109 25		7 50
North Lochaber.....	312 57	25	598 55	2 95	26	393 81	15 98	2 13	0 28	133 50	10 50	15 00
Northport.....	168 44	211	4,561 22	20 21	52	804 90	103 78	13 36	2 00	71 25		7 50
North Sydney.....	5,277 40	3,094	35,419 40	219 34	1,982	25,345 41	1,366 17	125 89	5 68	1,573 30	190 50	
Old Barnes.....	133 82	158	2,220 75	11 45	25	367 97	25 29	6 21	0 16	41 25	12 00	3 75

e Accounting from February 1, 1907.

f Non-accounting from October 1 to December 1, 1906.

g Including commission on box rents.

h Including commission on box rents.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to masters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	% cts.		\$ cts.	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.
Old Bridgeport.....	763 44	1,296	21,990 27	174 89	75	1,315 59	126 28	61 24	11 43	2 51	294 00	2 25	50 00
Orangetide.....	173 61	119	2,321 08	11 08	70	1,033 93	33 15	49 31	...	1 12	60 00	8 25	3 75
Oxford.....	2,090 01	1,040	14,766 16	79 81	1,024	20,132 25	1,113 21	79 23	2 51	8 89	728 50	16 50	105 00
Paradise.....	310 90	209	2,518 63	14 40	91	1,296 85	67 62	8 84	...	3 08	126 00	7 50	11 25
Parishboro.....	2,572 75	1,472	18,019 49	101 46	943	15,433 35	1,034 25	63 03	15 54	5 09	822 06	36 00	120 00
Petite Riviere Bridge.....	270 09	167	1,851 29	10 93	53	1,270 14	49 65	5 21	...	0 84	112 50	2 25	11 25
Pictou.....	5,498 69	1,814	30,203 47	161 02	2,471	44,815 40	2,906 38	118 53	...	28 29	1,539 75	105 00	...
Plympton.....	191 48	197	3,711 29	17 14	71	1,072 89	7 20	12 87	...	0 85	72 00	...	7 50
Pont Tupper.....	252 63	274	5,098 68	21 72	60	906 05	22 65	15 62	...	1 96	84 00	16 50	7 50
Port Greenville.....	321 09	407	5,886 46	32 06	125	1,781 97	46 70	17 98	...	2 42	163 50	26 25	15 00
Port Hastings.....	461 37	281	4,855 39	26 94	160	3,804 02	100 81	17 10	...	3 04	291 00	15 00	30 00
Port Hawkesbury.....	922 65	825	11,497 59	63 27	472	9,575 30	639 12	36 01	2 10	4 93	330 00	7 50	30 00
Port Hood.....	781 42	935	13,642 61	69 42	542	11,708 85	475 41	44 59	...	4 06	332 50	6 75	30 00
Port Hood Mines.....	151 89	155	2,433 87	12 98	21	344 26	20 25	7 01	...	0 59	82 50	...	6 25
Port Howe.....	53 19	103	1,907 71	8 99	33	482 96	17 20	6 09	...	0 14	30 00	...	...
Port la Tour.....	135 68	193	4,089 98	19 46	96	2,272 97	39 38	16 52	...	1 31	69 00	...	3 75
Port Lorne.....	121 15	132	2,707 34	12 18	81	1,043 97	1 55	10 18	...	0 68	40 50	...	3 75
Port Maitland.....	549 28	314	5,979 78	28 07	337	5,885 48	82 25	29 38	...	5 03	228 00	...	22 50
Port Medway.....	353 28	245	2,392 03	15 61	145	3,141 62	37 48	10 81	...	0 70	202 00	...	11 25
Port Moncton.....	614 22	192	8,559 29	44 00	109	2,279 45	96 80	25 43	8 57	4 35	118 50	...	26 25
Port Moncton.....	217 96	1	2 25	0 03	1	0 50	17 75	...	...	...	118 50	...	11 25
Port Williams.....	375 87	350	3,480 00	23 38	291	3,268 11	171 75	11 37	...	2 82	167 00	13 50	17 50
Prospect.....	79 58	36	913 37	3 99	13	142 94	16 00	2 63	0 46	1 71	43 50	...	3 75
Pubnico Head.....	284 32	382	4,931 52	26 43	219	5,077 54	28 80	23 01	...	1 13	109 50	42 00	11 25
Pugwash.....	1,182 28	1,182	18,169 63	98 19	491	8,397 26	428 92	60 83	6 93	6 72	389 00	48 00	45 00
Reserve Mines.....	472 79	882	13,912 68	84 85	95	5,882 04	46 75	23 86	4 93	0 30	175 50	...	18 75
River Bourgeois.....	107 32	171	5,448 21	22 83	182	5,293 18	81 70	23 86	...	1 96	45 00	...	3 75
River Hebert, west side.....	687 68	750	6,898 46	54 73	152	2,644 89	153 63	29 16	...	1 04	283 50	48 00	30 00
River John.....	632 87	824	13,025 31	67 18	454	7,877 33	384 61	44 15	1 10	3 82	235 00	22 50	30 00
Riverport.....	161 68	294	5,505 71	25 62	45	1,424 51	8 10	16 32	...	0 13	64 50	...	3 75
Rose Bay.....	106 97	127	2,072 37	10 50	10	1,990 57	46 88	11 05	...	0 49	49 50	...	7 50
Round Hill.....	243 08	354	3,272 06	20 81	127	1,990 43	42 23	11 05	...	0 31	85 50	...	3 75
St. Andrews.....	102 16	86	1,139 93	6 42	85	1,548 56	31 00	5 31	...	0 83	52 50	13 50	3 75

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	190	111	2,745	12	40	729	33	7	279	80	112	7
St. Croix.....	557	111	2,745	20	10	40	45	70	79	00	50	50
St. Peter's.....	753	627	7,867	83	43	345	97	26	60	00	50	30
Salmon River (Digby)...	188	188	4,413	77	20	222	83	26	60	00	50	30
Sandy Cove.....	238	356	6,904	27	32	29	69	66	23	114	75	7
Saulnierville.....	148	112	2,824	29	13	114	42	75	24	25	30	3
Scotcharville.....	148	68	1,916	16	8	71	290	88	8	52	50	3
Scotch Village.....	148	126	3,407	80	14	59	1,077	11	100	03	75	18
Scotchar Station.....	393	35	3,407	80	14	59	1,077	11	100	03	75	18
Shelburne.....	1,388	622	30,251	72	161	91	538	80	100	19	00	45
Shelburne.....	555	93	12,517	41	61	30	298	49	40	63	00	29
Shelburne.....	750	381	12,517	41	61	30	298	49	40	63	00	29
Shubenacadie.....	1,101	814	11,808	72	64	81	549	40	36	87	00	45
Somerset.....	153	157	2,091	82	10	59	763	68	10	88	00	7
Southampton.....	212	199	3,933	04	18	65	988	87	18	37	00	7
South Farmington.....	297	86	15,153	10	59	31	1,014	88	10	88	00	11
South Matland.....	234	11	76	31	0	56	26	45	7	69	00	7
South Ohio.....	193	63	3,589	17	16	34	1,825	20	13	66	00	7
Springfield.....	504	11	21,850	92	107	56	732	55	60	55	00	22
Springhill.....	3,677	59	45,632	84	297	73	15,128	17	137	24	85	3
Springhill Junction.....	152	56	1,137	13	6	71	163	95	3	27	00	3
Spry Bay.....	100	60	1,404	27	6	63	1,481	99	4	76	00	6
Stellarton.....	2,110	25	25,691	51	151	13	8,304	61	78	79	00	105
Strathlorne.....	89	71	1,062	33	5	53	1,129	34	4	98	00	8
Sunnyside.....	144	89	2,395	29	13	85	1,479	48	9	82	50	3
Sunnyside.....	211	95	4,189	29	16	41	1,214	42	12	10	00	7
Sunnybrae.....	16,133	01	158,692	06	1,060	34	58,963	88	107	96	00	16
Sydney.....	2,663	25	53,015	03	448	07	4,224	18	154	61	00	16
Sydney Mines.....	268	18	4,569	66	22	02	795	51	12	90	00	11
Tangier.....	737	88	15,555	80	79	93	15,715	56	36	50	00	30
Tatamagouche.....	153	85	2,485	95	13	15	688	82	7	13	00	7
Thompson's Station.....	373	03	3,745	78	24	15	1,293	38	12	38	00	15
Thorburn.....	86	44	2,469	42	11	94	596	17	5	85	00	3
Tidnish.....	184	06	10,597	84	46	94	1,109	48	29	62	00	2
Tiverton.....	127	92	4,694	39	20	65	1,741	46	13	16	00	3
Tracadie.....	1,071	06	7,901	20	52	21	1,387	43	22	63	00	45
Trenton.....	13,518	14	41,388	95	281	18	88,976	49	165	11	00	15
Turo.....	339	06	9,544	52	46	78	10,461	41	52	67	00	36
Tusket.....	481	25	2,604	79	12	95	1,072	57	9	64	00	7
Tusket Wedge.....	296	54	8,108	81	37	16	3,968	38	26	42	00	7
Upper Musquodoboit.....	477	66	6,012	30	27	57	4,317	80	192	69	00	22
Upper Stewiacke.....	658	31	23,077	08	105	20	7,110	91	67	34	00	30
Wallace.....	315	30	3,288	65	18	27	1,514	01	13	32	00	11
Walton.....	604	00	5,808	32	37	02	3,183	65	20	06	00	25
Waterville.....	179	74	1,422	51	7	58	905	08	1	14	00	7
Waverley.....	76	18	806	13	4	36	511	03	2	62	00	3
Wentworth Centre.....	217	33	1,824	75	9	58	3,061	82	7	74	00	1
West Arichat.....	193	40	3,106	79	15	72	1,435	25	109	50	00	11
West Bay.....	514	192	5,396	27	32	98	2,073	67	112	45	00	7
Westchester Station.....	271	13	5,641	36	27	13	1,740	73	14	62	00	11
West Gore.....	133	97	8,510	39	44	57	1,538	93	24	55	00	22
Westport.....	441	06	5,510	39	44	57	1,538	93	24	55	00	22
West Pubnico.....	199	64	591	01	3	48	1,187	04	3	40	00	11

a Including commission on box rents.

b Accounting from February 1, 1907.

c Accounting from March 1, 1907.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	¢		¢	¢		¢	¢	¢	¢	¢	¢	¢	¢
West River Sheet Harb'r	409 61	388	8,046 77	38 46	81	2,734 70	163 70	22 47	2 29	6 78	210 00	132 00	18 75
West River Station	141 69	13	469 64	1 51	16	336 70	26 10	1 60	.....	0 31	63 00	30 60	3 75
Westville	2,264 03	2,672	24,277 15	183 46	600	10,359 77	599 15	80 59	14 65	1 03	682 50	15 00	90 00
Weymouth	302 50	183	3,367 26	15 78	182	3,374 73	53 47	14 74	.....	0 84	124 50	3 75	11 25
Weymouth Bridge	1,378 65	792	17,886 03	83 33	586	16,443 54	1,016 89	59 33	77 36	3 97	444 00	52 50	60 00
Whitehead	90 11	257	6,880 82	28 61	46	580 08	22 55	19 42	.....	1 82	45 00	19 50	3 75
Whitney Pier	1,338 16	2,504	36,107 54	262 89	128	2,403 72	55 11	101 08	8 51	0 92	444 00	.....	60 00
Whyconough	432 19	223	3,834 81	18 21	237	5,005 05	101 04	14 88	.....	1 22	232 50	67 50	18 75
Wilnot	166 92	59	770 88	4 31	54	741 18	15 45	3 39	.....	0 43	75 00	.....	7 50
Windsor	5,258 44	2,031	24,216 84	148 90	1,765	30,572 10	1,565 30	90 13	38 67	10 38	1,458 00	27 00	.....
Wine Harbour	194 84	259	4,231 26	21 38	142	3,467 98	62 00	17 81	.....	1 33	85 00	.....	7 50
Wolfville	3,677 48	2,065	21,480 20	132 03	1,795	33,304 69	2,478 18	80 05	2 06	8 72	1,090 50	.....	150 00
Yarmouth	10,128 43	3,884	45,742 61	281 95	5,345	95,824 86	5,829 18	208 98	43 22	17 46	2,645 25	522 00	.....
Yarmouth North	904 37	549	5,548 20	33 92	32	439 36	51 50	16 34	.....	1 13	324 00	.....	30 00
Non-accounting Post Offices	56,572 62	.....	.....	.....	.....	.....	.....	.....	.....	.....	38,303 78	1,229 75	850 35
Less—Value of Postage Stamps affixed to Postal Notes	358,333 72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	357,940 24	174,340	2,567,029 82	15,000 13	117,831	219,347 24	121,339 32	8,230 72	929 31	1,048 28	111,368 36	8,998 21	5,445 43

a Including commission on box rents.

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APPENDIX C—Continued.

PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March, 31, 1907.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.		Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Salary.		Forward Allowance.		Allowance towards Rent, Fuel and Light.
							cts.	cts.	%	cts.	%	cts.	%	cts.	%	cts.	
Albert	419 34	485	7,561 37	37 50	181	3,132 36	173 07	23 90	15 00	3 28	245 50	15 00	22 50	22 50	15 00	22 50	
Alma	211 13	329	3,343 87	27 61	52	1,243 63	62 28	16 45	2 25	2 01	129 75	2 25	41 25	41 25	2 25	41 25	
Angevance	106 05	160	2,849 22	13 89	52	893 08	53 00	8 69	9 00	0 76	46 50	9 00	3 75	3 75	9 00	3 75	
Andover	651 08	594	9,563 63	50 40	263	3,660 23	430 28	31 09	20 84	5 59	279 00	3 75	30 00	30 00	3 75	30 00	
Apohaqui	319 91	216	4,935 00	22 80	138	2,312 05	202 43	14 85	.....	0 46	138 75	45 00	15 00	15 00	45 00	15 00	
Baie Verte	210 48	170	2,601 79	13 28	56	747 89	57 20	7 96	.....	1 44	110 00	2 25	11 25	11 25	2 25	11 25	
Bas River	166 71	188	3,740 95	17 94	79	1,310 15	12 89	13 29	.....	1 34	69 00	.....	7 50	7 50	.....	7 50	
Bath	667 74	323	5,370 94	26 89	83	1,252 16	230 65	15 83	10 55	2 67	283 50	8 25	30 00	30 00	8 25	30 00	
Bathurst	2,523 59	941	14,985 56	76 75	806	21,808 23	1,445 73	54 65	31 04	6 51	6734 25	270 00	.....	.....	270 00	.....
Bayfield	589 33	599	7,506 85	42 61	145	2,452 65	196 62	22 18	4 33	2 97	236 25	7 50	26 25	26 25	7 50	26 25	
Bayfield Village	186 60	482	8,628 44	42 33	79	1,302 82	108 85	24 18	2 62	1 48	90 75	.....	7 50	7 50	.....	7 50	
Beaver Harbour	155 92	124	2,476 20	11 65	13	124 66	19 13	6 86	.....	2 14	67 50	.....	7 50	7 50	.....	7 50	
Benton	266 79	125	2,174 52	10 89	69	902 33	69 68	7 18	.....	3 47	120 00	2 25	11 25	11 25	2 25	11 25	
Blackville	471 44	555	10,064 01	47 96	492	2,070 51	347 44	29 29	1 63	2 54	200 00	10 50	18 75	18 75	10 50	18 75	
Bloomfield	46 53	94	1,111 85	6 39	20	161 84	24 85	3 24	.....	0 12	29 00	.....	7 50	7 50	.....	7 50	
Bloomfield Station	183 56	73	1,277 86	6 66	37	365 75	73 17	3 93	.....	2 36	79 50	3 75	3 75	3 75	3 75	3 75	
Boiestown	857 01	128	3,960 92	16 46	68	1,813 66	464 54	12 03	.....	4 40	300 00	10 50	30 00	30 00	10 50	30 00	
Bristol	332 00	282	3,762 98	21 40	84	1,671 51	161 56	11 57	15 07	2 65	141 00	48 00	15 00	15 00	48 00	15 00	
Buctouche	755 57	697	17,347 75	75 60	374	7,683 01	492 65	57 97	1 83	4 71	292 50	54 00	30 00	30 00	54 00	30 00	
Burt's Corner	195 37	218	3,324 15	17 73	46	953 08	21 66	10 93	.....	1 19	81 00	19 50	7 50	7 50	19 50	7 50	
Butterm Ridge	313 68	295	5,299 22	25 34	170	3,222 02	109 35	18 60	.....	1 43	145 50	19 50	15 00	15 00	19 50	15 00	
Campbellton	5,017 20	2,896	41,504 80	236 25	1,152	18,758 15	2,880 99	123 34	.....	16 33	4176 00	3 58	.....	.....	3 58	.....
Campo Bello	118 92	235	4,795 76	22 51	26	542 23	26 90	13 33	.....	1 69	470 00	.....	3 75	3 75	.....	3 75	
Canterbury Station	479 33	289	4,193 96	23 47	86	1,546 24	100 18	13 63	.....	2 98	204 00	13 50	22 50	22 50	13 50	22 50	
Cape Bald	143 96	699	10,356 89	53 83	99	1,604 68	150 38	30 23	.....	1 12	63 75	4 50	3 75	3 75	4 50	3 75	
Caranquet	770 40	1,063	22,422 57	112 51	482	11,961 44	433 12	80 47	3 22	4 51	294 00	40 50	30 00	30 00	40 50	30 00	

^a Including commission on box rents.

^b Including \$10 arrears.

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APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	cts.		cts.	cts.		cts.	cts.	cts.	cts.	cts.	cts.	cts.
Centerville.....	557 75	421	11,019 28	46 94	112	2,517 32	236 12	33 90	8 30	253 56	23 25	30 00
Chatham.....	5,293 22	1,800	31,631 60	183 92	1,217	23,879 49	1,992 51	112 01	23 51	38 25 a l. 134 75	292 50	26 25
Chipmaw.....	589 27	401	9,816 27	45 48	293	5,997 80	310 49	32 63	4 87	5 75	31 50	3 75
Clair.....	162 63	188	6,340 71	25 70	6	96 12	16 50	47 53	.....	3 04	60 00	2 50
Clifton.....	73 86	91	1,696 20	8 59	45	773 51	39 96	6 90	.....	0 67	38 50	2 50
Cocagne.....	176 58	319	5,321 13	27 33	101	1,204 81	167 73	17 01	1 25	1 17	118 00	10 00
Cody s.....	167 82	313	5,418 83	27 45	66	1,212 28	101 97	16 41	.....	1 15	67 50	7 50
Coldstream.....	137 69	32	761 06	3 55	19	422 08	25 96	2 29	.....	1 39	63 00	3 75
Collins.....	82 35	79	617 74	4 12	25	331 20	10 90	11 37	.....	0 10	38 00	2 50
Cross Creek.....	240 43	164	4,073 56	18 47	53	1,337 37	36 86	11 37	.....	1 01	88 50	7 50
Dalhousie.....	1,592 56	808	13,738 35	74 85	317	6,947 91	525 91	40 27	38 75	10 11	6500 25	7 50
Dalton.....	392 51	188	1,235 80	20 04	56	874 40	45 29	12 58	.....	2 09	141 00	15 00
Deaktown.....	675 12	480	21,839 88	87 89	87	2,387 77	166 03	68 85	.....	7 82	243 75	26 25
Dorechester.....	1,447 61	728	10,340 41	56 56	451	10,284 31	831 70	36 11	8 26	5 62	462 00	60 00
Douglstown.....	286 02	173	2,146 00	12 45	41	597 73	60 86	6 89	.....	1 85	117 00	11 25
Edmundston.....	1,340 29	977	16,673 77	83 99	243	4,570 98	548 28	49 28	.....	4 26	481 50	60 00
Ed River Crossing.....	147 08	261	3,709 37	19 69	35	928 98	51 58	10 32	.....	0 76	67 50	3 75
Elgin.....	438 77	665	11,931 29	57 97	255	3,871 56	288 99	35 01	6 60	4 88	171 00	18 75
Elm Tree.....	201 92	219	5,125 69	22 41	70	1,801 51	69 82	15 99	.....	1 35	73 75	7 50
Fairville.....	1,247 25	368	8,836 14	24 28	175	2,802 8	163 95	14 43	0 02	0 41	348 00	45 00
Florenceville.....	467 82	298	4,371 16	22 72	81	1,531 86	114 38	13 65	.....	1 13	172 50	18 75
Florenceville East.....	591 57	569	8,932 00	6 55	137	3,684 21	501 11	25 61	3 51	3 54	216 00	26 25
Fredonction.....	13,382 53	1,512	21,845 48	141 53	3,903	81,278 88	10,415 64	.....	.....	.....	.....	.....
Fredonction Junction.....	306 08	157	2,237 34	12 10	56	832 76	58 25	6 50	.....	1 85	124 50	11 25
Gagetown.....	471 67	555	9,572 17	46 11	183	4,459 19	159 73	28 60	3 30	3 33	181 50	18 75
Gibson.....	490 00	218	3,760 83	18 65	96	1,794 80	120 95	15 41	.....	2 99	221 25	22 50
Glassville.....	282 47	191	5,460 67	23 27	43	876 54	131 45	12 52	.....	4 17	108 00	11 25
Grande Anse.....	337 11	157	6,842 36	21 17	116	1,883 91	92 70	22 02	.....	1 22	123 75	11 25
Grand Falls.....	1,047 32	726	13,761 11	68 65	225	5,273 91	212 02	10 81	10 25	6 15	332 50	45 00
Grand Harbour.....	292 07	62	2,519 62	9 67	19	361 97	49 50	7 49	.....	1 99	133 50	15 00
Great Sheenogue.....	43 98	293	6,138 65	26 61	47	854 65	109 25	17 29	.....	0 53	62 50	3 75
Hampstead.....	88 72	145	2,965 83	12 79	33	711 44	34 01	8 92	0 25	33 00	3 75
Hampton.....	399 83	413	6,654 83	33 02	306	1,489 89	239 39	22 51	4 94	2 68	165 00	17 50

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Harcourt.....	704 27	1,119	21,876 57	99 25	215	3,881 88	273 77	64 59	0 57	3 21	306 00	30 00
Hartland.....	1,153 67	613	11,580 39	58 11	292	5,376 71	625 43	36 55	27 61	10 68	388 50	43 00
Harvey.....	110 07	284	5,257 55	26 12	32	1,979 00	32 14	17 61	2 35	2 15	183 75	3 75
Harvey Station.....	282 11	121	3,393 68	14 19	128	2,310 92	87 61	11 68	.....	2 27	126 00	28 50
Haysshaw.....	119 74	74	1,304 41	6 15	11	134 87	21 68	3 58	.....	1 29	68 50	3 75
Hillsborough.....	932 27	551	9,079 59	47 30	307	5,752 15	452 77	32 60	27 07	6 84	355 50	45 00
Hopewell Cape.....	403 83	254	1,379 61	22 41	127	2,354 51	186 70	14 81	.....	3 61	177 00	18 75
Hopewell Hill.....	193 18	326	3,616 25	21 01	55	914 26	80 92	10 77	.....	1 73	108 50	10 00
Royt Station.....	127 45	54	715 59	4 75	42	4,290 90	71 57	2 72	.....	1 50	63 00	10 50
Inkerman.....	107 00	255	4,284 01	21 42	14	312 81	12 00	12 38	.....	0 15	42 00	2 25
Jacksonville.....	120 00	139	1,639 31	9 78	69	380 58	88 50	4 78	.....	1 62	48 00	3 75
Jessup River.....	279 30	334	7,379 46	34 01	23	1,411 74	48 49	21 32	.....	2 56	118 50	11 25
Jessup.....	93 92	40	587 91	3 14	11	321 61	28 65	1 88	.....	0 16	41 25	3 75
Kilburn.....	312 32	47	890 03	5 09	30	612 75	46 97	3 09	.....	1 86	162 50	13 50
Kingsclear.....	65 88	63	1,139 82	6 83	12	144 05	53 30	1 31	.....	1 12	27 00	2 25
Kingston, Kings.....	148 01	116	2,496 24	11 41	63	805 99	61 55	7 37	0 32	0 95	58 50	2 25
Kouchibouguac.....	208 19	54	770 11	1 04	41	121 13	18 20	3 59	.....	0 11	110 00	7 50
Laureque.....	152 78	199	5,029 38	20 86	12	215 81	51 25	13 83	.....	3 01	72 00	16 50
Leopards.....	160 50	161	2,008 03	11 36	30	416 09	7 09	5 60	.....	0 14	71 50	7 50
Loggieville.....	696 95	300	1,880 06	24 39	91	765 98	164 38	13 92	.....	2 68	270 00	30 00
Lord's Cove.....	131 88	501	9,915 34	46 80	28	228 99	12 90	27 57	.....	1 29	60 00	3 75
Lower Caraquek.....	74 80	57	1,768 95	6 91	11	112 85	45 00	2 73	.....	.....	29 25	2 50
McAdam Junction.....	862 16	534	7,003 53	39 74	123	1,382 55	91 15	20 54	19 90	2 52	333 00	30 00
Marysville.....	1,388 86	577	6,586 39	39 89	128	1,376 17	135 20	19 69	.....	1 03	435 75	.....
Meductic.....	153 98	176	1,678 37	10 47	18	574 27	176 46	5 39	.....	1 26	60 00	3 75
Monrarncook.....	341 46	389	7,713 07	31 41	286	5,336 57	211 27	27 21	.....	1 23	151 50	18 00
Middle-Sackville.....	604 34	106	2,028 91	10 16	61	629 23	131 08	6 15	.....	6 22	271 50	30 00
Millerton.....	319 27	214	4,433 72	21 45	92	1,629 71	166 05	14 86	.....	3 68	142 50	2 25
Milltown.....	942 24	686	9,638 11	52 32	221	3,100 42	91 73	34 01	15 68	2 65	354 00	45 00
Millville.....	328 04	273	4,329 36	24 32	64	1,011 01	51 25	14 69	.....	1 57	127 50	37 50
Minko.....	150 36	96	2,461 21	12 63	3	1,088 65	51 15	7 41	.....	2 79	58 50	10 00
Moncton.....	18,517 01	2,701	38,501 19	223 14	5,329	90,823 67	8,574 00	148 26	102 92	22 35	43,944 21	92 25
Mount Carmel.....	115 40	202	5,328 16	22 66	53	937 52	35 58	15 96	.....	0 92	36 00	2 25
Narrows.....	74 20	293	5,176 38	23 80	87	1,735 52	57 55	16 87	.....	0 14	27 00	7 50
Nauyasgow.....	182 90	82	2,633 20	10 52	11	219 80	19 15	7 79	.....	0 70	79 50	.....
Newcastle.....	3,847 11	1,712	27,220 37	157 60	1,073	25,748 01	2,285 86	89 57	1 35	10 33	407 00	106 50
Newcastle Creek.....	48 35	22	770 09	3 11	5	347 86	10 00	2 11	.....	0 48	21 00	.....
New Mills.....	309 01	151	2,228 47	12 20	37	875 03	95 13	6 29	.....	1 54	138 75	2 25
North Head.....	551 22	583	9,837 84	48 78	113	2,630 68	163 01	29 31	0 22	2 56	202 50	22 50
Norton.....	661 01	352	4,757 71	26 80	196	3,926 68	311 03	16 63	.....	1 98	276 00	255 00
Oak Point.....	405 62	57	1,118 56	5 68	55	881 32	21 94	4 64	0 76	1 32	40 50	.....
Oranocote.....	312 96	231	3,653 93	19 99	158	3,098 88	166 04	13 01	.....	1 12	160 50	30 00
Ossekeag.....	806 81	482	8,890 51	43 98	169	2,772 77	318 98	26 79	.....	2 83	327 00	30 00
Ponabiquis.....	313 63	305	5,717 35	27 21	189	6,191 73	24 91	16 84	.....	3 16	115 50	9 00
Perth.....	967 22	283	5,957 09	28 70	135	2,078 66	246 05	19 55	.....	9 58	334 50	56 25
Petitedoac.....	977 19	755	11,333 43	67 51	389	6,064 90	381 22	46 58	7 91	4 81	336 00	127 50
Petit Koeler.....	186 38	366	6,813 12	33 17	65	1,147 20	169 32	19 71	.....	2 10	75 00	3 75
Pierston.....	10 88	6	163 07	0 72	8	165 53	.....	0 81	.....	0 38	18 75	.....
Plaster Rock.....	566 12	286	7,547 41	33 30	15	581 71	107 35	20 97	.....	3 1	294 00	22 50

a Salary, &c., entered in Auditor General's report.

b Accounting from October 1, 1906.

c Including commission on box rents.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	All-allowance towards Rent, Fuel and Light.
	cts.		cts.	cts.		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Pointe-de-Bute.....	189 36	112	2,511 20	12 03	19	1,232 25	101 69	8 88		3 19	80 00		7 50
Port Blain.....	814 43	551	7,530 53	41 40	329	6,921 64	411 04	23 20		5 74	315 00	22 50	30 00
Renous Bridge.....	206 56	182	4,502 13	22 00		115 86	12 30	12 98		2 95	75 00	3 75	7 50
Rexous.....	1,313 30	567	13,293 77	60 83	806	19,326 84	957 46	46 38	11 03	4 49	376 50	48 75	45 00
Richbucto.....	1,627 61	935	16,317 52	79 24	351	6,192 88	485 47	51 82		6 55	6327 75	75 00	
Richmond Corner.....	514 35	29	514 35	2 61	17	306 25	1 65	1 65		1 05	30 00	3 75	
Riley Brook.....	2,307 44	197	2,307 44	11 23	8	99 07	3 37	6 75		1 66	49 50		3 75
River Charlotte.....	1,590 80	139	1,590 80	9 37	63	611 27	96 79	4 35		0 43	59 50	4 50	3 75
River de Cluho.....	858 37	29	858 37	3 49	7	226 39	31 34	2 40		1 00	47 00	5 25	3 75
River Louison.....	3,078 22	134	3,078 22	14 07	23	666 43	41 80	8 72		2 78	56 25		3 75
River Side.....	397 29	216	2,666 25	15 52	93	2,319 71	134 58	8 04		2 02	145 50		15 00
Rockland.....	35 02	22	462 70	2 17	11	202 16	15 00	1 59		0 41	21 25		
Rogersville.....	900 83	1,235	24,917 56	118 87	325	5,433 64	195 90	78 46		2 43	217 50	5 25	22 50
Rochesay.....	731 57	410	4,569 88	30 89	110	3,055 00	176 28	16 84	1 32	2 64	306 00	20 25	30 00
St. Andrews.....	1,917 57	1,294	16,156 97	91 03	577	8,741 51	556 88	58 98	39 00	6 33	619 50	12 00	75 00
St. Anthony.....	178 17	171	6,871 50	25 76	33	798 91	4 79	20 63		0 90	67 50	6 00	7 50
St. Charles.....	54 24	77	2,506 49	10 27	21	322 89	3 50	7 60		0 81	27 00		
St. George.....	1,223 26	1,141	15,130 32	84 22	321	6,685 65	684 63	16 60	3 49	4 40	444 00	27 00	60 00
St. John.....	78,595 56												
*(Divided as follows):—													
Head Office.....	68,077 16	6,471	92,803 98	601 25	28,353	529,688 71	44,576 35			c261 99	d		
Garden Street.....	1,481 00	465	5,465 61	33 65	11	71 37	79 65	15 03		0 49	75 00		
Haymarket Square.....	1,392 00	565	6,633 26	38 54	13	99 25	19 35	18 44		1 12	75 00		
Indianboken.....	1,674 67	703	13,168 04	61 63	95	2,618 86	163 14	38 65	6 29	0 24	330 00		60 00
Marsh Bridge.....	94 04										31 50		
Millidgeville.....	96 00										43 50		3 75
St. John North.....	1,836 00	555	8,080 39	44 26	68	916 62	176 53	23 59	0 33	1 67	112 50		
St. John West.....	2,184 69	731	9,374 41	62 01	391	8,305 24	265 40				18 75		
Sand Point Road.....	2 00										112 50		
Union Street.....	2,218 00	603	1,619 88	34 42	9	124 64	426 35	12 71		0 43	112 50	4 50	22 50
St. Joseph, Westmoreland.....	576 61	395	6,733 24	32 50	299	5,995 02	251 65	21 65		1 65	199 50	3 00	11 25
St. Leonard Station.....	272 69	2	61 30	0 31			55 00	0 17		0 20	112 50	3 00	11 25
St. Louis de Kent.....	264 81	407	12,510 97	50 71	134	2,223 04	24 95	38 62		3 08	103 50	13 50	11 25

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St. Martin's	875 25	565	14,915 04	63 14	259	4,339 49	220 61	15 29	13 39	6 99	228 00	8 25	22 50
St. Mary's Ferry	714 55	340	4,363 75	23 99	139	1,688 82	100 48	13 19	.....	0 98	296 25	.....	30 00
St. Paul's	163 36	229	1,942 21	22 20	30	1,288 14	47 85	14 29	.....	1 45	45 00	.....	3 75
St. Stephen	7,676 22	2,068	31,432 35	186 49	1,607	25,917 63	2,240 09	112 66	136 95	8 80	2,119 50	266 25	.....
Sackville	4,229 06	1,092	11,549 74	71 67	1,083	34,135 18	2,426 78	49 84	11 38	10 60	1,125 00	213 75	150 00
Salisbury	631 90	596	12,404 34	58 37	1,691	2,602 30	296 48	36 49	15 04	6 32	264 00	18 00	26 25
Shediac	1,838 84	838	15,441 71	90 16	1,064	15,032 04	1,499 37	67 60	3 45	18 54	534 00	183 00	75 00
Shedfield	81 70	277	6,407 05	28 34	123	2,933 31	31 70	17 97	.....	0 13	139 50	.....	3 75
Shippagan	286 36	390	10,586 10	44 18	39	662 91	60 25	29 53	.....	1 75	106 50	33 00	11 25
South Nolson	525 22	243	5,088 07	23 66	39	523 69	74 58	14 00	.....	0 42	210 00	3 00	26 25
Storringfield	117 91	200	3,411 63	16 96	104	2,578 92	69 10	14 35	.....	0 42	18 00	8 25	3 75
St Stanley	671 53	285	6,768 93	30 65	116	1,027 61	302 63	2 40	.....	4 37	293 50	8 00	30 00
Surrey	170 76	23	1,535 95	1 00	4	46 69	51 68	0 51	.....	0 70	87 00	.....	7 50
Sussex	4,638 73	1,542	23,539 97	121 88	1,534	29,725 55	2,880 58	79 88	29 63	17 11	1,228 50	82 50	.....
Taboultiac	181 63	161	4,290 48	18 75	42	426 82	34 63	13 63	.....	1 76	76 50	2 25	7 50
Taymouth	174 89	85	1,876 87	8 57	8	122 49	117 10	5 17	.....	2 08	66 00	.....	3 75
Tracadie	504 92	550	8,307 51	43 35	140	3,195 89	195 15	29 42	1 53	1 21	217 50	10 50	21 25
Tracy Station	127 81	59	1,956 98	8 02	15	181 99	76 30	5 63	.....	1 54	66 00	3 75	7 50
Uplam	68 25	55	1,171 99	5 34	27	1,016 13	50 35	5 46	.....	0 38	37 00	.....	3 75
Upper Gagetown	129 67	150	3,254 58	14 93	56	1,565 61	66 17	9 48	.....	1 33	55 50	.....	3 75
Upper Pockmoncho	180 88	85	1,831 24	8 61	16	304 60	35 52	5 04	.....	2 18	78 00	6 00	7 50
Upper St. Basil	324 60	249	3,706 11	18 86	12	243 20	101 65	10 25	.....	1 79	114 00	.....	11 25
Upper Woodstock	105 54	104	928 86	5 90	30	474 65	176 10	3 13	.....	0 59	54 00	3 75	3 75
Welsford	383 47	38	794 56	4 18	87	4,335 56	73 06	3 00	.....	1 05	147 00	18 00	15 00
Westfield	147 61	65	511 87	3 50	28	540 57	22 40	2 52	.....	0 26	84 00	49 50	7 50
Woodstock	6,009 64	876	17,837 72	87 01	1,811	30,137 41	3,618 50	72 84	191 36	27 15	1,793 50	150 00	.....
Non-accounting Office	37,692 08	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,530 81	659 24	440 00
Less—Value of Postage Stamps affixed to Postal Notes	247,390 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	247,147 50	73,059	1,209,290 46	6,553 76	66,847	1,212,888 11	107,441 80	3,647 70	882 52	800 25	64,720 30	4,261 82	2,916 25

a Including commission on box rents.

b Accounting from March 1st, 1907.

c Commission to nonaccounting offices, &c.

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

e Non-accounting from March 1st, 1907.

7-8 EDWARD VII., A. 1908

APPENDIX C—Continued.

PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on P. N. business.		Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.
			cts.	cts.			cts.	cts.		cts.	cts.	cts.	cts.		cts.	cts.	
Alberton	1,176 05	597	11,415 90	54 46	54 46	529	10,573 80	444 10	444 10	52 66	2 83	8 10	425 00	24 00	45 00		
Bedeque	160 92	132	2,408 43	11 97	11 97	44	848 89	66 70	66 70	7 43	.....	2 63	67 50	6 00	7 50		
Belfast	292 77	178	3,453 90	16 47	16 47	58	1,592 63	106 55	106 55	11 98	.....	1 35	88 50	19 00	7 50		
Bloomfield Station	120 16	70	970 50	5 36	5 36	46	599 19	14 05	14 05	3 85	.....	0 02	72 25	13 50	3 75		
Breadalbane	276 63	237	7,881 67	30 21	30 21	167	4,684 27	97 40	97 40	29 43	.....	2 09	d 135 50	82 50	11 25		
Bridgetown	126 31	268	3,788 93	20 53	20 53	171	3,458 92	297 10	297 10	17 90	.....	1 76	52 50	4 50	3 75		
Cape Traverse	184 64	16	373 82	1 67	1 67	28	460 15	72 20	72 20	1 24	.....	1 32	88 50	18 00	7 50		
Cardigan Bridge	350 92	250	4,040 63	20 89	20 89	295	5,639 52	263 35	263 35	20 35	0 53	2 50	168 00	63 00	18 75		
Charlottetown	17,305 72	3,145	48,788 21	279 96	279 96	5,702	104,936 18	10,876 46	10,876 46	.....	.....	e 65 19	b 115 50	18 00	11 25		
Coleman	263 35	93	1,619 40	6 04	6 04	75	1,535 94	75 35	75 35	5 75	.....	0 68	115 50	18 00	11 25		
Freelton	133 53	74	1,161 61	5 81	5 81	38	988 42	35 35	35 35	5 26	.....	1 02	66 00	5 25	7 50		
Georgetown	597 25	618	10,248 90	53 30	53 30	356	7,577 22	414 02	414 02	38 08	4 83	2 65	342 00	22 50	30 00		
Head of St. Peter's Bay	393 96	433	8,216 25	39 85	39 85	169	2,915 95	87 30	87 30	27 95	.....	3 45	156 00	12 00	15 00		
Hunter's River	292 74	192	4,892 43	21 18	21 18	100	2,524 44	133 40	133 40	15 61	.....	1 58	97 50	63 75	7 50		
Kensington	774 10	429	8,035 10	38 74	38 74	325	8,119 69	366 25	366 25	34 82	3 43	2 16	270 00	75 00	30 00		
Lot 56	36 94	102	2,028 91	10 06	10 06	35	936 81	21 00	21 00	6 66	0 22	2 43	40 50	5 25	3 75		
Montague	1,227 02	511	4,886 26	48 09	48 09	684	16,255 36	883 24	883 24	49 86	5 23	6 43	486 75	106 75	11 25		
Morell Station	297 79	214	3,397 13	18 13	18 13	157	3,000 20	91 58	91 58	15 19	.....	1 22	118 50	6 75	11 25		
Mount Stewart	342 59	398	4,578 71	21 91	21 91	145	2,098 78	135 60	135 60	16 28	.....	1 26	146 25	10 50	15 00		
Murray Harbour South	284 50	331	6,963 98	31 54	31 54	186	4,047 43	299 99	299 99	23 81	.....	5 35	114 00	8 50	11 25		
Murray River	284 48	279	4,451 21	22 82	22 82	189	4,492 56	136 55	136 55	18 02	.....	2 61	105 00	8 75	7 50		
New Glasgow	101 72	205	4,535 61	20 25	20 25	79	2,147 29	23 75	23 75	17 35	.....	1 31	45 00	.....	3 75		
O'Leary Station	465 38	68	3,469 03	12 28	12 28	169	3,603 50	89 82	89 82	17 21	.....	2 59	212 50	13 50	18 75		
Peake Station	127 89	35	849 01	3 66	3 66	40	755 37	25 50	25 50	4 29	.....	0 41	45 00	9 00	3 75		
Souris East	1,408 06	507	8,201 14	43 52	43 52	950	21,750 20	793 49	793 49	50 19	.....	8 05	478 50	65 25	60 00		
Stanley Bridge	178 81	156	3,419 35	15 40	15 40	82	1,744 38	96 49	96 49	11 59	0 93	2 21	75 00	7 50		

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Summerside	4,545 09	1,304	46,956 88	97 29	1,858	33,510 74	2,861 59	83 61	25 53	10 86	1,413 75	150 00
Tignish	615 23	639	40,523 94	55 97	489	8,946 22	211 46	18 83	0 67	4 11	319 50	12 00	30 00
Tryon	441 00	97	2,455 06	11 09	77	1,885 11	228 40	9 94	.....	1 33	64 50	.....	3 75
Tyng Valley	167 59	55	1,537 14	7 17	23	661 90	48 25	1 78	.....	1 27	70 50	.....	7 50
Vernon River Bridge	144 58	157	2,684 21	13 72	35	692 72	97 34	7 43	.....	1 39	61 50	.....	3 75
Victoria	193 13	208	5,354 62	23 56	158	4,125 26	135 79	22 57	3 39	2 10	88 50	.....	7 50
Wellington Station	188 88	122	2,601 41	11 85	63	801 88	100 78	8 62	.....	0 71	93 75	24 75	7 50
Non-accounting Post Offices	12,329 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,200 19	315 87	167 50
Less: Value of Postage Stamps affixed to Postal Notes	45,376 38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	45,321 73	12,056	210,556 40	1,076 74	13,522	267,980 92	19,630 20	689 11	47 59	152 77	15,323 94	1,163 87	576 25

(a) Including commission on box rents.

(b) Salary, etc., entered in Auditor General's Report.

(c) Commission to non-accounting officers, etc.

(d) Including \$40 arrears eight duty.

7-8 EDWARD VII., A. 1908

APPENDIX C—Continued.

PROVINCE OF MANTOBA.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on P. N. business.		Salary.		Forward Allowance.		Allowance towards Rent, Fuel and Light.	
	cts.		cts.	cts.		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Alexander.....	823 17	1,071	15,158 66	88 18	116	2,902 79	418 67	42 43	7 44	333 00	3 00	56 25					
Altamont.....	235 48	587	12,862 34	58 17	70	1,835 98	133 70	36 01	2 50	141 50		11 25					
Altona.....	898 48	898	11,465 09	63 26	229	7,194 14	524 60	32 52	8 50	318 75		56 25					
Ardon.....	805 14	1,092	22,106 07	108 15	228	5,619 33	460 22	61 54	7 96	341 25	3 25	56 25					
Armand.....	196 87	331	9,284 46	41 22	29	625 23	53 83	25 73	3 45	193 75		7 50					
Arrow River.....	297 46	99	2,431 28	40 37	4	62 00	25 00	6 69		103 16	7 50						
Austin.....	896 35	953	29,933 63	131 75	176	3,040 07	396 95	83 90	14 17	354 00		75 00					
Bagot.....	269 24	331	9,670 17	42 81	44	7,465 37	79 50	26 86	2 96	120 00		11 25					
Baldou.....	954 18	649	12,848 51	71 68	226	7,171 85	515 15	36 30	15 62	366 00	6 00	75 00					
Baldur.....	443 22	524	9,766 85	54 16	91	4,755 63	52 69	29 00	2 17	247 50	2 25	22 50					
Basswood.....	276 59	437	11,925 64	50 11	46	494 16	161 27	31 49	5 76	106 50	2 25	11 25					
Bausjour.....	1,082 15	452	15,413 03	82 45	182	6,297 63	377 35	46 84	10 24	345 00	15 00	56 25					
Beaver.....	249 77	101	2,272 20	1 13	1	43 22	153 76	6 74	0 94	87 00		7 50					
Bedford.....	879 08	714	12,433 66	70 51	489	4,265 93	340 24	36 91	12 22	341 25	18 00	56 25					
Belesford.....	255 82	13	146 15	0 76			66 75	0 41	0 76	115 50		11 25					
Beulah.....	203 35	129	3,658 42	16 96	571	4,268 58	1,687 02	10 50	5 94	100 00		10 00					
Biscarthe.....	992 55	363	8,586 91	48 81	449	3,442 30	236 82	26 41	10 27	333 00	4 50	56 25					
Birdle.....	1,691 77	675	11,282 57	77 86	397	9,172 98	1,147 05	43 59	2 09	532 50	40 50	112 50					
Bossvain.....	2,635 02	2,124	36,079 51	292 72	414	8,377 67	1,251 46	89 41	6 06	802 50	15 00	150 00					
Bradwardine.....	481 63	533	8,555 87	51 89	64	1,852 22	195 99	23 84	0 70	491 25		18 75					
Brandon.....	32,703 36	6,430	117,376 33	909 13	7,565	176,281 32	21,681 13	354 02	47 94	100 21	1,500 72						
Brookdale.....	360 30	388	8,716 63	49 31	9	387 62	95 55	24 05	3 75	174 00		18 75					
Camelon.....	66 83	129	4,677 98	12 01	28	131 40	30 50	12 86	1 10	38 25							
Carberry.....	3,042 76	846	14,620 42	97 44	504	13,292 93	1,603 80	41 54	4 38	1,021 47	19 50	202 68					
Carnan.....	3,415 38	2,491	47,472 45	252 58	865	29,913 97	1,333 35	135 41	5 61	981 00	42 51	187 50					
Carroll.....	485 11	546	10,600 79	60 63	363	711 30	100 83	29 40	1 62	325 17		22 50					
Cartwright.....	955 15	434	11,612 85	57 15	175	3,751 47	347 00	34 55	3 21	391 50		75 00					

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	351 28	403	11,238 12	51 63	39	915 13	70 87	31 71	...	4 49	157 50	9 00	15 00
Clau William	384 60	379	8,389 33	42 40	40	977 05	100 54	23 38	...	4 98	168 00	...	18 75
Cleawater	552 11	445	12,400 29	61 54	44	1,249 98	115 55	34 69	...	9 78	213 00	2 25	22 50
Grandell	1,279 64	922	16,735 92	93 51	267	7,523 99	567 51	49 63	...	10 51	457 50	...	93 75
Crystal City	1,701 95	926	10,844 16	66 86	167	3,284 41	350 65	31 04	...	2 78	312 00	24 00	56 25
Cypress River	516 34	106	2,270 88	13 91	39	1,161 18	180 70	7 75	...	5 30	106 50	3 00	18 75
Darlingford	4,310 65	1,320	34,118 43	178 63	1,103	25,981 51	2,965 46	100 73	2 79	43 89	135 00	327 00	396 25
Dauphin	1,51 09	253	6,337 61	29 52	53	1,601 72	38 40	18 58	...	5 81	73 50	...	7 50
Deloraine	2,277 49	1,280	29,424 66	158 09	371	11,317 03	291 78	87 41	3 22	23 56	774 00	120 00	150 00
Deloraine	1,254	627	20,549 66	109 08	150	4,412 57	291 78	57 57	3 28	2 84	296 25	67 56	56 25
Dominion City	474 42	627	11,987 30	63 06	53	1,117 68	94 80	33 24	...	4 26	217 50	27 00	22 50
Douglas Station	418 59	763	32,960 01	126 08	65	2,427 84	150 25	90 93	...	7 31	229 50	6 00	22 50
Dunrea	253 31	43	960 01	4 49	21	620 02	47 90	3 21	...	0 49	111 00	6 00	10 00
East Selkirk	275 27	179	3,292 08	16 92	35	710 81	164 35	9 23	0 91	3 21	178 50	2 25	18 75
Edrans	1,037 80	763	17,715 91	93 70	145	4,904 18	368 12	50 30	...	13 14	399 00	92 50	108 33
Elgin	1,402 84	1,605	35,418 92	181 45	230	6,444 83	616 10	103 92	6 99	18 72	540 34	...	75 00
Elkhorn	808 16	417	10,078 63	51 47	210	4,384 80	360 01	30 16	...	7 15	270 00	2 25	56 25
Elm Creek	197 34	213	2,889 84	23 87	26	578 44	64 10	8 34	...	1 60	88 50	...	7 50
Elphinstone	339 78	323	8,999 41	41 33	55	1,290 31	57 45	26 07	...	3 31	184 50	...	18 75
Elva	1,290 60	988	19,649 32	137 83	366	7,581 57	647 04	59 75	1 26	14 72	517 50	8 25	93 75
Emerson	1,161 50	1,661	40,936 87	195 53	293	5,358 66	564 66	116 83	...	19 19	6412 00	18 00	75 00
hEthelbert	319 77	51	1,714 99	7 39	8	296 31	113 85	4 93	...	1 07	9127 75	...	11 25
Farfax	324 74	256	6,819 27	29 85	27	456 45	67 51	18 88	...	3 38	108 75	2 25	11 25
Fannyville	289 14	470	11,672 06	50 26	18	321 26	39 65	32 25	...	0 73	139 50	...	13 00
Fox Warren	31,563 47	1,957	31,563 47	135 83	89	3,963 02	144 45	92 20	...	7 05	236 25	6 00	26 25
Franklin	501 84	735	17,225 19	81 10	76	1,829 41	184 09	47 67	...	3 82	219 00	15 00	22 50
Gilbert Plains	1,161 50	1,661	40,936 87	195 53	293	5,358 66	564 66	116 83	...	19 19	6412 00	18 00	75 00
Gimli	381 19	429	8,640 26	42 93	97	1,946 94	105 93	25 31	...	2 83	126 00	...	11 25
Gladstone	2,428 17	1,592	18,545 57	117 17	555	13,836 92	1,006 28	61 34	1 04	6 90	727 50	...	150 00
Glenboro	1,077 07	957	13,827 35	78 20	207	4,325 37	544 66	40 67	...	6 83	397 50	3 00	75 00
Glenella	309 07	535	16,829 94	67 39	52	1,856 38	128 70	46 56	...	4 09	138 00	5 25	15 00
Goodlands	293 87	623	20,902 15	82 61	55	1,648 51	75 94	57 92	...	1 50	144 00	3 75	93 75
Grand View	1,556 78	1,947	34,135 98	178 49	187	5,368 73	562 90	95 46	2 24	7 56	6580 00	3 75	93 75
Ormeta	1,058 98	547	7,409 34	47 78	253	7,107 98	738 13	21 50	...	11 47	375 00	7 50	75 00
Grissburg	855 75	259	7,115 19	37 69	190	2,922 93	381 32	21 04	1 59	9 43	343 50	13 50	56 25
Hamilton	1,357 71	642	14,011 12	80 79	258	7,722 31	576 74	41 60	...	12 96	595 50	3 75	112 50
Harding	228 87	460	10,428 35	47 17	63	1,825 53	191 21	28 67	...	3 23	90 00	...	7 50
Hargrave	256 34	269	5,136 10	29 58	31	727 52	93 15	14 17	...	1 86	108 00	...	11 25
Hartney	1,907 31	1,734	33,708 96	186 90	321	8,954 49	915 44	96 20	1 45	17 03	615 00	...	131 25
Headingley	246 85	30	626 59	5 06	30	494 46	105 77	2 42	...	1 67	129 00	...	11 25
High Bluff	322 97	128	4,371 70	21 14	51	577 52	148 20	12 30	0 33	5 04	172 50	7 50	18 75
Hilton	197 99	325	12,404 74	49 79	41	793 36	107 55	34 22	...	4 40	93 00	...	7 50
Holland	1,114 54	478	10,812 14	60 91	239	5,654 25	446 71	32 85	...	19 57	406 50	7 50	75 00
Holmfild	555 75	456	10,197 50	51 33	136	2,779 80	295 40	29 60	1 02	5 91	213 00	14 96	22 50
Kawende	442 35	258	3,905 98	23 14	64	861 19	227 80	11 14	...	2 06	195 00	1 50	18 75
Kelroe	210 62	117	2,788 36	14 94	12	333 81	73 20	8 04	...	3 05	97 50	...	7 50
Kelwood	233 78	388	12,772 70	49 58	42	812 11	443 49	25 24	...	2 93	127 50	...	11 25
Keaton	402 37	337	8,816 39	43 02	66	1,708 85	153 79	25 02	...	7 57	168 00	4 50	18 75

a. Including commission on box rents. *b.* Including \$5 arrears night duty. *c.* Including \$1.25 arrears. *d.* Accounting from January 1, 1907. *e.* Accounting from March 1, 1907. *f.* Including \$2.50 arrears, night duty. *g.* Including \$4 arrears night duty. *h.* Non-accounting from October 1, 1906 to February 1, 1907. *i.* Accounting from October 1, 1906.

7-8 EDWARD VII., A. 1908

APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—Continued

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on P. N. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$	cts.		\$	cts.			\$	cts.		\$	cts.	\$	cts.			
Keyes.....	247 00		141	2,552 43	13 21		34	355 75	82 10		7 21	3 64	108 00	15 00			11 25
Killamey.....	2,370 83		1,422	28,945 19	157 77		549	11,280 88	1,007 95		85 01	21 48	693 00	11 33			131 25
Lacivore.....	669 38		719	10,500 03	63 72		80	1,463 95	223 66		29 65	5 91	264 00	42 00			26 25
Lander.....	609 12		497	18,310 46	85 75		71	2,833 46	117 40		52 81	7 19	268 50				56 25
Laurier.....	274 57		405	12,883 35	55 73		69	2,271 61	111 57		38 52	5 38	151 00				15 00
Leavenham.....	131 02		30	538 71	2 76						1 49	0 51	60 00				3 75
Lenore.....	354 16		465	10,774 80	53 90		52	1,569 26	104 25		30 60	0 11	148 50				15 00
Letellier.....	382 51		158	4,985 99	22 25		47	749 12	142 95		13 85	8 56	185 00	1 50			18 75
Louise Bridge.....	2,384 34	1,014		15,284 05	132 26		136	2,994 16	214 20		45 35	2 96	611 25				112 50
Lowe Farm.....	262 25		487	24,409 50	84 58		20	347 90	65 53		67 16	6 12	122 50				11 25
Lyleton.....	453 29		620	16,853 81	74 95		52	2,248 45	88 14		47 04	4 48	225 00	3 75			22 50
McAuley.....	222 75		157	4,354 21	20 39		23	727 62	277 38		12 78	7 91	81 00	3 75			7 50
Macdonald.....	344 76		177	2,494 23	15 88		33	558 39	193 07		6 93	1 91	145 50	3 00			15 00
MacGregor.....	1,249 24	1,202		20,379 07	111 75		372	8,001 70	799 10		59 38	7 45	447 00	142 50			93 75
Mackinac.....	379 16	398		11,114 10	49 23		107	2,999 99	165 80		33 65	4 45	157 50	45 00			15 00
Manitou.....	2,189 67	1,828		27,138 70	158 40		505	11,315 64	1,317 35		86 44	11 09	709 50	3 75			131 25
Maripolis.....	251 47	355		16,654 06	67 71		26	1,068 80	134 25		46 65	8 63	127 50	13 50			11 25
Mather.....	527 77	517		11,093 62	54 41		95	2,397 38	108 27		31 80	5 38	189 00				18 75
Medora Station.....	574 71	14		236 60	1 55		21	726 70	160 78		0 70	3 06	231 00				26 25
Melita.....	2,352 06	1,637		21,716 32	140 22		599	13,026 70	1,493 91		63 25	3 33	716 25	7 50			131 25
Miami.....	889 73	1,359		29,410 33	146 58		197	3,847 07	612 41		82 49	3 25	369 00	2 25			75 00
Minnetonka.....	1,314 95	713		14,818 50	101 23		151	3,561 94	430 50		42 79	8 31	370 50	21 00			75 00
Minitonas.....	461 67	361		6,756 88	36 48		83	2,405 01	142 89		19 43	7 84	206 25	3 00			18 75
Minnedosa.....	3,025 61	2,132		30,264 30	188 60		664	15,185 83	1,140 36		90 11	10 37	900 00	12 48			168 75
Minto.....	700 53	726		29,056 71	92 88		129	3,442 83	285 53		56 74	8 91	267 00	3 00			56 25
Moorepark.....	143 04	51		1,756 30	6 94				30 00		4 83	0 23	30 00	3 00			
Morden.....	3,193 79	1,667		23,330 91	140 53		775	17,524 68	2,437 81		68 51	17 63	963 00	9 00			187 50
Morris.....	1,240 67	794		15,496 51	80 90		498	21,311 75	563 67		49 41	9 71	514 50	277 50			93 75
Myrtle.....	255 48	298		10,049 44	43 36		43	736 44	67 70		28 21	5 15	114 00				11 25
Napinka.....	1,134 51	474		15,446 60	72 99		168	5,327 22	372 49		43 12	1 13	182 22	423 50			75 00
Nepawa.....	4,782 30	2,658		37,298 55	218 86		1,027	24,662 80	2,647 80		107 99	11 83	1,335 00	9 283 28			243 75
Nesbitt.....	347 63	635		26,379 96	98 61		1,074	1,071 60	143 26		72 36	2 72	154 17	3 75			15 00
Newdale.....	966 15	1,607		21,946 83	125 79		150	3,775 97	300 51		60 75	3 61	351 90				75 00

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Ninette.....	335 50	722	16,331 56	77 93	51	772 63	71 10	45 84	2 07	141 00	15 00
Ninon.....	732 60	910	17,157 92	95 90	125	3,650 46	232 64	49 80	8 58	306 00	3 75	56 25
Norwood Grove.....	1,799 72	575	7,237 55	51 86	114	1,625 48	312 04	21 94	.....	1 79	475 50	.....	93 75
Notre-Dame de Lourdes.....	119 57	478	14,900 06	72 36	75	1,714 19	36 40	44 74	.....	2 17	81 00	.....	7 50
Oak Lake.....	1,793 04	1,044	18,673 32	113 30	239	3,531 78	634 05	52 59	.....	18 30	592 50	.....	112 50
Oak River.....	776 79	424	8,604 30	46 48	117	2,804 53	173 60	25 43	.....	8 41	303 00	3 00	56 25
Oberon.....	171 44	308	6,534 01	30 80	116	2,804 53	31 96	18 33	.....	1 92	63 75	.....	3 75
Ochre River.....	436 48	215	3,922 20	19 91	74	1,905 57	102 69	11 29	.....	2 24	f 198 00	.....	18 75
Okefen.....	592 67	598	8,603 40	47 93	123	2,924 69	103 69	24 69	.....	3 87	217 50	.....	22 50
Pilot Mound.....	1,791 93	1,414	18,005 94	117 55	283	6,085 73	732 89	52 32	.....	11 79	568 50	8 00	112 50
Pipestone.....	873 35	793	15,357 16	83 07	96	2,245 42	283 05	44 36	.....	7 41	392 50	3 75	56 25
Pimnas.....	803 96	857	27,503 75	114 83	135	3,183 96	471 85	77 41	.....	13 41	202 00	6 00	56 25
Plum Conlee.....	804 92	1,313	34,157 24	146 37	95	2,615 57	157 21	93 98	.....	6 83	292 50	.....	56 25
Poplar Point.....	293 48	25	1,025 76	4 13	19	519 12	22 15	3 17	.....	1 76	105 00	6 00	7 50
Portage la Prairie.....	11,922 73	3,056	54,304 45	378 33	4,444	60,633 80	11,472 15	166 06	.....	50 02	a 2,901 00	k 22 26	.....
Rapid City.....	1,517 47	1,782	29,768 48	166 65	270	6,683 92	301 05	86 03	.....	7 98	506 25	3 00	93 75
Rathwell.....	635 07	1,079	16,187 98	93 98	122	2,514 11	304 84	46 42	.....	7 73	289 50	24 75	56 25
Reburn.....	293 91	75	833 98	5 82	20	320 57	33 35	2 38	.....	0 52	112 50	4 50	10 00
Reston.....	1,507 21	703	19,678 73	120 76	309	11,026 94	434 18	55 48	.....	21 18	448 50	10 50	93 75
Roblin.....	848 31	364	8,765 70	40 75	140	3,988 96	280 21	26 28	.....	13 76	i 283 50	j 9 66	26 25
Roland.....	1,297 56	1,518	25,043 65	131 86	217	4,777 38	581 11	70 09	.....	9 81	412 50	3 00	93 75
Rosebank.....	244 97	429	13,841 97	58 07	37	1,148 66	46 45	37 56	.....	2 57	118 50	.....	11 25
Rosenfeld.....	395 10	188	7,346 66	26 85	34	1,267 87	91 00	22 24	.....	5 53	126 00	.....	11 25
Rossburn.....	589 16	387	10,600 07	55 35	45	1,212 25	232 96	30 58	.....	6 75	135 00	13 50	18 75
Rosser.....	382 56	98	1,382 82	13 28	82	1,606 50	100 74	4 74	.....	2 00	165 00	.....	11 25
Routhwaite.....	270 95	335	9,206 26	39 63	51	779 49	112 75	25 52	.....	3 09	130 50	.....	11 25
Russell.....	1,645 63	1,636	19,229 53	111 20	314	7,121 73	749 32	62 23	.....	14 97	514 50	48 00	112 50
St. Alphonse.....	51 02	168	3,663 24	24 55	14	369 57	1 50	10 21	.....	0 39	31 00	.....	.....
St. Anne des Cluses.....	253 61	124	2,277 08	11 35	34	508 15	355 79	6 84	.....	3 89	118 50	6 00	11 25
St. Boniface.....	2,272 89	1,179	23,364 10	217 53	748	14,035 45	2,253 24	78 39	.....	6 74	634 50	4 50	131 25
St. Cloud.....	329 70	354	11,016 50	50 36	92	2,131 58	107 75	32 23	.....	3 29	150 00	.....	15 00
St. Jean Baptiste.....	361 44	522	10,858 79	50 80	99	2,226 15	176 62	32 15	.....	5 05	i 195 03	.....	18 75
St. Laurent.....	265 56	216	4,222 22	22 90	97	1,320 52	157 35	13 57	.....	3 05	90 00	0 75	7 50
St. Norbert.....	216 31	145	1,779 31	14 10	116	2,251 41	151 53	13 57	.....	1 49	93 00	.....	7 50
St. Pierre.....	329 16	332	6,259 97	32 97	107	3,218 24	120 25	18 14	.....	1 09	117 00	.....	11 25
St. Rose du Lac.....	327 90	132	3,157 16	17 29	52	1,478 25	236 02	10 15	.....	3 65	117 00	.....	11 25
Sanford.....	210 07	137	2,475 66	12 76	45	1,370 34	100 65	8 67	.....	1 09	85 50	.....	7 50
Selkirk.....	2,385 08	1,597	24,648 28	158 15	414	9,959 53	1,233 98	74 73	.....	4 59	727 50	27 00	150 00
Shoal Lake.....	2,126 67	1,854	28,344 82	176 66	360	7,416 19	832 81	70 73	.....	11 69	603 00	1 75	112 50
Sidney.....	693 44	395	11,198 32	50 83	71	1,416 17	182 45	31 75	.....	7 75	300 00	4 50	56 25
Sifton.....	304 34	348	12,841 88	56 90	74	1,887 44	152 25	36 15	.....	2 95	111 00	.....	11 25
Sinclair Station.....	413 32	943	24,534 30	105 36	74	2,096 86	110 21	68 28	.....	1 30	150 00	7 50	15 00
Snow Flake.....	522 38	156	5,056 71	23 40	31	628 31	119 61	14 92	.....	5 88	210 00	4 50	22 50
Solsgrth.....	528 97	406	7,090 27	36 94	74	1,017 20	234 45	20 12	.....	4 94	222 00	11 00	22 50
Somerset.....	640 70	571	13,108 09	62 76	279	7,427 47	1,890 12	58 18	.....	6 69	278 75	25 50	56 25
Souris.....	3,569 71	1,278	27,307 77	173 68	561	16,125 85	1,890 20	79 17	.....	30 10	m 1,039 00	72 00	187 50
Spending.....	480 30	527	9,018 42	49 41	54	2,333 39	80 75	27 72	.....	2 20	176 25	.....	18 75

a. Including commission on box rents.
b. Accounting from February 1, 1907.
c. Including \$45 arrears, night duty, &c.
d. Including \$2.49 arrears night duty.
e. Accounting from January 1, 1907.
f. Including \$89.53 arrears.
g. Including \$1.17 arrears, night duty.
h. Including \$1.53 arrears night duty.
i. Including 66c. arrears.
j. Including 66c. arrears.
k. Including \$4.25 arrears.
l. Including \$1.53 arrears night duty.

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"	7	2,491 00	290	3,318 08	29 77	4	21 14	9 20	0 58	75 00
"	8	445 00	121	3,137 45	14 70	1	5 00	8 63	2 48	75 00
"	9	2,226 00	174	1,865 11	21 92	1	7 00	5 13	.....	79 51	.....	.....
c	.....	442 65	351	4,365 00	29 39	37	886 27	12 25	1 51	238 25	13 50	22 50
Winnipegosis,	Post									12,389 93	815 66	485 73
Non-accounting	Offices	21,737 73										
Less—Value of Postage		592,559 45										
Stamps affixed to Postal												
Notes		611 87										
Totals		591,911 58	172,208	3,377,354 88	21,808 01	159,181	3,381,011 74	7,622 47	1,943 45	75,091 53	4,801 61	9,211 89

a. Commission to non-accounting offices, &c. b. Accounting from August 1, 1906. c. Accounting from October 1, 1906. d. Salary, &c., entered in Auditor General's Report. e. Non-accounting from February 1, 1907. f. Including \$2 arrears night duty.

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PROVINCE OF SASKATCHEWAN.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes Paid; and the Compensation, salary and allowances paid to the Postmaster at each office respectively, during the nine months ended March 31, 1907.

Name of Office.	(Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.		Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.		Compensation paid to Postmasters on S. B. business.		Salary.		Forward Allowance.		Allowance towards Rent, Fuel and Light.		
	\$	cts.		\$	cts.	\$	cts.		\$	cts.		\$	cts.	\$	cts.	\$	cts.	\$	cts.		\$	cts.
Abernethy	1,099	03	461	13,398	87	59	36	77	2,360	59	227	60	37	88	11	39	355	50	30	00	75	00
Alameda	1,576	01	1,253	22,673	75	115	34	451	14,801	21	1,263	44	65	70	0	88	508	50	5	25	93	75
Audler	600	55	1,289	68,197	78	240	87	159	5,150	90	226	55	194	07	8	17	235	50	9	00	26	25
Arcola	2,393	50	1,761	30,812	50	164	78	568	2,186	77	769	51	95	19	0	92	13	31	693	06	51	00
Balcarras	831	43	319	7,961	46	41	31	86	3,063	80	240	78	23	40	.....	.....	7	28	360	00	12	00
Balgorn	1,047	83	744	16,781	17	84	18	139	3,859	14	287	98	51	16	1	23	7	45	388	50	75	00
Battleford	3,501	02	1,476	26,794	40	155	62	993	31,998	72	1,342	74	107	26	0	86	24	09	1,118	97	181	25
Belle Plaine	310	37	230	7,893	82	32	52	22	1,002	65	158	15	23	02	.....	.....	4	19	108	00	11	25
e Bladworth	494	81	19	683	70	3	16	3	47	50	28	05	1	92	.....	.....	0	25	124	50	2	50
d Borden	293	30	140	1,574	88	10	33	14	536	94	146	20	4	40	.....	.....	1	26	49	50	3	75
Broadview	1,432	39	1,566	30,438	19	170	88	212	6,075	22	616	59	89	46	3	37	19	21	472	56	93	75
e Buchanan	263	78	141	2,173	07	11	99	19	917	52	31	30	6	08	.....	.....	0	66	37	53	.....	.....
Cannington Manor	1,012	58	899	20,594	81	162	58	116	1,021	82	81	62	8	62	.....	.....	1	64	63	00	3	75
Canora	832	94	586	14,932	22	71	18	84	3,674	59	454	53	59	05	.....	.....	10	18	301	50	56	25
Cartevale	1,358	84	1,341	20,148	98	111	57	272	2,696	93	241	00	42	44	.....	.....	11	62	294	00	56	25
Carlyle	1,358	84	1,341	20,148	98	111	57	272	2,696	93	241	00	42	44	.....	.....	11	62	294	00	56	25
Carnduff	1,877	24	1,283	30,684	95	146	06	257	7,774	00	921	02	58	92	0	14	8	41	484	50	93	75
Caron	1,394	74	946	11,473	13	70	46	266	5,502	76	570	12	87	61	3	83	19	47	597	00	112	50
Churchbridge	607	82	664	11,152	13	56	80	122	5,887	53	340	65	38	99	.....	.....	3	98	243	75	93	75
e Condit	275	02	19	86	33	78	00	.....	3,286	31	205	55	33	81	.....	.....	3	98	243	75	26	25
Crak	1,551	51	1,399	14,344	76	90	30	387	12,297	67	513	29	59	10	0	23	0	79	112	50	11	25
Craven	264	28	171	4,814	82	21	71	14	379	58	241	05	13	58	.....	.....	6	28	403	50	75	00
Creelman	472	60	826	26,592	08	105	71	110	3,867	75	189	09	74	55	.....	.....	5	38	153	75	15	00
e Cupar	951	98	33	554	10	3	55	16	431	00	112	65	1	54	.....	.....	4	29	144	00	15	00
Davidson	2,361	24	2,151	29,860	48	166	77	528	19,009	49	503	60	109	36	.....	.....	1	02	258	00	26	25
Disley	253	86	231	5,527	86	25	22	23	560	17	123	65	15	63	.....	.....	6	34	516	00	112	50
Drumwater	464	51	403	13,644	72	55	84	51	1,695	11	127	33	38	68	1	64	90	00	17	50
															6	83	168	00	18	75

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Dubuc.....	663 41	807	25,072 08	106 18	116	3,976 32	182 10	75 12	7 62	225 00	2 25	22 50
Duck Lake.....	812 87	337	4,496 28	31 18	240	6,280 15	429 80	22 86	10 94	304 50	34 50	56 25
Dundurn.....	1,254 14	1,229	13,254 14	80 74	164	1,564 08	255 50	41 51	7 80	355 50	2 25	75 00
Earl Grey.....	669 58	84	960 61	6 94	9	333 51	336 45	2 88	2 38	141 00	0 75	15 00
Estevan.....	1,025 46	810	21,300 16	115 18	142	7,357 13	239 48	63 02	15 83	300 00	30 00	56 25
Estevan Station.....	2,512 55	2,138	35,797 12	24 66	571	12,159 68	749 28	112 87	17 23	711 00	22 50	131 25
Fielding.....	465 02	83	1,579 86	7 43	8	255 41	26 50	4 75	0 62	10 41	.....	.....
Fillmore.....	958 31	730	12,305 31	64 07	201	5,618 62	72 50	4 36	1 13	103 00	.....	10 00
Fleming.....	1,000 91	658	12,638 70	68 28	152	5,430 40	388 24	38 24	7 50	276 00	7 50	56 25
Forget.....	350 90	313	8,095 46	40 75	72	2,739 50	178 80	25 67	10 56	361 50	.....	75 00
Francis.....	1,184 06	484	9,784 14	43 61	493	2,279 77	162 84	25 65	7 80	193 75	2 25	56 25
Prohiser.....	606 81	633	11,105 27	58 15	151	3,956 40	225 90	32 34	4 28	323 00	3 75	26 25
Gainsborough.....	1,094 49	687	14,913 16	69 70	200	5,378 52	254 72	45 31	4 28	375 00	10 50	75 00
Givins.....	636 24	595	13,604 34	59 56	463	1,131 50	352 40	38 74	2 28	126 00	.....	11 25
Glen Ewen.....	645 99	333	6,919 47	37 34	53	1,732 15	117 37	19 63	5 26	229 50	6 00	22 50
Grand Coulee.....	359 56	327	8,272 07	35 74	27	1,235 24	161 75	22 99	3 06	126 00	.....	11 25
Grayson.....	439 03	425	11,660 17	53 08	90	2,913 09	102 65	35 33	4 26	138 00	2 25	15 00
Grenfell.....	2,713 03	1,776	35,559 84	192 63	485	12,940 27	1,040 47	107 90	33 62	783 00	3 00	150 00
Hague.....	462 54	398	19,154 07	68 53	22	7,967 75	241 08	52 68	6 38	186 00	.....	20 00
oHabitico.....	1,079 33	90	1,604 69	11 23	19	378 43	211 70	5 04	5 42	321 00	.....	56 25
Hailey.....	2,391 35	1,916	27,062 71	150 20	533	16,840 81	642 75	92 28	10 83	568 50	34 25	112 50
Herbert.....	577 32	519	12,604 18	52 76	150	5,692 41	555 92	33 52	10 62	189 00	3 75	18 75
Howard.....	828 22	1,319	39,168 25	160 11	153	4,416 39	194 45	108 25	8 08	276 00	3 41	56 25
Humboldt.....	1,971 28	1,190	15,427 76	90 37	482	14,883 31	978 45	61 43	12 21	590 00	25 83	91 75
Indian Head.....	5,337 84	1,991	34,175 19	227 68	622	16,039 43	2,039 09	101 41	23 95	1,548 00	.....	300 00
Invermay.....	317 33	20	238 27	1 34	1	25 00	121 02	0 61	0 46	113 25	3 00	11 25
Kamsack.....	602 02	214	3,893 50	23 82	71	1,791 38	493 68	12 80	3 90	203 75	15 00	18 75
Kenaston.....	235 16	232	4,758 92	22 60	31	838 88	65 95	13 84	0 90	75 00	.....	7 50
Kennedy.....	194 45	15	186 45	1 09	.....	.....	24 46	0 52	.....	72 25	.....	10 00
Killaly.....	163 72	100	3,301 86	15 75	2	27 70	135 00	9 08	0 27	40 50	.....	3 75
Kiustino.....	539 40	266	4,763 37	29 59	81	1,582 14	408 30	15 63	6 65	181 50	3 33	18 75
Kisbey.....	515 94	743	10,222 79	50 59	46	1,059 70	200 61	27 75	2 96	126 00	2 25	11 25
Lang.....	711 27	631	12,019 76	61 77	27	1,526 81	290 00	33 83	5 28	168 00	.....	18 75
Langenburg.....	777 61	468	14,914 70	64 12	109	3,184 07	138 59	43 69	7 16	283 50	2 25	56 25
Langham.....	991 88	387	5,617 27	31 73	56	2,189 81	374 58	16 41	7 71	406 67	.....	67 50
oLangham.....	653 00	230	1,991 48	15 91	28	796 39	235 30	6 37	1 67	137 00	4 25	11 25
Lebert.....	237 13	221	2,329 74	18 17	78	566 04	363 97	8 53	2 70	129 00	.....	11 25
Lemberg.....	1,028 58	298	6,192 82	39 63	18	2,752 13	204 72	17 95	8 07	326 25	25 50	56 25
Lipton.....	954 57	1,026	29,514 56	151 35	74	8,645 64	837 76	91 88	12 89	315 00	9 75	56 25
Lloydminster.....	2,465 91	996	21,561 57	121 27	536	15,330 33	817 87	82 60	13 83	590 00	0 69 00	118 75
Lumsden.....	1,704 45	633	12,910 28	70 66	311	8,773 32	480 98	45 80	17 62	585 00	52 50	112 50
Mcbean.....	445 74	114	3,873 03	18 23	28	715 20	91 25	10 91	5 25	201 00	2 25	22 50
oMacdowell.....	178 67	4	91 00	0 39	.....	.....	4 00	0 25	.....	66 00	5 25	3 75
Macoun.....	917 87	894	9,958 32	60 15	208	5,360 41	216 36	35 03	7 36	309 00	15 00	56 25

a. Including \$1.56 arrears n. duty. b. Including 75c. arrears. c. Accounting from March 1, 1907. d. Accounting from November 1, 1906. e. Accounting from January 1, 1907. f. Including \$3.33 arrears. g. Including \$43.75 arrears. h. Including \$25 arrears. i. Including \$8 arrears. j. Accounting \$5 arrears night duty and \$1.50 arrears. k. Including \$294.17 arrears. l. Accounting February 1, 1907. m. Accounting from August 1, 1906. n. Accounting from October 1, 1906. o. Accounting from December 1, 1906. p. Including \$60 arrears.

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APPENDIX C—Continued.
STATEMENT showing the Accounting Offices in operation, &c., in Saskatchewan—Concluded.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maple Creek.....	2,434 45	1,665	26,475 97	177 24	324	6,993 57	81 39	25 81	753 00	37 50	150 00
Marshall.....	193 50	23	215 93	1 67	11	293 33	0 84	0 65	43 50	2 25	3 75
Manor.....	1,161 99	281	7,768 88	46 94	212	6,637 12	23 48	19 43	334 50	2 25	56 25
Midford.....	1,601 47	1,238	19,251 98	163 53	263	7,293 21	60 01	1 75	472 50	29 66	93 75
Midale.....	563 48	634	6,862 86	40 90	59	2,106 11	32 42	1 75	163 50	.....	15 00
Milestone.....	1,939 17	2,249	26,015 33	157 32	443	9,765 98	86 67	.....	543 00	66 50	112 50
Moose Jaw.....	14,581 45	5,367	114,626 02	768 41	2,094	46,896 75	350 25	68 52	62,520 00	21 66	96 24
Mosomin.....	4,928 11	757	20,082 27	107 61	1,118	27,091 40	69 54	48 31	1,354 16	52 50	262 50
Mortlach.....	912 21	971	11,445 77	65 98	184	6,552 49	36 25	2 82	294 00	f 16 41	22 50
Muenster.....	562 83	699	8,386 30	47 33	172	3,437 42	31 22	1 26	156 00	.....	15 00
Neudorf.....	384 72	599	22,637 45	96 04	49	1,125 59	63 02	4 37	154 50	7 50	15 00
North Battleford.....	3,246 95	1,233	19,447 90	120 79	253	6,485 20	59 47	16 01	1,025 00	984 16	150 00
North Portal.....	476 54	602	17,418 19	76 39	167	2,159 40	48 63	3 01	228 00	.....	22 50
Nutana.....	484 02	310	3,687 33	27 59	103	2,824 51	12 85	5 10	165 00	2 25	18 75
Osage.....	395 99	560	17,830 30	72 37	48	1,029 75	49 75	6 02	130 59	.....	11 25
Oxley.....	297 12	343	6,515 64	30 16	47	1,112 02	148 20	4 72	213 00	.....	21 25
Oxlow.....	1,625 81	1,710	30,898 37	159 78	251	5,012 29	86 15	11 89	525 00	7 50	112 50
Ponso.....	985 09	49	1,734 68	7 26	25	535 98	5 37	2 42	408 00	12 00	75 00
Prince Albert.....	8,738 87	3,142	49,643 53	344 61	1,659	28,770 89	165 23	33 22	41,902 25	172 50	141 64
Qu'Appelle.....	843 63	701	14,940 91	80 76	280	8,814 08	51 85	9 34	403 00	52 50	75 00
Quill Lake.....	625 21	414	4,351 33	26 04	94	2,146 28	626 85	2 61	150 75	.....	15 00
Radisson.....	956 70	367	8,702 27	44 90	81	3,137 86	476 69	.....	259 50	.....	26 25
Radvers.....	852 21	999	33,519 29	139 79	184	5,763 69	99 07	15 49	294 00	3 75	56 25
Regina.....	35,656 75	5,626	104,239 50	765 96	8,498	191,674 29	25,256 93	10 99	5,693 23	.....	.....
Resub-Office No. 1.....	268 50	.....	.....	.....	.....	.....	.....	.....	114 12	.....	.....
Rocanville.....	583 55	430	11,151 21	54 72	49	976 34	31 15	5 58	206 25	.....	22 50
Rosethorn.....	2,484 76	1,409	33,880 13	180 55	447	12,642 65	911 81	25 93	796 50	9 00	150 00
Rouleau.....	1,470 84	854	22,707 30	108 16	239	6,630 28	409 73	19 43	381 00	2 25	75 00
Saulteaux.....	1,370 80	892	18,816 67	107 68	235	5,392 36	634 43	6 60	441 50	22 50	75 00
Saskatoon.....	11,619 82	5,341	72,304 52	465 87	1,984	62,430 36	3,330 42	40 92	63,920 10	187 50	658 10
Sedley.....	556 64	.....	.....	.....	1	10 00	30 00	.....	132 00	2 25	15 00
Shelo.....	754 81	431	7,217 41	43 20	158	5,561 75	27 56	9 25	258 75	28 50	26 25
Sintuluta.....	1,190 92	800	15,867 14	90 00	137	3,462 78	45 12	15 22	414 00	26 25	75 00

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South Qu'Appelle.....	1,302	16,811 97	119 35	289	7,525 22	718 53	50 20	2 85	15 78	652 50	150 00	131 25
Star City.....	318	5,653 81	29 87	54	1,612 77	110 87	17 24	.....	3 38	138 75	.....	15 00
Stockholm.....	355 43	5,508 33	26 19	36	801 42	123 39	15 23	.....	4 31	106 50	.....	11 25
Stoughton.....	508	10,252 51	52 18	233	7,710 88	445 73	29 39	.....	13 22	337 50	.....	56 25
Strasbourg Station.....	1,607	19,909 66	125 81	213	8,572 25	1,142 76	65 40	.....	3 93	<i>m</i> 487 27	830 98	165 69
Summerville.....	373 44	4,079 81	23 60	22	641 20	124 55	11 57	.....	3 81	131 00	.....	15 00
Swift Current.....	2,321 75	30,134 98	186 31	430	13,890 07	969 78	96 37	2 35	12 36	576 00	3 75	112 50
Tanullon.....	543 71	15,821 61	80 12	66	1,890 68	204 30	41 12	.....	7 52	198 00	9 00	18 75
Taylorton.....	541	9,494 23	61 89	29	1,217 82	91 25	28 68	.....	1 10	197 60	.....	17 50
Theodore.....	379	11,179 02	49 23	38	1,010 99	136 90	31 60	.....	6 28	102 00	.....	11 25
Tisdale.....	658	9,964 06	56 77	124	3,879 46	240 84	30 20	.....	4 62	193 50	2 25	18 75
Togo.....	456 96	231	31 94	58	2,840 38	363 77	22 84	.....	8 50	<i>q</i> 222 16	1 00	18 75
Tyvan.....	605 01	609	1,285 85	52 28	2,302 31	255 30	31 38	.....	1 86	215 50	.....	31 25
hVonda.....	67	1,201 83	8 42	33	773 23	170 35	3 35	.....	2 41	166 48	.....	22 50
Wadena.....	321	7,229 79	35 64	173	6,530 78	463 60	25 84	.....	12 07	<i>r</i> 287 98	3 42	22 50
Wapella.....	580	22,451 40	104 58	239	9,051 76	1,127 44	65 73	0 51	31 65	517 91	30 00	93 75
hWarman.....	199	4,375 24	21 89	33	516 92	153 45	13 83	.....	2 81	406 98	30 00	29 40
Watson.....	419	10,277 59	46 48	147	1,218 81	612 65	35 19	.....	10 89	<i>o</i> 272 00	<i>p</i> 7 50	26 25
Wauchope.....	490	11,233 06	54 22	81	2,916 39	89 00	33 05	.....	5 16	150 00	2 25	15 00
Wawryn.....	359 49	8,613 15	36 68	57	1,158 62	258 61	21 30	.....	4 52	123 75	2 50	11 25
Whiteburn.....	2,252	46,191 81	230 97	583	17,773 96	1,117 19	111 67	.....	41 82	1,014 50	3 75	193 75
Whitehead.....	538	13,829 49	97 23	325	11,480 68	983 25	65 38	2 99	33 57	551 67	45 00	112 50
hWilcox.....	19	180 39	1 32	2	10 35	30 62	0 52	.....	1 12	102 00	.....	11 25
Wolsley.....	2,072	31,379 65	203 05	553	15,959 12	1,169 49	95 21	5 73	15 65	861 25	52 50	108 75
Yellow Grass.....	1,278	20,875 17	111 42	379	10,521 61	633 65	70 51	0 51	11 10	475 50	2 25	93 75
Yorkton.....	2,899	55,691 43	319 20	976	23,304 20	2,782 20	170 59	1 91	19 61	1,299 00	157 48	225 00
Non-accounting Post Offices.....	25,408 21	.....	.....	.....	.....	.....	.....	.....	.....	11,417 17	361 58	320 36
Less Value of Postage Stamps affixed to Postal Notes.....	234,680 79	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	234,429 40	108,930	2,138,630 26	11,704 13	37,401	991,803	16,914,011 23	6,313 19	90 01	1,272 58	67,758 87	2,328 42
												8,221 68

a Including commission on box rents. *b* Including \$897.11 arrears. *c* Including \$12.69 arrears. *d* Accounting from September 1, 1906. *e* Including 50c. arrears. *f* Including \$1.41 arrears. *g* Including \$1.66 arrears. *h* Non-accounting from October 1, 1906. *i* Accounting from February 1, 1907. *j* Accounting from January 1, 1907. *k* Accounting from December 1, 1906. *l* Non-accounting from March 1, 1907. *m* Including \$87.27 arrears. *n* Accounting from March 1, 1907. *o* Including \$5 arrears night duty. *p* Including \$1.66 arrears night duty. *q* Including \$1.66 arrears night duty. *r* Including \$2 arrears night duty. *s* Including \$1.32 arrears.

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APPENDIX C—Continued.

PROVINCE OF ALBERTA

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

Name of Office.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Airdrie.....	533 97	260	3,985 15	21 13	66	1,284 20	108 50	11 70	.....	3 61	180 00	.....	18 57
Alex.....	628 81	605	6,750 79	44 16	116	2,134 26	276 00	19 54	.....	6 72	d 192 50	e 157 50	f 22 50
Banff.....	2,907 33	1,832	24,722 19	169 98	283	6,131 10	635 27	73 45	6 86	8 10	825 00	15 00	150 00
Bankhead.....	984 93	2,334	57,142 10	427 76	138	2,878 19	137 49	158 76	42 17	3 62	374 50	.....	75 00
Bentley.....	235 91	142	2,718 79	14 78	115	2,694 89	76 70	10 25	.....	6 35	87 00	1 75	7 50
Blackfalds.....	470 53	446	6,060 16	36 09	107	1,764 22	186 67	18 73	.....	7 26	202 50	.....	22 50
Bowden.....	685 61	813	9,068 79	56 80	226	5,508 45	281 23	33 25	.....	5 91	253 50	6 00	26 25
Calgary.....	*53,346 88	.....	.....	.....	.....	.....	.....	.....	.....	e 380 98	13,046 36	.....	.....
* (Divided as follows):													
Head Office.....	52,312 82	14,639	226,088 01	1,717 80	8,209	170,286 01	39,431 22	.....	.....	.....	.....	.....	.....
Sub-office No. 1.....	329 00	247	3,848 19	32 18	22	306 84	79 10	11 02	.....	3 79	166 66	.....	.....
do.....	80 06	12	152 20	1 24	2	19 20	.....	0 43	.....	0 10	133 32	.....	.....
do.....	389 00	44	810 10	5 55	.....	.....	2 25	2 29	.....	0 44	133 32	.....	.....
do.....	236 00	96	982 74	9 02	1	15 00	.....	2 70	.....	1 17	133 32	.....	.....
Camrose.....	1,477 94	1,353	20,047 22	111 86	241	6,261 19	734 13	64 83	.....	14 15	392 50	6 73 50	g 110 25
Camrose.....	754 32	1,510	50,537 06	347 20	85	2,286 97	153 10	140 49	50 32	14 15	328 50	.....	93 75
Cardston.....	1,427 37	2,290	29,717 83	177 33	207	5,125 78	393 20	87 63	.....	4 01	474 00	37 50	93 75
Carstairs.....	1,447 14	646	8,963 56	53 48	253	6,665 69	553 99	26 44	.....	24 31	453 75	.....	93 75
Cayley.....	353 19	316	5,548 34	27 72	21	272 16	230 90	15 28	.....	6 92	127 50	.....	11 25
Clareholm.....	2,310 88	1,748	17,939 72	118 94	479	11,419 16	498 87	70 91	.....	8 54	631 25	24 00	131 25
Cochrane.....	779 01	418	8,202 22	50 43	151	4,356 11	243 64	25 47	.....	13 09	303 00	6 00	56 25
Coleman.....	1,192 58	1,212	33,938 33	265 55	87	2,601 37	505 40	94 70	.....	11 78	330 75	.....	56 25
Conant.....	277 80	381	4,504 30	26 45	69	1,939 63	171 12	14 00	.....	2 11	117 00	.....	11 25
Cowley.....	636 67	615	6,923 03	50 35	143	4,140 85	309 82	24 26	.....	3 91	327 00	5 00	56 25
Crossfield.....	772 00	587	5,997 85	39 51	151	3,299 57	236 15	20 90	5 94	280 50	1 50	56 25

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<i>h</i> Daysland.....	1,410 86	449	5,617 86	34 14	68	2,204 17	507 40	17 29	7 87	528 00	108 33	58 33
<i>h</i> Delnorte.....	281 69	194	3,551 08	17 05	17	560 01	171 40	9 90	1 01	82 50	5 00	12 91
<i>h</i> Didsbury.....	2,101 84	1,536	23,125 13	134 54	446	14,683 46	852 87	86 23	36 25	585 00	33 75	112 50
<i>h</i> Duhamel.....	41 96	78	1,478 57	6 65	26	748 14	63 15	4 75	0 61	50 00	.....	2 50
<i>h</i> Edmonton.....	34,450 84	7,346	116,801 84	836 73	6,090	133,125 90	20,031 40	.....	.....	8,891 89	.....	.....
<i>h</i> Eskine.....	202 98	256	2,614 54	15 83	14	269 09	34 90	7 22	1 93	43 00	.....	2 50
<i>h</i> Evans.....	222 93	78	1,091 78	6 61	7	197 48	87 95	3 11	1 44	84 00	1 50	2 50
<i>h</i> Fort Saskatchewan.....	2,100 71	977	21,799 17	113 72	345	11,309 63	1,233 28	73 68	19 10	679 95	137 50	131 25
<i>h</i> Frank.....	1,724 25	2,196	66,933 60	525 54	244	7,275 59	539 85	190 88	22 39	700 50	2 25	131 25
<i>h</i> Glenora.....	1,020 29	401	9,210 09	69 06	165	3,336 66	159 85	30 32	9 63	326 25	3 75	56 25
<i>h</i> Hardisty.....	117 18	18	78 83	1 05	1	20 66	0 60	0 21	.....	6 25	.....	.....
<i>h</i> High River.....	3,332 26	2,505	29,718 77	184 43	513	12,437 32	666 74	98 32	18 41	900 00	9 00	168 75
<i>h</i> Hurry.....	120 65	33	167 53	1 21	1	100 00	52 50	0 74	0 40	30 00	.....	.....
<i>h</i> Innisfail.....	2,485 14	783	13,677 37	79 73	531	12,803 86	1,087 90	54 91	40 39	711 00	37 50	131 25
<i>h</i> Irvine.....	491 02	91	2,119 96	11 87	71	1,732 70	348 90	6 62	13 11	169 50	18 00	18 75
<i>h</i> Killam.....	74 63	25	112 04	1 01	.....	.....	15 35	0 31	.....	6 25	.....	.....
<i>h</i> Lacombe.....	3,594 38	1,594	30,065 25	164 28	815	19,278 89	1,953 27	103 15	37 28	1,098 75	150 00	206 25
<i>h</i> Lamont.....	199 23	262	5,607 84	26 74	72	1,745 37	63 55	17 75	4 70	150 00	6 00	15 00
<i>h</i> Langdon.....	323 67	127	2,745 84	19 61	24	569 56	79 53	7 00	.....	163 50	.....	15 00
<i>h</i> Leavings.....	734 63	611	6,928 01	42 82	78	1,709 04	263 20	20 29	4 72	145 00	6 00	18 75
<i>h</i> Leckie.....	1,365 40	876	12,143 62	76 21	403	7,930 08	719 59	41 26	11 91	412 50	13 50	75 00
<i>h</i> Leithbridge.....	8,107 56	3,669	83,546 88	671 92	1,788	46,837 63	3,972 23	263 04	66 10	2,010 00	461 25	375 00
<i>h</i> Lymbrook.....	438 89	163	1,913 63	13 23	2	24 50	44 10	5 28	46 81	52 50	26 25	3 75
<i>h</i> Macleod.....	3,487 99	2,119	37,711 50	248 78	504	13,862 96	1,359 36	115 33	26 17	993 75	180 00	187 50
<i>h</i> Magrath.....	588 79	1,270	16,606 43	95 79	130	2,608 51	76 45	50 33	1 83	262 50	2 25	26 25
<i>h</i> Mannville.....	517 47	238	4,963 53	24 49	50	1,585 49	304 08	14 71	4 15	60 00	.....	3 75
<i>h</i> Medicine Hat.....	7,117 03	2,806	63,287 15	436 58	905	18,458 98	3,168 93	187 94	63 29	1,641 00	12 00	300 00
<i>h</i> Midnapore.....	239 70	25	333 10	2 64	9	109 51	162 15	0 95	4 34	115 50	.....	11 25
<i>h</i> Millarville.....	830 75	42	524 26	5 85	17	260 72	18 35	2 06	1 77	220 50	.....	22 50
<i>h</i> Millet.....	471 96	700	9,866 53	55 75	97	2,023 32	152 50	29 81	3 28	153 75	3 75	15 00
<i>h</i> Morningstar.....	177 04	208	3,162 63	16 95	41	631 52	119 70	8 78	3 51	96 00	2 25	7 50
<i>h</i> Nanton.....	2,083 04	1,411	17,244 72	105 56	380	9,402 03	683 20	58 12	25 80	600 00	7 50	112 50
<i>h</i> New Norway.....	69 55	124	2,050 53	9 98	25	664 50	56 25	6 59	1 09	36 00	.....	3 75
<i>h</i> Okotoks.....	1,810 38	1,143	15,900 66	98 48	224	3,802 05	620 81	47 66	15 67	528 00	4 50	112 50
<i>h</i> Olds.....	2,291 33	2,079	30,920 14	174 31	562	13,108 38	1,284 62	103 88	22 49	663 14	36 50	131 25
<i>h</i> Penhold.....	368 91	141	2,434 40	12 76	61	1,195 20	177 85	7 79	3 60	157 50	16 50	15 00
<i>h</i> Pincher Creek.....	2,524 02	2,333	37,291 62	216 75	426	9,624 17	828 54	110 07	25 67	769 50	15 00	150 00
<i>h</i> Pine Lake.....	269 16	45	378 76	4 19	10	208 22	27 75	1 29	1 59	101 25	.....	11 25
<i>h</i> Ponoka.....	1,660 62	2,675	27,672 09	167 99	472	8,335 97	1,988 56	85 72	10 30	487 50	13 50	93 75
<i>h</i> Ranfurly.....	162 12	144	2,514 21	11 90	2	180 00	39 50	6 31	.....	14 58	6 66	.....
<i>h</i> Raymond.....	1,276 40	2,204	28,678 13	163 61	279	6,192 70	122 50	79 93	1 26	442 50	.....	93 75
<i>h</i> Red Deer.....	5,316 30	2,278	39,242 32	235 07	1,461	38,583 54	2,325 85	149 27	2 40	1,284 00	32 98	243 75
<i>h</i> Red Willow.....	230 28	137	2,736 38	13 44	131	4,317 49	248 29	15 11	3 82	171 00	6 00	18 75
<i>h</i> Roseau.....	140 34	201	3,140 68	16 95	17	386 73	27 90	8 68	1 08	57 00	.....	3 75
<i>h</i> St. Alver.....	406 40	482	9,731 18	47 25	95	3,971 07	210 48	28 73	2 14	155 00	52 50	16 25
<i>h</i> Sedgewick.....	107 84	33	212 64	1 51	4	47 50	20 00	0 66	.....	6 25	.....	.....

a Including \$40 arrears. *b* Including \$11 arrears. *c* Commission to non-accounting offices, etc. *d* Including \$31.50 arrears. *e* Including \$52.50 arrears.
f Including \$5 arrears. *g* Including \$35 arrears. *h* Accounting from October 1, 1906. *i* Accounting from January 1, 1907. *j* Accounting from March 1, 1907.

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APPENDIX C—Continued.

PROVINCE OF BRITISH COLUMBIA.

Statement showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

Name of Office.	Gross Postal Revenue.	Number of Money Orders Issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. T. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	cts.		cts.	cts.		cts.	cts.	cts.	cts.	cts.	cts.	cts.
Abbotsford.....	410 01	227	6,468 27	32 56	178	3,115 82	191 64	19 81	9 18	150 00	19 50	15 00
Adelaide.....	599 95	8	37 02	0 40			4 00	0 10		156 00		15 00
Agassiz.....	635 69	675	8,744 72	51 30	99	1,951 63	100 37	25 41	2 63	277 50		56 25
Answoth.....	182 33	238	4,983 40	37 40	32	717 23	118 55	14 14		84 00		7 50
Arbuthnot.....	388 01	391	6,070 12	37 30	175	4,239 33	255 03	21 81	2 10	167 50	2 25	15 00
Aldergrove.....	109 86	122	1,155 89	8 33	25	487 32	62 10	3 53		37 50		3 75
Alert Bay.....	182 86	87	2,031 52	9 75	11	478 83	11 50	6 07		67 50	4 50	3 75
Anacosta.....	178 50	108	3,051 55	17 51	11	284 30	40 50	8 40		505 00	12 00	100 00
Armstrong.....	1,770 51	1,299	21,514 47	134 49	224	4,945 46	654 18	62 49	1 85	410 25		81 25
Arrowhead.....	1,638 22	1,816	31,384 11	224 82	135	3,983 61	415 67	96 66	9 81	570 00	315 00	112 50
Ashted.....	1,614 36	890	18,379 75	114 06	421	15,816 13	1,175 44	52 65	15 56			
Atlin.....	641 26	1,111	40,927 25	173 69	180	8,027 45	97 72					
Banfield.....	304 18	90	1,756 01	14 06	3	40 58	34 40	1 82		126 00		11 25
Barkerville.....	347 72	245	9,838 45	42 92	46	1,313 71	250 93	27 69	2 70	174 50		17 50
Barnet.....	359 75	595	16,819 98	166 95	223	908 79	9 65	46 81		138 75		15 00
Beaumont.....	428 13	396	5,587 08	51 62	64	1,979 67	49 30	18 90		210 00		22 50
Bella Coola.....	87 01	224	5,606 82	26 67	34	1,501 79	5 06	15 17		39 00		3 75
Boundary Falls.....	300 22	426	11,315 21	64 59	30	628 20	12 00	31 85	3 00	82 50		7 50
Britannia Beach.....	232 14	88	2,784 06	19 64	2	29 10	10 00	7 65	0 16	6 25		
Bullion.....	196 75	228	9,629 55	59 17	144	3,484 47	56 74	25 70		79 00		3 75
Camborne.....	367 30	374	12,016 34	59 80	63	1,168 20	186 80	33 48	0 61	168 75		15 00
Cascade.....	264 55	454	9,698 04	60 70	21	1,617 90	103 43	26 92		105 00		11 25
Central Park.....	181 08	48	829 63	5 73	41	1,899 28	51 35	2 74		79 50		7 50
Choniamus.....	1,901 33	1,157	29,691 83	183 87	138	3,096 36	136 70	83 52	14 50	370 50	10 50	75 00
Chilliwack.....	2,404 40	831	29,639 16	101 64	429	13,051 52	895 37	65 29	1 69	666 00	58 50	131 25
Chillburn.....	115 30	38	616 17	5 29	3	176 85	3 00	2 18		8 33		

^a Salary, &c., entered in Auditor General's Report. ^b Accounting from March 1, 1907. ^c Accounting from February 1, 1907.

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APPENDIX C—Continued.

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

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clayoquot.....	220 67	255	4,321 59	24 63	42	1,375 56	82 50	13 26	1 52	90 00	.....	7 50
Clinton.....	539 14	274	10,198 03	43 99	41	1,773 27	151 70	28 25	6 45	225 00	15 00	56 25
Cloverdale.....	373 28	267	6,028 59	44 59	148	1,483 32	375 67	17 59	3 57	129 00	16 50	11 25
Coal Creek.....	516 44	1,196	22,219 81	207 86	58	810 56	153 90	62 30	2 48	228 75	.....	22 50
Cobble Hill.....	178 58	170	1,355 25	11 66	26	507 32	81 93	3 87	0 91	69 00	.....	7 50
Columbia.....	317 89	635	14,955 22	120 05	61	1,277 60	163 20	41 40	3 16	114 00	.....	10 00
Comaplix.....	396 34	483	16,107 84	114 14	18	326 06	60 30	44 52	3 63	180 00	.....	18 75
Comox.....	253 41	650	8,645 12	49 53	67	1,565 24	30 25	25 12	3 15	132 50	7 50	13 75
Corfield.....	63 69	39	447 19	5 00	16	1,195 19	15 40	1 70	1 43	33 00	.....	.....
Courtenay.....	253 37	697	10,135 74	59 93	76	1,745 87	26 50	23 44	1 57	90 00	.....	7 50
Coutlee.....	228 14	184	4,546 66	27 69	20	507 58	78 65	12 71	3 08	70 25	4 50	5 00
Cranbrook.....	7,172 08	4,017	88,447 14	640 18	1,421	34,634 10	2,820 44	290 50	20 28	1,866 00	51 00	356 25
Creston.....	718 38	875	18,591 50	112 10	91	2,411 05	194 39	53 15	6 00	201 00	.....	31 25
Crofton.....	680 51	743	14,815 53	96 21	86	1,138 26	51 73	41 41	4 89	282 50	.....	26 25
Cumberland.....	1,465 33	3,014	58,556 29	343 09	394	7,736 76	336 71	164 47	4 41	519 00	2 25	7 50
De-wdney.....	162 30	108	2,077 27	10 79	40	1,089 00	27 70	.....	4 48	69 00	.....	.....
Discovery.....	173 16	564	27,804 88	104 47	14	819 00	4 00	.....	.....	.....	52 50	112 50
Duncan's Station.....	1,849 70	1,696	22,761 61	162 13	513	10,081 19	763 16	70 19	8 48	127 50	.....	11 25
Elburne.....	418 44	154	3,349 33	22 16	69	1,613 35	136 80	10 99	4 30	177 50	33 75	17 50
Elkelt.....	403 13	842	18,435 13	116 10	59	1,308 75	109 25	52 04	0 60	137 50	.....	15 00
Elko.....	277 93	15	139 22	1 16	.....	.....	.....	0 55	.....	.....	.....	93 75
Enderby.....	1,587 93	634	10,854 69	78 47	194	4,604 00	711 13	32 90	2 41	127 50	.....	7 50
Eric.....	184 64	460	9,153 62	59 04	53	1,622 28	80 55	28 00	12 42	510 00	.....	56 25
Esquimalt.....	713 94	304	3,071 08	31 59	55	920 39	27 10	9 87	1 89	32 50	.....	16 25
Fairview.....	446 42	289	4,980 64	28 89	180	3,357 59	775 47	15 03	0 76	315 00	.....	18 75
Ferguson.....	196 93	874	11,080 46	64 23	32	730 99	53 45	30 49	6 28	100 00	.....	16 25
Fernie.....	5,547 52	5,152	14,170 84	1,234 17	834	20,061 70	1,079 13	419 32	22 93	1,490 25	45 00	287 50
Field.....	851 75	471	15,712 76	123 39	42	493 95	108 65	44 05	7 19	295 50	.....	291 50
Fort Steele.....	285 18	251	4,491 01	26 82	55	992 19	110 53	12 70	3 05	170 66	3 75	17 90
Fraser.....	326 28	110	2,751 09	15 63	20	328 27	94 95	8 02	2 96	79 50	.....	15 00
Ganges.....	1,916 44	1,402	30,767 53	225 75	261	250 73	599 85	90 61	9 96	561 00	56 52	112 50

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Grand Forks.....	3,697 35	2,589	85,566 12	637 55	926	29,240 42	1,522 35	285 66	56 55	53 85	967 50	30 00	187 50
Greenwood.....	3,481 75	2,709	59,480 25	398 64	729	14,407 95	1,408 24	173 90	10 65	22 02	926 25	4 50	187 50
Hakeon Hot Springs.....	104 51	139	2,258 43	11 41	13	376 00	65 50	6 34	.....	1 35	60 00	.....	3 75
Harrison Hot Springs.....	386 77	121	1,734 76	10 04	37	1,261 40	79 50	6 18	.....	0 78	180 00	.....	18 75
Harrison River.....	192 13	144	2,728 80	16 82	38	331 63	161 10	7 67	.....	1 71	85 00	.....	7 50
Hatze.....	184 65	194	2,630 68	14 14	59	749 56	214 27	7 32	.....	1 86	71 25	.....	7 50
Hazelton.....	21 62	78	1,467 93	8 57	4	33 00	32 40	4 53	.....	0 19	105 50	5 25	10 00
Hedley.....	791 21	483	10,468 90	56 77	108	2,602 68	461 31	31 36	.....	17 35	345 00	.....	56 25
Heriot Bay.....	106 56	155	2,195 11	13 54	27	626 88	15 55	6 61	.....	1 83	43 50	.....	3 75
Hope.....	115 68	23	845 95	3 72	16	344 37	45 18	2 52	.....	2 88	55 50	.....	3 75
e Hosmer.....	208 85	59	1,178 21	7 03	.....	.....	5 20	3 25	.....	.....	52 00	.....	4 16
Illicilawet.....	191 74	54	1,818 27	12 99	7	182 45	11 75	5 01	.....	1 53	58 00	.....	3 75
Kanloops.....	5,819 30	1,584	28,483 13	187 61	1,212	26,352 73	4,462 65	90 94	7 08	25 75	71,813 50	48 06	.....
Kaslo.....	1,578 82	1,159	23,995 19	152 13	453	6,771 16	1,228 20	72 13	6 96	13 57	525 00	63 00	112 50
Kelowna.....	2,134 33	1,299	24,565 50	151 16	357	8,294 02	1,580 39	74 11	0 85	21 58	598 50	2 00	112 50
Keremosa.....	319 07	390	10,244 55	51 01	40	1,448 47	220 64	28 85	.....	6 54	118 50	22 75	11 25
Kimberley.....	307 38	689	16,122 38	86 06	30	621 21	73 50	44 78	.....	3 29	114 00	.....	11 25
e Koeh Siding.....	142 30	20	462 13	2 26	.....	.....	.....	1 28	.....	0 87	30 00	.....	.....
Lac la Poudre.....	139 09	54	1,810 11	7 82	8	396 50	63 65	5 19	.....	2 04	81 00	.....	7 50
Ladner.....	1,153 62	664	16,243 37	92 46	297	6,231 06	55 00	46 62	0 44	15 87	405 00	2 00	75 00
Ladysmith.....	1,859 60	3,389	52,045 27	338 86	577	9,715 63	524 60	151 13	47 61	0 77	630 83	.....	127 08
Langley.....	278 63	560	7,442 13	45 36	113	2,416 66	162 20	21 76	0 79	1 99	115 50	15 00	11 25
Lillooet.....	360 69	387	7,985 72	39 90	56	2,753 29	249 41	27 50	.....	4 56	168 00	2 25	17 50
Lower Nicola.....	171 45	69	1,340 43	7 19	9	697 10	40 85	5 23	.....	4 43	75 00	.....	7 50
Lytton.....	449 79	676	10,656 12	66 57	57	1,350 84	151 19	28 22	1 69	4 07	213 75	15 00	18 75
Malakwa.....	85 61	107	2,696 86	11 75	8	149 83	134 30	7 57	.....	2 13	43 50	.....	3 75
Marysville.....	550 46	974	35,064 86	283 11	59	1,165 87	172 54	96 70	39 21	6 94	229 50	.....	22 50
Matsqui.....	257 84	610	10,980 72	73 13	72	3,737 11	55 22	34 29	.....	0 83	165 00	.....	11 25
Mayno.....	184 99	148	2,009 13	13 77	53	1,204 68	115 10	6 40	.....	4 08	82 50	.....	7 50
Michell.....	1,274 28	2,302	62,894 43	503 53	204	4,283 87	202 16	175 90	101 11	8 53	432 50	2 25	75 00
Midway.....	643 99	1,048	27,661 25	165 09	140	2,439 21	339 37	78 61	6 36	8 37	460 50	67 50	93 75
Mission City.....	786 81	777	10,991 55	67 94	268	4,828 89	977 80	33 02	9 40	10 68	300 00	15 00	56 25
Mount Stoker.....	279 52	527	13,641 72	63 25	30	326 99	59 75	37 62	.....	2 90	152 50	.....	13 75
Moyle.....	1,186 61	2,523	54,225 93	316 66	146	2,918 64	237 11	152 29	42 40	5 41	412 50	.....	75 00
Nakusp.....	483 80	234	8,545 35	55 00	56	1,187 95	158 00	23 92	.....	9 10	281 25	22 50	56 25
Nanaimo.....	6,320 43	5,234	78,491 59	572 13	2,142	52,258 07	2,084 88	246 35	129 80	11 36	71,880 25	510 00	.....
Nelson.....	15,544 76	2,699	80,831 20	693 05	3,308	75,316 20	10,221 34	252 98	58 91	47 15	73,880 50	400 00	56 25
New Denver.....	693 99	580	9,890 07	81 08	99	1,928 18	373 52	30 75	8 74	12 74	306 50	.....	.....
New Westminster.....	12,564 47	3,530	81,023 46	682 74	2,974	68,134 25	7,484 69	274 17	32 77	59 04	63,042 99	710 50	18 75
Nicola.....	482 68	401	4,444 15	47 49	75	2,849 53	385 20	24 61	1 06	7 50	198 00	40 50	.....
North Bend.....	280 89	182	3,130 29	24 85	19	461 35	75 65	9 10	2 00	3 94	129 00	.....	11 25
North Vancouver.....	890 96	297	5,634 25	35 33	159	3,865 07	289 97	18 96	.....	3 70	250 50	2 25	26 25
Notch Hill.....	210 14	67	2,762 55	12 12	13	468 15	60 05	7 69	.....	2 26	43 75	.....	7 50
150 Mile House.....	306 19	253	7,474 42	32 69	23	557 84	241 00	21 06	.....	1 76	182 00	67 50	17 50
Palliser.....	221 75	42	2,004 25	19 27	7	222 00	13 95	5 76	.....	0 29	130 50	.....	11 25
Peachlan.....	522 77	209	4,108 23	20 72	147	3,182 57	585 52	13 20	.....	16 52	213 00	2 25	.....
Penticton.....	1,127 51	528	8,804 75	49 99	172	5,478 86	858 11	26 18	.....	11 83	388 50	195 00	56 25

a Salary, &c., entered in Auditor General's Report. b Including \$85 arrears. c Accounting from November 1, 1906. d Accounting from January 1, 1907. e Accounting from March 1, 1907. f Including commission on box rents. g Includes \$7.71 arrears night duty and commission on box rents. h Accounting from January 1, 1907. i Including 50 cents arrears.

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APPENDIX C—Continued

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

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Compensation paid to Postmasters on P. N. business.	Salary.		Forward Allowance.		Allowance towards Rent, Fuel and Light.	
	\$	cts.		\$	cts.			\$	cts.		\$	cts.	\$	cts.		\$	cts.	\$	cts.		\$
Phoenix.....	2,501	53	3,410	74,174	71	484	62	7,103	90	610	42	212	05	44	01	7	46	622	50	131	25
Pilot Bay.....	54	73	75	1,115	78	7	22	115	37	36	00	3	07			1	17	30	00		
Port Essington.....	662	28	1,091	35,284	64	178	13	5,614	00	86	70	97	48	7	01	2	36	213	75	33	75
Port Hammond.....	820	47	678	9,894	19	61	56	3,121	47	448	91	28	85	3	73	3	93	303	00	56	25
Port Haney.....	341	62	161	2,966	64	16	23	2,717	69	251	31	9	80			3	38	109	50	11	25
Port Moody.....	1,192	73	586	19,116	91	155	09	2,350	39	87	30	51	49			4	17	286	50	42	50
Port Simpson.....	539	64	796	22,855	93	98	42	6,013	32	162	13	63	62			2	70	199	50	18	75
Prince Rupert.....	438	32	160	3,584	51	25	28	332	04	8	00	10	00	0	01	0	88	182	00	6	66
Princeton.....	556	40	149	3,992	04	17	73	4,292	73	360	78	18	06			6	76	259	50	26	25
Quesnel.....	326	60	515	11,369	69	61	41	1,866	17	129	90	31	80			2	10	145	00	6	35
Revelstoke.....	5,711	78	2,057	53,959	81	404	50	20,236	46	3,378	66	156	86	39	77	30	27	1,565	17	341	25
Rock Bay.....	274	11	235	5,421	82	36	73	178	92	21	50	15	11			1	03	90	00	7	50
Rogers Pass.....	339	36	279	9,943	42	77	41	307	02	93	27	27	62			2	74	139	50	15	00
Rossland.....	7,359	57	2,630	68,635	72	485	80	29,333	69	2,438	52	226	23	41	41	38	59	2,310	00	135	00
Rushko.....	193	67	184	2,089	13	15	05	1,823	90	150	69	5	92			2	01	60	00		
Sadmo.....	323	80	717	25,703	91	110	58	1,293	90	22	40	71	50			2	98	115	50	3	75
Salmon Arm.....	744	61	311	3,493	91	39	45	1,889	07	425	51	11	86			8	33	262	50	3	00
Salt Spring Island.....	156	29	270	4,458	13	26	46	1,756	47	30	30	13	35			1	24	175	00	16	25
Sandon.....	550	69	663	29,455	45	142	02	2,516	66	337	84	59	32	6	18	2	95	393	75	9	00
Sapperton.....	637	61	450	7,567	75	64	77	2,926	85	297	80	22	56			0	45	925	00	1	50
Sardis.....	409	64	347	5,154	98	28	75	1,228	24	131	35	16	01			9	13	150	00	3	75
Sidley.....	224	41	89	2,596	32	15	61	62	25	82	23	7	17			1	27	129	00	19	50
Sidney.....	313	12	221	3,796	63	20	39	401	91	129	92	10	59			2	84	112	50	11	25
Silverton.....	270	36	480	7,195	74	54	12	400	82	29	05	19	91			0	94	130	00	11	25
Slocan.....	495	26	757	8,234	53	55	18	1,384	92	250	14	23	95	5	92	3	57	265	83	48	75
d Slocan Junction.....	211	49	16	533	90	2	53	42	00	45	25	1	46			0	39	79	50	7	50
Soda Creek.....	114	59	166	4,125	38	18	48	517	47	77	75	11	35			1	71	67	00	3	75
South Salt Spring.....	120	27	165	2,250	85	13	97	812	50	58	00	6	25			3	91	48	75	3	75
Spence's Bridge.....	306	39	249	5,182	57	28	85	1,191	02	333	18	14	41	3	41	3	18	283	50	56	25
Steveston.....	1,046	46	1,043	45,132	52	422	31	8,634	26	151	55	143	82			5	34	330	00	56	25
Summerland.....	1,064	85	279	7,101	44	41	36	4,818	90	515	55	23	61			21	50	320	00	56	25

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Three Forks.....	147 41	241	5,344 50	29 31	21	573 02	41 70	14 74	1 80	75 50	7 50
Three Valley.....	335 34	323	12,411 61	79 64	9	185 65	44 25	34 42	2 10	118 50	11 25
Trail.....	1,835 28	2,004	37,322 80	282 53	238	3,749 49	593 57	108 47	40 28	568 00	112 50
Trout Lake.....	458 69	329	5,650 76	34 05	94	1,736 07	285 52	16 61	12 98	215 00	25 00
Union Bay.....	363 71	959	31,273 38	136 53	76	3,147 07	57 30	86 24	1 18	103 50	14 25
Vancouver.....	426 20	1,172	20,995 16	110 04	67	4,063 69	134 85	58 87	2 53	142 50	15 00
*111,975 72											
*(Divided as follows):—											
Head Office.....	48,451 63	22,625	551,077 51	4,758 79	22,104	585,379 47	17,882 15		f 130 84		
Cedar Cove.....	675 19	265	5,630 39	56 13	24	1,016 31	68 70	15 77	4 90	250 50	26 25
Mount Pleasant.....	3,138 12	1,882	21,417 67	157 43	205	3,443 73	721 45	62 12	8 28	723 75	145 83
Vancouver East End	7,100 12	3,690	78,224 40	684 99	31	7,100 41	284 65	216 26	8 80	150 00	
Vancouver West End	508 75	186	1,597 54	16 00	7	74 12	12 00	4 47	1 74	75 00	
Sub-Office No. 1	429 00	165	1,406 66	12 83	5	38 75	20 25	3 87	1 50	75 00	
c n 5	150 70									70 00	
c n 7	470 00	270	3,318 55	22 01	1	44 48	22 77	9 31	2 00	75 00	
c n 12	91 21	8	65 94	0 51		10 00		0 28	0 48	70 00	
West Fairview.....	961 60	663	6,155 09	50 78	27	605 65	83 75	17 11	2 73	75 00	
Vernon.....	4,794 72	1,848	31,768 26	236 91	806	18,339 17	3,591 25	95 68	22 19	1,263 00	225 60
*53,465 83											
*(Divided as follows):—											
Head Office.....	52,917 50	10,751	173,828 77	1,502 61	11,429	316,040 10	23,422 08		f 47 88		
Maywood.....	141 82										
Victoria West.....	406 51	259	4,246 67	29 22	79	1,602 20	82 15	14 19	2 91	34 50	3 75
Waneta.....	132 39	135	2,096 00	13 31	58	730 38	125 56	6 00	1 23	91 50	
Wardner.....	654 84	807	16,317 96	110 75	57	1,260 96	438 49	46 11	4 11	231 00	7 50
Wallington.....	123 66	134	988 19	8 27	57	1,196 19	90 50	3 93	0 40	75 83	26 25
Whomock.....	158 16	290	3,086 12	24 60	33	677 20	54 00	8 67	2 29	93 75	6 65
Wilner.....	246 44	504	5,632 35	38 28	35	4,030 49	78 67	16 92	1 96	130 50	7 50
Windermere.....	105 18	130	1,827 10	10 56	14	377 55	25 35	5 22	0 39	77 50	11 25
Yale.....	305 12	96	1,392 65	10 60	91	1,920 83	272 31	4 76	3 78	162 92	6 25
Ymir.....	552 57	992	14,915 49	86 50	139	2,504 73	298 75	43 04	3 64	307 50	17 90
Non-accounting Post Offices.....	19,457 63									9,444 17	46 25
										128 00	412 50
Less—Value of Postage Stamps affixed to Postal Notes.....	336,407 67										
	371 62										
Totals.....	336,036 05	150,097	3,290,049 74	23,855 74	63,121	1,598,491 92	143,292 50	7,351 75	1,035 27	59,393 73	3,258 58
											6,148 68

a Including commission on box rents.

b Including \$12.50 arrears.

c Commission to non-accounting officers, &c.

d Accounting from January 1, 1907.

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

APPENDIX C—Concluded.

YUKON.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the nine months ended March 31, 1907.

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.		Number of Money Orders paid.	Total Amount of Money Orders paid.		Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$	cts.		\$	cts.	\$	cts.		\$	cts.	\$	cts.	\$	cts.			
Bonanza	388	55	927	41,100	82	309	24	31	1,733	35	31	90					
Carcross	270	31	468	18,677	18	137	00	60	2,645	82	283	55					
aComrad.	290	30	176	6,567	79	49	98	22	681	68	19	50					
Dawson.	7,598	69	5,769	299,276	38	2,266	74	719	30,628	48	846	26					
bDominion.	149	04	31	1,220	55	8	84	2	200	00							
Gold Run.	57	13	108	6,131	80	45	28	4	21	00	1	50					
Granville.	261	92	491	25,836	30	192	57	16	672	33	41	50					
Hunker.	128	21	202	7,776	92	59	30	9	437	25	2	50					
Sulphur.	129	14	212	10,538	65	76	20	10	666	00	20	00					
White Horse.	1,821	23	1,533	45,592	44	387	18	261	8,701	66	539	92					
Non-accounting Post Offices.	418	11															
Less—Value of Postage Stamps affixed to Postal Notes	11,512	63															
Totals.	11,501	70	99	461,718	83	3,582	33	1,134	46,387	57	1,786	63					
Dead Letter Office Ottawa.	454	65															

a Accounting from October 31, 1906. b Non-accounting from September 1, 1906. c Salary, &c., entered in Auditor General's Report.

APPENDIX D

REVENUE, SALARIES AND ALLOWANCES

IN CONNECTION WITH

NON-ACCOUNTING POST OFFICES

APPENDIX D.

NON-ACCOUNTING POST OFFICES.

REVENUE Collected by, and Salaries and Allowances paid to Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the nine months ended March 31, 1907.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
ABBOTT'S Corners	Missisquoi.....Q	81 21	30 00		
Abenakis.....	Dorchester.....Q	41 45	18 75		
Abenakis Springs.....	Yamaska.....Q	161 95	90 00		7 50
Aberarder.....	Lambton, W. R.....O	55 14	22 50		
Abercrombie.....	Pictou.....N.S	15 80	18 75		
Aberdeen.....	Grey, S. R.....O	24 00	18 75		
Aberdeen.....	Inverness.....N.S	12 50	18 75		
Aberdeen.....	Humboldt.....Sask	357 36	*103 48		7 50
Aberdour.....	Bruce, N. R.....O	41 43	30 00		
Abigail.....	Souris.....M	7 18	18 75		
Abram River.....	Yarmouth.....N.S	20 75	18 75		
Abrams Village.....	Prince.....P.E.I	47 00	18 75	2 25	
Acacia.....	Norfolk.....O	22 93	18 75		
Acaciaville.....	Digby.....N.S	141 59	40 50		3 75
Acadie.....	Kent.....N.B	40 25	22 50	3 75	
Acadie Siding.....	Kent.....N.B	45 90	22 50	9 00	
Achill.....	Simcoe, S.R.....O	21 11	18 75		
Achosnach.....	Inverness.....N.S	6 00	18 75		
Acton.....	York.....N.B	8 88	18 75		
Acton's Corners.....	Grenville.....O	39 59	18 75		
Adair.....	Qu'Appelle.....Sask	43 54	28 50		
Adamsville.....	Bruce, N.R.....O	28 93	18 75		
Adamsville.....	Brome.....Q	139 23	56 25		3 75
Adamsville.....	Kent.....N.B	75 65	30 00		
Adderley.....	Megantic.....Q	14 87	18 75		
Addingham.....	Portage la Prairie.....M	27 80	22 50		
Addington Forks.....	Antigonish.....N.S	12 00	18 75		
Adelaide.....	Middlesex, N.R.....O	115 20	57 00		3 75
Adelphi.....	Yale & Caribou.... B.C	94 70	45 00		3 75
Admaston.....	Renfrew, S.R.....O	83 95	33 00		
Admiral Rock.....	Hants.....N.S	17 00	18 75		
Aetna.....	Alta.....Alta	26 68	18 75		
Afton.....	Antigonish.....N.S	104 21	46 00	10 50	3 75
Afton Road.....	Queen's.....P.E.I	5 00	18 75		
Afton Station.....	Antigonish.....N.S	17 98	18 75		
Agricola.....	Edmonton.....Alta	37 80	25 50	1 75	
†Aguanish.....	Chicoutimi & Sag.....Q	5 00	25 00		
Ahmic Lake.....	Parry Sd.....O	27 93	18 75		
Ahuntsic.....	Laval.....Q	111 14	c75 00	c4 50	8 75
Aikenside.....	Brandon.....M	31 14	21 00		
Ainslie Glen.....	Inverness.....N.S	18 30	18 75		

† Winter office,
night allowance.

c Including \$24 arrears of salary and \$5 arrears of rent.

* Including \$11.98

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aird.....	Missisquoi.....	Q 22 25	18 75		
Airlie.....	Dufferin.....	O 25 90	18 75		
Air Line Junction.....	Welland.....	O 53 00	21 00		
Aitkin's Ferry.....	King's.....	P.E.I. 111 00	41 25		3 75
Akerly.....	Sunbury & Queen's.....	N.B. 12 75	18 75		
Alain.....	Bonaventure.....	Q 24 25	18 75		
Alaindale.....	Lotbinière.....	Q 22 61	18 75		
Alba.....	Inverness.....	N.S. 19 00	18 75		
Alba.....	Renfrew, N. R.....	O 31 00	18 75		
Albany.....	Prince.....	P.E.I. 134 90	55 50	30 00	3 75
Albany Cross.....	Annapolis.....	N.S. 19 01	18 75		
Alberry Plains.....	Queen's.....	P.E.I. 18 67	18 75		
Albert.....	Hastings, E.R.....	O 12 48	18 75		
Albert Bridge.....	South Cape Breton.....	N.S. 36 06	18 75		
Albert Canyon.....	Kootenay.....	B.C. 92 95	30 00		
Albertine.....	Victoria.....	N.B. 66 50	22 50		
Albert Mines.....	King's & Albert.....	N.B. 121 25	52 50		3 75
Albert Mines.....	Sherbrooke.....	Q 147 00	56 00	2 50	3 75
Alborton.....	Wentworth.....	O 125 00	78 75		7 50
Albion.....	King's.....	P.E.I. 18 64	18 75		
Albuna.....	Essex, S.R.....	O 25 69	18 75		
Albury.....	Prince Edward.....	O 18 96	18 75		
a Alcester.....	Souris.....	M 2 18	14 58		
Aldboro'.....	Elgin, W.R.....	O 63 83	24 00		
Alder.....	York, N.R.....	O 10 50	18 75		
Alderdale.....	Nipissing.....	O 34 00	18 75		
Aldermere.....	Comox-Atlin.....	B.C. 81 25	18 75		
Alder Point.....	N. Cape Breton & Vic.....	N.S. 25 75	18 75		
Alder River.....	Guysborough.....	N.S. 7 50	18 75		
Aldershot.....	Wentworth.....	O 189 12	71 25		7 50
Aldersville.....	Lunenburg.....	N.S. 17 50	*23 25		
Alderville.....	Northumberland, W.R.....	O 15 00	18 75		
Aldina.....	Saskatchewan.....	Sask. 9 85	18 75		
Aldouane.....	Kent.....	N.B. 14 17	18 75		
Alexander.....	Inverness.....	N.S. 28 25	21 00	6 00	
Alexandra.....	Queen's.....	P.E.I. 38 20	18 75		
Alexandria.....	Yale & Caribou.....	B.C. 30 42	33 00		
Alexandrina.....	Kent.....	N.B. 7 00	18 75		
Alexis Creek.....	Yale & Caribou.....	B.C. 71 22	36 00	12 50	3 75
Alford Junction.....	Brant.....	O 53 30	18 75		
Alfred Centre.....	Prescott.....	O 52 21	21 00		
Algonquin Park.....	Nipissing.....	O 37 52	18 75		
Alice.....	Renfrew, N.R.....	O 36 05	18 75		
Alison.....	Westmoreland.....	N.B. 5 00	18 75		
Alkali Lake.....	Yale & Caribou.....	B.C. 33 00	18 75		
Allanburg.....	Welland.....	O 131 23	75 00		7 50
Allandale.....	York.....	N.B. 11 00	18 75		
Allanlea.....	Dauphin.....	M 5 33	18 75		
Allan Park.....	Grey, S. R.....	O 107 41	36 00	5 25	2 50
Allan's Corners.....	Chateauguay.....	Q 129 65	56 25		3 75
Allan's Mills.....	Lanark, S. R.....	O 76 00	28 50		
Allard.....	Bonaventure.....	Q 31 16	18 75		
Allen.....	Frontenac.....	O 18 30	18 75		
Allendale.....	Shelburne & Queen's.....	N.S. 121 75	58 50		3 75
Allen's Mills.....	Portneuf.....	Q 46 29	22 25		
Allenwood.....	Simcoe, N.R.....	O 46 18	25 50		
Allisonville.....	Prince Edward.....	O 56 99	24 00		

* Including \$4.50 night allowance.

† Including 25 cents arrears forward.

a Closed 1-2-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		§ cts.	§ cts.	§ cts.	§ cts.
Alliston.....	King P.E.I	36 00	18 75		
Alloa.....	Peel O	18 40	20 25		
Allsaw.....	Victoria & Haliburton. O	27 00	18 75		
Allumette Island	Pontiac Q	27 19	18 75		
Alluvia.....	New Westminster..... B.C	18 93	18 75		
Alma.....	Pictou..... N.S	65 75	31 50		
Alma.....	Prince..... P.E.I	73 45	30 00	2 25	
Almasippi.....	Macdonald..... M	21 00	18 75		
Almaville.....	Champlain..... Q	53 00	18 75		
Almira.....	York, C.R..... O	48 98	24 00		
Alpha.....	Qu'Appelle..... Sask	14 00	18 75		
Alport.....	Muskoka..... O	60 80	36 00		3 75
Alsace.....	Parry Sound..... O	22 46	18 75		
Alsfeldt.....	Grey, S.R..... O	154 44	109 50		7 50
Althorpe.....	Lanark, S.R..... O	18 95	18 75		
Alton.....	Colchester..... N.S	47 88	18 75		
Altona.....	Ontario, S.R..... O	66 76	27 00		
Alva.....	Brome..... Q	80 45	30 00		
Alvena.....	Humboldt..... Sask	4 25	18 75		
Alward.....	Westmoreland..... N.B	13 72	18 75		
Amaranth Station.....	Dufferin..... O	28 47	18 75		
Amber.....	York, C.R..... O	25 75	18 75		
Amberley.....	Huron, W.R..... O	116 70	49 50	3 75	3 75
Ambleside.....	Bruce, S.R..... O	19 00	18 75		
Amherst Point.....	Cumberland..... N.S	46 00	18 75		
Amiens.....	Middlesex, N.R..... O	22 00	18 75		
Amirault Hill.....	Yarmouth..... N.S	48 75	18 75		
Ammon.....	Westmoreland..... N.B	3 00	18 75		
Amulree.....	Perth, N.R..... O	46 08	24 50		
Anagance Ridge.....	King's & Albert..... N.B	13 50	18 75		
Ancienne Lorette.....	Quebec..... Q	140 82	56 25	2 25	3 75
Anderson.....	Perth, S.R..... O	87 25	20 00		
Anderson.....	Westmoreland..... N.B	13 50	18 75		
Anderson's Corners.....	Huntingdon..... Q	51 00	21 00		
Andrew.....	Edmonton..... Alta	118 89	22 50	12 00	
Andrewsville.....	Lanark, S.R..... O	50 00	25 50		
a Angave.....	Mackenzie..... Sask.	7 00	2 08		
Ange Gardien.....	Montmorency..... Q	116 00	48 00		7 50
Angeline.....	Rouville..... Q	116 00	40 50	6 75	3 75
Angus Ridge.....	Strathcona..... Alta	19 96	18 75		
Annaheim.....	Humboldt..... Sask	93 51	21 00		
Annan.....	Grey, N.R..... O	128 27	55 50		3 75
Annesley.....	Pontiac..... Q	12 00	18 75		
Annidale.....	Sunbury & Queen's..... N.B	22 25	18 75	9 00	
Anson.....	Hastings, W.R..... O	58 33	18 75		
Ansonia.....	Algoma, E.R..... O	3 00	18 75		
Anten Mills.....	Simcoe, N.R..... O	71 00	27 00		
Antigonishe Harbour.....	Antigonishe..... N.S	14 25	18 75		
Antigonishe Harbour (south side).....	Antigonishe..... N.S	18 00	18 75		
Antioch.....	Muskoka..... O	9 00	18 75		
Antrim.....	Halifax..... N.S	17 48	18 75		
Antrim.....	Carleton..... O	118 00	53 50		3 75
Anvil Island.....	Comox Atlin..... B.C	20 45	18 75		
b Appin.....	Antigonishe..... N.S	8 25	10 42		
Appin Road.....	Queen's..... P.E.I	13 50	18 75		
Appleby.....	Halton..... O	105 86	48 75		3 75
Appleby Corner.....	Nipissing..... O	19 50	18 75		
Appledore.....	Kent, E.R..... O	12 25	18 75		
Apple Grove.....	Stanstead..... Q	18 88	18 75		

a Opened 1-3-07. b Closed 1-12-06.

7-8 EDWARD VII., A. 1903

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Apple River.....	Cumberland..... N.S.	138 61	+ 57 00	11 25	3 75
Appleton.....	Lanark, N.R..... O	221 07	87 00		7 50
Appto.....	Simcoe, N.R..... O	18 69	18 75		
Arat.....	Assa West..... Sask	3 00	18 75		
Arbakka.....	Provencher..... Man	26 08	18 75		
Archer.....	Dundas..... O	20 00	18 75		
Archibald.....	Colchester..... N.S.	25 35	18 75		
Archibald Settlement.....	Restigouche..... N.B.	13 00	18 75		
Ardal.....	Selkirk..... M	23 50	18 75		
Ardness.....	Pictou..... N.S.	18 73	18 75		
Ardoch.....	Frontenac..... O	93 85	42 00		3 75
Ardtree.....	Simcoe, E.R..... O	33 00	18 75		
Arelee.....	Sask..... Sask	(c) 7 00			
Argyle.....	Carleton..... N.B.	19 58	18 75		
Argyle.....	Yarmouth..... N.S.	18 80	18 75	10 50	
Argyle.....	Macdonald..... M	49 37	24 50		
Argyle Head.....	Yarmouth..... N.S.	51 84	26 50		
Argyle Shore.....	Queens..... P.E.I	15 00	18 75		
Argyle Sound.....	Yarmouth..... N.S.	54 00	24 00		
Ariel.....	Parry Sound..... O	9 00	18 75		
Arisaig.....	Antigonishe..... N.S.	2 00	18 75		
Arkell.....	Wellington, S.R..... O	60 00	30 00		
Arklan.....	Lanark, N.R..... O	4 00	18 75		
Arlington.....	Simcoe, S.R..... O	10 00	18 75		
Arlington.....	King's..... N.S.	11 35	18 75		
Arlington.....	Prince..... P.E.I	16 25	18 75		
Arlington Beach.....	Humboldt..... Sask	34 00	18 75		
a Arlington Hotel.....	Comox Atlin..... B.C	19 66	10 41		
Armada.....	York, C.R..... O	19 50	18 75		
Armada.....	King's..... P.E.I	31 65	18 75	3 00	
Armand.....	Témiscouata..... Q	134 20	43 50		3 75
Armitage.....	York, N.R..... O	32 05	18 75		
Armond.....	Carleton..... N.B.	20 00	18 75		
Armstrong.....	King's & Albert..... N.B.	3 25	18 75		
Armstrong.....	Beauce..... Q	20 00	18 75	2 25	
Armstrong's Brook.....	Restigouche..... N.B.	39 39	18 75		
Armstrong's Corner.....	Sunbury & Queen's, N.B.	60 80	26 25		
Armstrong's Mills.....	Wellington, S.R..... O	11 00	18 75		
Arner.....	Essex, S.R..... O	94 25	43 50		3 75
Arnes.....	Selkirk..... M	31 40	21 25		
d Arnold.....	Shelburne..... N.S.	11 00	6 25		
Arnott.....	Grey, E.R..... O	81 10	33 00		3 75
Arnstein.....	Parry Sound..... O	89 35	34 50		3 75
Aroostook Junction.....	Victoria..... N.B.	167 53	75 00	6 00	3 75
Arrandale.....	Comox Atlin..... B.C	61 50	31 50		
Arrowton.....	Marquette..... M	6 25	18 75		
Arthurette.....	Victoria..... N.B.	38 45	18 75		
Arthurvale.....	Calgary..... Alta	45 87	18 75		
Arthurville.....	Bellechasse..... Q	22 33	18 75		
Ascot Corner.....	Sherbrooke..... Q	184 60	81 00	4 50	7 50
Assessippi.....	Marquette..... M	86 12	45 00		3 75
Ash.....	Halton..... O	41 71	18 75		
Ashdad.....	Renfrew, S.R..... O	38 84	18 75		
Ashdale.....	Antigonishe..... N.S.	2 25	18 75		
Ashfield.....	Inverness..... N.S.	16 50	18 75		
Ashgrove.....	Halton..... O	76 60	27 50		
Ashland.....	Carleton..... N.B.	19 15	18 75		
Ashley.....	Grey, N.R..... O	19 75	18 75		

a Opened 1-11-06.
night allowance.

d Opened 1-1-07.

c Credit for new office not yet opened.

† Including \$18

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ashuapmouchouen.....	Chicoutimi & Saguenay Q	26 50	18 75		
Ashville.....	Dauphin.....Man	114 80	*51 00		3 75
Asker.....	Strathcona.....Alta	51 42	22 50		
Askilton.....	Inverness.....N.S.	8 00	18 75		
Aspdin.....	Muskoka.....O	93 20	49 00		3 75
Aspen.....	Guysborough.....N.S.	62 00	††39 00	2 25	
Aspen Grove.....	Yale & Cariboo.....B.C.	56 94	26 25		
Aspotogan.....	Lunenburg.....N.S.	12 50	18 75		
Assametquaghan.....	Bonaventure.....Q	19 70	18 75		
Asseltine.....	Lennox & Addington..O	22 40	18 75		
Aston Junction.....	Nicolet.....Q	45 50	22 50		
Aston Station.....	Nicolet.....Q	115 30	39 00		2 50
Astorville.....	Nipissing.....O	50 25	22 50		
a Astwood.....	Mackenzie.....Sask	40 56	16 66		
b Asquith.....	Saskatchewan.....Sask	72 30	4 16		
Atha.....	Ontario, S.R.....O	18 57	18 75		
Athabasca Landing.....	Edmonton.....Alta	347 16	90 00	†46 50	7 50
Athalmer.....	Kootenay.....B.C.	150 52	45 00		3 75
Athelstan.....	Huntingdon.....Q	215 00	97 50		11 25
Atherton.....	Norfolk.....O	61 20	24 00		
Athlone.....	Simcoe, S.R.....O	154 52	52 50		3 75
Athol.....	Glengarry.....O	47 25	27 00		
Atikokan.....	Thunder Bay & Rainy- River.....O	171 25	c79 26		3 75
Atkin.....	Laubton, E.R.....O	26 40	18 75		
Atkinson.....	Frontenac.....O	29 72	18 75		
Atlanta.....	King's.....N.S.	20 50	18 75		
Attercliffe.....	Lincoln.....O	145 40	67 50		7 50
Attercliffe Station.....	Haldimand.....O	135 00	52 00	6 75	3 75
Atwell.....	Macdonald.....M	36 52	22 50		
Atwood's Brook.....	Shelburne & Queens..N.S.	26 27	18 75		
Aubert Gallion.....	Beauce.....Q	81 00	†51 00		
Aubigny.....	Provencher.....M	19 81	18 75		
Aubrey.....	Chateauguay.....Q	138 92	52 00		3 75
Auburn.....	Queens.....P.E.I	7 00	18 75	0 75	
Auburndale.....	Lunenburg.....N.S.	12 00	18 75		
Auburnton.....	Assa. East.....Sask	6 25	18 75		
Audet.....	Beauce.....Q	43 26	18 75		
Andley.....	Ontario, S.R.....O	41 38	21 00		
Audrey.....	Assa. East.....Sask	13 90	18 75		
Aughrim.....	Lambton, E.R.....O	37 00	18 75		
Augsburg.....	Renfrew, N.R.....O	44 01	18 75		
Augustine Cove.....	Prince.....P.E.I	44 05	21 25		
d Auld.....	Essex, S.R.....O	19 75	18 75		
Auld's Cove.....	Guysborough.....N.S.	20 40	18 75		
Aurigny.....	Gaspé.....Q	13 56	18 75		
Auvergne.....	Portneuf.....Q	77 86	37 50		3 75
Avery's Portage.....	York.....N.E	39 33	18 75		
Avoca.....	Argenteuil.....Q	89 00	59 00		3 75
Avon.....	Elgin, E.R.....O	177 98	70 50		7 50
Avon.....	Mégantic.....Q	8 00	18 75		
Avonbank.....	Perth, S.R.....O	59 00	22 50		
Avondale.....	Pictou.....N.S.	27 75	21 00		
Avondale.....	Carleton.....N.B	59 55	25 50		
Avondale.....	Queen's.....P.E.I	19 71	18 75		
Avondale Station.....	Pictou.....N.S.	17 00	18 75	6 00	
Avonhurst.....	Qu'Appelle.....Sask	32 50	24 00		

a Opened 1-8-06. b Opened 1-2-07. c Including \$20.76 night allowance, \$2.76 of which is arrears.

† Including \$24.75 arrears of salary.

†† Including \$12 night allowance.

* Including \$7.50 night

allowance.

‡ Including \$37.50 special forward allowance.

d Opened 1-5-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		§ cts.	§ cts.	§ cts.	§ cts.
Avonmore.....	King's & Albert.....N.B.	34 00	18 75		
Avonport.....	King's.....N.S.	21 70	22 50		
Avonry.....	Lambton, W.R.....O	3 00	18 75		
Avonton.....	Perth, S.R.....O	131 32	55 00	24 75	3 75
Aweme.....	Portage la Prairie.....M	16 25	18 75		
Axe Lake.....	Parry Sound.....O	24 46	18 75		
Aylesbury.....	Assa, W.....Sask	248 68	60 00		3 75
Aylsworth.....	Thunder Bay & Rainy- River.....O	22 70	22 50		
Azilda.....	Algoma, E.R.....O	109 50	78 00		6 25
B ACCARO.....	Shelburne & Queen's.....N.S	81 60	43 50		3 75
Back Bay.....	Charlotte.....N.B	108 10	46 50		3 75
Back Lands.....	Antigonishe.....N.S	2 00	18 75		
Back Shore.....	Pictou.....N.S	2 00	18 75		
Baddeck Bay.....	North Cape Breton and Victoria.....N.S	27 33	†23 75	3 75	
Baddeck Bridge.....	North Cape Breton and Victoria.....N.S	17 00	18 75		
Baddeck River, North Branch.....	North Cape Breton and Victoria.....N.S	12 00	18 75		
Baddow.....	Victoria & Haliburton.....O	33 30	18 75		
Badger.....	Provencher.....M	35 17	25 50		
Badgerdale.....	Mackenzie.....Sask	17 20	18 75		
Badjeros.....	Grey, E.R.....O	115 48	63 50		6 25
Bagley.....	Humboldt.....Sask	12 97	18 75		
Baie de la Trinité.....	Chicoutimi & Saguenay,Q	15 24	31 25		
Baie des Bacons.....	Chicoutimi & Saguenay,Q	22 70	18 75		
Baie des Rochers.....	Charlevoix.....Q	14 00	†33 75		
*Baie d'Urfe.....	Jacques Cartier.....Q	5 00	25 00		
Baie Verte Road.....	Westmoreland.....N.B	10 25	18 75		
Baillie.....	Charlotte.....N.B	25 95	18 75	2 25	
Bairdsville.....	Victoria.....N.B	27 48	18 75	3 00	
Baker.....	Kootenay.....B.C	106 19	47 00		3 75
Baker Brook.....	Victoria.....N.B	107 99	33 00		3 75
Baker Settlement.....	Lunenburg.....N.S	45 30	18 75		
Balaclava.....	Grey, N.R.....O	63 92	24 00		
Balderson.....	Lanark, S.R.....O	159 98	69 00	3 75	7 50
Baldoon.....	Kent, W.R.....O	51 06	18 75		
Baldwin.....	York, N.R.....O	94 75	45 00		3 75
Baldwin's Mills.....	Stanstead.....Q	199 86	79 50		7 50
Baldwin's Road.....	King's.....P.E.I	11 40	18 75		
Baleine.....	South Cape Breton.....N.S	2 00	18 75		
Balfour.....	Prince Edward.....O	9 30	18 75		
Balfour.....	Kootenay.....B.C	18 25	18 75		
Balfron.....	King and Albert.....N.B	19 21	18 75		
Baljennie.....	Saskatchewan.....Sask	34 95	18 75		
Ballantrae.....	York, N.R.....O	153 95	64 00		3 75
Ballantyne's Cove.....	Antigonishe.....N.S	45 00	18 75		
Ballantyne's Station.....	Frontenac.....O	5 00	18 75		
Ballyduff.....	Durham.....O	44 00	24 00		
Ballymote.....	Middlesex, E.R.....O	87 68	28 50		
Balmoral.....	Haldimand.....O	117 46	34 50		3 75
Balmoral.....	Restigouche.....N.B	29 75	18 75		
bBalmoral.....	Richmond.....N.S.	3 50	10 41		

* Summer office.

† Including \$15 night allowance.

†† Including \$5 night allowance.

b Re-opened, 1-11-'06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Balmoral Mills.....	Colchester.....N.S.	47 30	22 50		
Balmy Beach.....	York, S.R.....O	+	+		
Balsam.....	Ontario, S.R.....O	120 21	52 50		3 75
Balsam Bay.....	Selkirk.....M	13 85	18 75		
Balsam Grove.....	Victoria & Haliburton..O	10 25	18 75		
Balsam Hill.....	Renfrew, S.R.....O	13 45	18 75		
Balsam Lake.....	Victoria & Haliburton..O	12 90	18 75		
Baltic.....	Prince.....P.E.I	28 70	18 75		
Balvenie.....	Renfrew, S.R.....O	13 25	18 75		
Bamberg.....	Waterloo, N.R.....O	55 00	31 50		
Banbury.....	Parry Sound.....O	18 69	18 75		
Banda.....	Simcoe, N.R.....O	56 00	28 75		
Bangor.....	King's.....P.E.I	18 25	18 75		
Banks.....	Grey, E.R.....O	63 88	21 00		
Banks of Broad Cove.....	Inverness.....N.S.	12 00	18 75		
Banner.....	Oxford, S.R.....O	27 33	18 75		
Bannon.....	Carleton.....N.B.	17 00	18 75		
Barachois.....	Westmoreland.....N.B.	31 00	18 75		
Barachois Harbour.....	North Cape Breton and Victoria.....N.S.	25 99	18 75		
Barb.....	Prescott.....O	70 35	34 50		3 75
Barclay.....	Simcoe, S.R.....O	18 75	18 75		
Bardal.....	Brandon.....M	10 44	18 75		
Bardo.....	Strathcona,.....Alta	86 24	48 75		3 75
Bardolph.....	Lennox & Addington..O	18 70	18 75		
Bardsville.....	Muskoka.....O	24 93	18 75		
Bark Lake.....	Renfrew, S.R.....O	13 50	18 75		
Barkway.....	Muskoka.....O	32 91	18 75		
Barnaby River.....	Northumberland.....N.B.	151 38	73 50	2 25	7 50
a Barnardo.....	Marquette.....M		10 10		0 73
Barnesdale.....	Parry Sound.....O	114 00	58 50	2 25	3 75
Barnesville.....	King's & Albert.....N.B.	70 77	28 50		
Barney River Station.....	Pictou.....N.S.	32 61	18 75		
Barney's Brook.....	Hants.....N.S.	18 00	18 75		
Barney's River.....	Pictou.....N.S.	72 39	55 00	9 00	3 75
c Barnhart.....	Thunder Bay & Rainy River.....O	23 00	18 75		
Barnsley.....	Macdonald.....M	37 16	21 00		
Barra Glen.....	North Cape Breton and Victoria.....N.S.	26 00	18 75		
Barra Head.....	Richmond.....N.S.	23 44	18 75		
Barrett.....	Lennox & Addington..O	7 00	18 75		
Barrettsholme.....	King's Albert.....N.B.	17 95	18 75		
Barretville.....	Essex, S.R.....O	12 58	18 75		
Barrie Island.....	Algoma, E.R.....O	12 96	18 75		
Barrington.....	Huntingdon.....Q	81 34	45 00		3 75
Barrington West.....	Shelburne & Queen's..N.S.	19 05	18 75		
Barrio's Beach.....	Antigonishe.....N.S.	28 94	18 75		
Bar River.....	Algoma, W.R.....O	57 34	22 50		
Barrows.....	Mackenzie.....Sask	479 06	d138 00		11 25
Barr Settlement.....	Hants.....N.S.	9 25	18 75		
Barry's Corner.....	Lunenburg.....N.S.	6 00	18 75		
f Barryvale.....	Renfrew, S.R.....O	45 25	22 68		
Barryville.....	Northumberland.....N.B.	17 50	18 75		
Bartholomew.....	Northumberland.....N.B.	6 50	18 75		
Bartibog.....	Northumberland.....N.B.	8 00	18 75		

+ For Revenue, etc. See Appendix C. under Toronto. sub-offices, etc. a Closed, 1-9-'06. c Opened 1-7-'06. d Including \$24 night allowance, \$6 of which is arrears. f Temporarily closed from 10th to 25th Nov., '06.

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bartibog Bridge	Northumberland.....N.B	61 60	28 50		
Bartibogue Station.....	Northumberland.....N.B	15 89	18 75		
Bartlett Mills.....	Charlotte.....N.B	34 95	18 75		
Bas de la Baie.....	Charlevoix.....Q	13 18	†27 75		
Bas de l'Anse.....	Charlevoix.....Q	19 00	18 75		
Bas de Ste. Rose.....	Laval.....Q	16 75	18 75		
Bas du Saulx.....	Laval.....Q	5 00	18 75		
Basingstoke.....	Lincoln.....O	53 40	27 00		
Bassano.....	Calgary.....Alta	212 53	‡111 00	e2 75	7 50
Bassin.....	Chicoutimi.....Q	20 00	18 75		
Bassin du Lièvre.....	Labelle.....Q	62 27	25 50		
Basswood Ridge.....	Charlotte.....N.B	13 25	18 75		
Baskatong.....	Wright.....Q	116 10	26 25		
Bates.....	Macdonald.....M	45 00	25 50		
Bateston.....	South Cape Breton.....N.S	17 00	††23 25		
Bathgate.....	Strathcona.....Alta	56 25	18 75		
Batiscan Station.....	Champlain.....Q	181 55	84 00		7 50
Batoche.....	Humboldt.....Sask	10 00	18 75		
aBattenburg.....	Edmonton.....Alta	7 00	18 75		
Batteau.....	Simcoe, N.R.....O	82 62	36 00		
Battersea.....	Frontenac.....O	208 25	71 25	2 25	7 50
Battle Creek.....	Assa, West.....Sask	34 20	30 00		
Battle River.....	Strathcona.....Alta	27 02	18 75		
Bavelaw.....	Assa, East.....Sask	15 82	18 75		
Baxter.....	Simcoe, S.R.....O	35 25	18 75		
Baxter's Harbour.....	King's.....N.S	25 75	18 75		
Bay du Vin.....	Northumberland.....N.B	157 80	62 50	1 57	3 75
Baie du Vin Mills.....	Northumberland.....N.B	4 75	18 75		
Bayer Settlement.....	Halifax.....N.S	8 30	18 75		
bBayhead.....	Colchester.....N.S	18 00	21 00		
Bayfield.....	King's.....P.E.I	20 15	18 75		
Bay Fortune.....	King's.....P.E.I	23 42	18 75		
Bayham.....	Elgin, E.R.....O	102 90	e56 25		3 75
Bayonne.....	Joliette.....Q	51 00	27 00		
Bay Road Valley.....	North Cape Breton and Victoria.....N.S	6 96	*20 25		
Baynes Lake.....	Kootenay.....B.C	135 10	18 75		
Bayside.....	Halifax.....N.S	20 50	18 75		
Bayside.....	Hastings, W.R.....O	49 50	25 50		
Bayside.....	Northumberland.....N.B	27 75	18 75	3 00	
Bayside.....	Charlotte.....N.B	31 50	18 75		
Bay St. Lawrence.....	North Cape Breton and Victoria.....N.S	69 78	*24 00	3 75	
Bayswater.....	King's & Albert.....N.B	27 55	18 75		
Bayswater.....	Lunenburg.....N.S	30 00	18 75		
Bay View.....	Digby.....N.S	6 50	18 75		
Bay View.....	St. John.....N.B	12 30	18 75		
Bayview.....	Queen's.....P.E.I	55 80	25 50		
Bayview.....	Grey, N.R.....O	47 50	22 50		
Beach Meadows.....	Shelburne & Queen's.....N.S	42 00	18 75		
Beach Point.....	King's.....P.E.I	69 10	30 00		
Beacon Hill.....	Colchester.....N.S	17 85	18 75		
Beaconsfield.....	Macdonald.....M	26 69	18 75		
Beaconsfield.....	Oxford, S.R.....O	74 58	25 50		
Beaconsfield.....	Jacques Cartier.....Q	60 00	18 75		
Beaconsfield.....	Victoria.....N.B	13 50	18 75		

‡ Including \$22.50 night allowance. e Including \$15 night allowance. c Including 50c. arrears forward. † Including \$9 night allowance. †† Including \$4.50 night allowance. * Including \$1.50 night allowance. a Late Astleyville. b Late Tatamagouche Bay.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bear Brook.....	Russell.....	O 105 02	52 50		3 75
Bear Cave.....	Muskoka.....	O 45 56	21 00		
Bear Cove, Cheticamp.....	Digby.....	N.S. 20 00	18 75		
Bear Cove.....	Halifax.....	N.S. 3 65	18 75		
Bear Island.....	York.....	N.B. 28 70	18 75		
Bear Line.....	Kent, W.R.....	O 42 66	22 50		
Bear Point.....	Shelburne & Queen's.....	N.S. 60 00	22 50		
Bear River.....	King's.....	P.E.I. 60 00	28 50		
Beard Creek.....	Kootenay.....	B.C. 5 00			
Beaton.....	Kootenay.....	B.C. 119 50	85 00	22 50	7 50
Beaton's Mills.....	Queen's.....	P.E.I. 23 48	18 75		
Beatrice.....	Muskoka.....	O 37 01	21 00		
a Beauchamp.....	Humboldt.....	Sask. 21 90	8 33		
Beauchene.....	Pontiac.....	Q 393 64	135 00		13 75
Beaudoin.....	Mégantic.....	Q 9 35	18 75		
Beaudoin, St. Sub-Office.....	City of Montreal.....	Q *	*		
Beaufort.....	Carleton.....	N.B. 24 60	18 75		
Beaulac.....	Montcalm.....	Q 17 53	18 75		
Beaulieu.....	Montmorency.....	Q 102 32	45 00		3 75
Beaulx.....	Antigonishe.....	N.S. 8 00	18 75		
Beaumont.....	Bellechasse.....	Q 73 70	35 25		
Beaumont.....	Westmoreland.....	N.B. 16 30	18 75		
Beaumont.....	Strathcona.....	Alta. 64 69	31 50		
Beaumont Est.....	Québec.....	Q 17 50	21 00		
†Beaurepaire.....	Jacques Cartier.....	Q 29 00	25 00		
Beauséjour.....	Rimouski.....	Q 101 16	41 25		3 75
Beauvoir.....	Vaudreuil.....	Q 30 45	18 75		
Beaver.....	Huntingdon.....	Q 29 46	18 75		
Beaver.....	Kootenay.....	B.C. 80 40	47 50		2 50
Beaver Bank.....	Halifax.....	N.S. 57 18	30 25	3 75	2 50
Beaver Brook.....	King's & Albert.....	N.B. 14 30	18 75		
Beaver Brook.....	Colchester.....	N.S. 23 00	18 75		
b Beaver Brook Station.....	Northumberland.....	N.B. 8 00	5 27		
Beaver Cove.....	North Cape Breton and Victoria.....	N.S. 31 00	18 75	2 25	
Beaver Creek.....	Comex Atlin.....	B.C. 6 00	18 75		
Beaverdale.....	Grey, E.R.....	O 28 64	18 75		
Beaver Dale.....	Mackenzie.....	Sask. 35 85	18 75		
Beaver Dam.....	York.....	N.B. 19 75	18 75		
Beaverdell.....	Yale & Cariboo.....	B.C. 38 00	22 50		
Beaver Harbour.....	Halifax.....	N.S. 33 54	22 50		
Beaver Hills.....	Edmonton.....	Alta. 66 20	21 00		
Beaver Lake.....	Yale & Cariboo.....	B.C. 29 30	18 75		
Beaver Lake.....	Strathcona.....	Alta. 38 10	48 00	5 00	3 75
Beaver Meadow.....	Lambton, W.R.....	O 35 70	18 75		
Beaver Point.....	Nanaimo.....	B.C. 31 43	18 75		
Beaver River.....	Digby.....	N.S. 115 35	51 00		3 75
Beaz-r.....	Alta.....	Alta. 21 00	18 75		
d Beckenham.....	Mackenzie.....	Sask. 54 18	18 75		
Beckett.....	Saskatchewan.....	Sask. 0 47	10 41		
Beckstead.....	Dundas.....	O 24 55	18 75		
Beckwith.....	Cumberland.....	N.S. 32 56	18 75		
Bedell.....	Carleton.....	N.B. 9 50	18 75		
Bedford Mills.....	Frontenac.....	O 122 26	52 00		3 75
Bedford Station.....	Queen's.....	P.E.I. 56 25	25 00	10 50	
Beech Grove.....	Pontiac.....	Q 11 00	18 75		

† Including \$9 night allowance.
office not yet opened.

(a) Opened 1-12-06.

(b) Opened 15-1-07.

(c) Credit for new

Offices, &c. (d) Closed 1-12-06.

‡ Summer offices.

* For revenue, etc. see Appendix C

under Montreal Sub-

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beech Hill.....	King's & Albert.....N.B	18 71	18 75		
Beech Hill.....	Lunenburg.....N.S	8 00	18 75		
Beech Lane.....	Norfolk.....O	16 57	18 75		
Beechmont.....	South Cape Breton..N.S	7 00	18 75		
Beechmount.....	Hastings, W.R.....O	12 50	18 75		
Beech Ridge.....	Argenteuil.....Q	28 25	18 75		
Beechville.....	Halifax.....N.S	4 20	18 75		
Beechwood.....	Antigonishe.....N.S	8 50	18 75		
Beechwood.....	Carleton.....N.B	73 07	33 00	7 50	
Beersville.....	Kent.....N.B	29 73	18 75		
Beeston.....	Qu'Appelle.....Sask	6 00	18 75		
Beith.....	Huntingdon.....Q	67 00	28 50		
Bekevar.....	Assa. East.....Sask	7 20	18 75		
Bélair.....	Portneuf.....Q	55 25	28 50		
Beland.....	Beauce.....Q	7 25	18 75		
Belcourt.....	Macdonald.....M	24 92	18 75		
Belfast.....	Huron, W.R.....O	149 68	72 00		7 50
Belisle's Mills.....	Terrebonne.....Q	95 45	43 50		3 75
Bella Bella.....	Comox Atlin.....B.C	100 40	68 50		3 75
Bellamy's.....	Brockville.....O	68 10	30 00		
Belle Anse.....	Gaspé.....Q	41 82	†38 50		
Belle Côte.....	Inverness.....N.S	85 74	†40 50		3 75
Belle Creek.....	Queen's.....P.E.I	69 00	33 00	5 00	
Belledune.....	Gloucester.....N.B	65 10	48 50		3 75
Belledune River.....	Gloucester.....N.B	53 08	30 00		
Bellefontaine.....	Antigonishe.....N.S	43 00	18 75		
Bellegarde.....	Assa. East.....Sask	8 59	18 75		
Belleisle.....	Annapolis.....N.S	67 00	30 00		
Belleisle Bay.....	King's & Albert.....N.B	9 00	18 75	2 25	
Belleisle Creek.....	King's & Albert.....N.B	187 75	63 00	6 75	3 75
a Bellevue.....	Queen's.....P.E.I	33 70	18 75		
Belle Marche.....	Inverness.....N.S	26 25	18 75		
Bellenden.....	Sunbury & Queen's..N.B	15 50	18 75		
Belle Rivière.....	Two Mountains.....Q	90 45	46 90		3 75
Belle Vallée.....	St. Jean & Iberville..Q	12 17	18 75		
Belleville.....	Carleton.....N.B	6 00	18 75		
Belleville.....	Yarmouth.....N.S	120 00	37 50		3 75
Bell Ewart.....	Simcoe, S.R.....O	144 45	52 50		3 75
c Bellhampton.....	Dauphin.....Man	6 00	4 16		
Bellingham.....	Algoma, E.R.....O	50 70	21 00	2 00	
Belliveaux Cove.....	Digby.....N.S	129 40	57 00		3 75
Belliveaux Village.....	Westmoreland.....N.B	15 00	18 75		
Bell Mount.....	Pontiac.....Q	60 18	25 50		
Belloni.....	South Cape Breton..N.S	13 00	18 75		
Bell Rapids.....	Hastings, W.R.....O	19 00	18 75		
Belrock.....	Frontenac.....O	59 23	22 50		
Bellevue.....	Hastings, W.R.....O	160 48	67 50		3 75
Belmeade.....	Russell.....O	22 95	18 75		
Belmina.....	Richmond & Wolfe..Q	32 51	18 75		
Belmont.....	Prince.....P.E.I	11 25	18 75		
Belmont.....	Colchester.....N.S	172 50	72 50		7 50
Belmore.....	Bruce, S.R.....O	143 90	75 00		7 50
Belton.....	Middlesex, E.R.....O	89 51	32 00		
Belvedere.....	Edmonton.....Alta	123 01	18 75		
Belyea's Cove.....	Sunbury & Queen..N.B	21 80	18 75	2 25	
Benacadie.....	North Cape & Breton Vic- toria.....N.S	13 00	18 75		

+ Including \$9 night allowance.
Harbour Road. (c) Opened 1-2 07.

†† Including \$4.50 night allowance.

(a) Lake Murray

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Benacadie Pond.....	North Cape Breton & Vic- toria..... N.S.	8 10	18 75		
Ben Allen.....	Grey, N. R. O	15 00	18 75		
Benbecula.....	Assa East..... Sask	5 00	18 75		
Benchouzie.....	Humboldt..... Sask	66 25	22 50		
Bendale.....	York, C. R. O	32 98	18 75		
o Bender.....	Assa East..... Sask	66 50	18 75		
Ben Eoin.....	South Cape Breton... N.S.	2 00	18 75		
Benito.....	Dauphin..... Man	84 83	18 75		
Benjamin's Mills..	Hants..... N.S.	66 28	33 00		2 50
Ben Lomond.....	St. John..... N.B.	30 75	18 75		
Bennett.....	Mégantic..... Q	20 98	18 75		
Bennington.....	Oxford, N. R. O	45 00	21 00		
Bensfort.....	Peterborough, W.R.... O	70 00	39 00		3 75
Benson.....	Qu'Appelle..... Sask	54 22	18 75		
Bentpath.....	Lambton, W. R. O	19 65	18 75		
Bent River.....	Muskoka..... O	47 69	22 50		
Beranger.....	Missisquoi..... Q	9 50	18 75		
Berens River.....	Selkirk..... M	18 10	18 75		
Beresford.....	Gloucester..... N.B.	56 73	26 25		
Béresina.....	Assa East..... Sask	13 00	18 75		
Bernadette.....	Lévis..... Q	11 70	18 75		
Bernier.....	Mégantic..... Q	6 75	18 75		
Berriedale.....	Parry Sound..... O	78 80	36 00		3 75
Berry Hill.....	Colchester..... N.S.	12 25	18 75		
Berry Mill Station	Westmoreland..... N.B.	76 00	33 75		3 75
Berryton.....	King's & Albert..... N.B.	7 00	18 75		
Berryton.....	Leeds..... O	28 25	18 75		
Bersimis.....	Chicoutimi & Saguenay Q	57 76	+60 00	7 50	
b Bertdale.....	Mackenzie..... Sask	15 00	18 75		
Berthaville.....	Nipissing..... O	24 20	19 50		
Berthier Junction	Berthier..... Q	43 00	18 75	7 50	
Berton.....	Portage la Prairie... M	89 20	40 50		3 75
Bertrand.....	Gloucester..... N.B.	29 96	18 75	2 25	
Berwick West.....	King's..... N.S.	13 20	18 75		
b Bessemer.....	Hasting, E. R. O	186 50	18 75		
Bethany.....	Shefford..... Q	38 67	18 75		
Bethany.....	Marquette..... M	63 80	18 75		
Bethel.....	Shefford..... Q	72 29	30 00		
Bethel.....	Prince Edward..... O	33 46	25 50		
Bethel Grove.....	Northumberland, W.R. O	24 95	18 75		
Bethesda.....	York, N. R. O	125 20	37 50		3 75
Bethune.....	Assa West..... Sask	331 44	52 50		3 75
Beulah.....	King's..... N.B.	19 25	18 75		
Bewdley.....	Northumberland, W.R. O	84 83	36 00		
Bexley.....	Victoria & Haliburton O	123 77	69 00	4 50	7 50
Bickford.....	Lambton, W. R. O	96 90	36 00		3 75
Bienfait.....	Assa East..... Sask	210 53	34 50		3 75
Big Bank.....	North Cape Breton & Vic- toria..... N.S.	20 75	18 75		
Big Bar Creek.....	Yale & Caribou B.C.	17 95	18 75		
Big Beach.....	North Cape Breton & Vic- toria..... N.S.	19 00	18 75		
Big Bras d'Or.....	North Cape Breton & Vic- toria..... N.S.	123 50	†† 61 50	18 00	3 75
Big Brook.....	Inverness..... N.S.	5 00	18 75		
Big Cove.....	Sunbury & Queen's. N.B.	9 00	18 75		

(a) Late Crystal Springs.

† Including \$30 special salary allowance.

(b) Opened 1-4-'06.

†† Including \$15 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
a Big Creek.....	Yale, Cariboo.....B.C	12 00	4 16		
Big Fork.....	Thunder Bay & Rainy River.....O	81 83	40 00		2 50
Biggar Ridge.....	Carleton.....N.B	28 25	18 75		
Big Glen.....	South Cape Breton.....N.S	10 45	18 75		
Big Harbour.....	North Cape Breton & Vic- toria.....N.S	9 50	18 75		
Big Harbour Island.....	Inverness.....N.S	6 45	18 75		
Big Hill.....	North Cape Breton & Vic- toria.....N.S	8 10	+ 23 75		
Big Intervale (Cape North).....	North Cape Breton & Vic- toria.....N.S	15 00	18 75		
Big Intervale (Margaree).....	Inverness.....N.S	6 10	18 75		
Big Island.....	Pictou.....N.S	18 71	18 75		
Big Island.....	Prince Edward.....O	11 75	18 75		
Big Lake.....	Algoma, E.R.....O	46 23	19 50		
Big Loraine.....	South Cape Breton.....N.S	17 87	18 75		
Big Marsh.....	Antigonishe.....N.S	9 59	18 75		
Big Point.....	Kent, W.R.....O	50 00	24 00		
Big Pond.....	South Cape Breton.....N.S	36 55	18 75	5 25	
Big Port L'Hébert.....	Shelburne & Queen's.....N.S	10 00	18 75		
Big Ridge.....	South Cape Breton.....N.S	10 00	18 75		
Big Ridge South.....	South Cape Breton.....N.S	21 75	18 75		
Big Tracadie.....	Antigonishe.....N.S	146 09	52 50	7 50	3 75
Binbrook.....	Wentworth.....O	213 37	99 00		7 50
Bingham Road.....	Haldimand.....O	23 86	18 75		
Binkham.....	Wellington, S.R.....O	5 00	18 75		
Birch Brook.....	Pictou.....N.S	19 95	18 75		
Birch Grove.....	South Cape Breton.....N.S	5 25	18 75		
Birch Hills.....	Humboldt.....Sask	133 10	39 00	2 25	3 75
Birch Ridge.....	Victoria.....N.B	17 67	18 75		
Birchtown.....	Shelburne & Queen's.....N.S	54 35	c34 50	31 50	
Birchwood.....	Cumberland.....N.S	15 25	18 75		
Birdell.....	Grey, E.R.....O	94 07	40 50		3 75
Bird's Creek.....	Hastings, W.R.....O	105 07	c57 00	13 50	3 75
Bird's Hill.....	Selkirk.....M	173 87	63 75		3 75
Birdsalls.....	Peterborough, E.R.....O	72 86	51 00		3 75
Birdton.....	York.....N.B	14 00	18 75		
b Birdview.....	Assa, W.....Sask	7 00	2 08		
Birkendale.....	Muskoka.....O	114 81	69 00		7 50
Birmam.....	Lambton, E.R.....O	65 38	33 00		
Birnie.....	Dauphin.....M	182 63	82 50		7 50
Birr.....	Middlesex, E.R.....O	87 20	40 50	2 25	3 75
Birson.....	Humboldt.....Sask	8 00	18 75		
Bishop Mountain.....	King's.....N.S	9 73	18 75		
Bishopville.....	King's.....N.S	7 00	18 75		
Bismark.....	Strathcona.....Alta	22 79	18 75		
Bissett Creek.....	Nipissing.....O	49 88	24 00		
Bisson.....	Beauce.....Q	19 23	18 75		
Bissonnette.....	Montcalm.....Q	60 20	22 25		
Bittern Lake.....	Strathcona.....Alta	65 13	48 00	3 75	3 75
Black Avon.....	Antigonishe.....N.S	13 48	18 75		
Black Bank.....	Dufferin.....O	56 42	58 50		3 75
Black Brook.....	North Cape Breton and Victoria.....N.S	16 00	18 75		
Blackburn.....	Russell.....O	8 80	18 75		
Black Creek.....	Welland.....O	122 25	46 50		3 75

(c) Including \$4.50 night allowance.

(†) Including \$5 night allowance.

(a) Opened 1-2-07.

(b) Opened 1-3-07.

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APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Black Donald.....	Renfrew, S.R.....	O 9 00	18 75		
Black Hawk.....	Thunder Bay and Rainy River.....	O 88 06	18 75		
Black Heath.....	Wentworth.....	O 167 93	81 00		7 50
Blackett's Lake.....	South Cape Breton.....	N.S 8 25	18 75		
Blackfoot Hills.....	Strathcona.....	Alta 32 15	18 75		
Black Land.....	Restigouche.....	N.B 49 40	18 75		
Black Pines.....	Yale & Cariboo.....	B.C 38 65	18 75		
Black Point.....	Restigouche.....	N.B 81 62	36 00		
Black Point.....	Halifax.....	N.S 65 04	37 50		3 75
Black Point.....	Shelburne & Queen's.....	N.S 20 00	18 75		
Black River.....	Northumberland.....	N.B 18 69	18 75		
Black River.....	St. John.....	N.B 40 05	28 50		
Black River Bridge.....	Prince Edward.....	O 51 94	18 75		
Black River Bridge.....	Northumberland.....	N.B 49 55	18 75		
Black River Depot.....	Pontiac.....	Q 169 15	27 00		
Black Rock.....	Cumberland.....	N.S 1 90	18 75		
Black Rock.....	Gloucester.....	N.B 8 25	18 75		
Black Rock.....	North Cape Breton and Victoria.....	N.S 12 50	18 75		
Black's Corners.....	Dufferin.....	O 25 05	18 75		
Black's Harbour.....	Charlotte.....	N.B 180 84	72 00		7 50
Blackstone.....	Inverness.....	N.S 14 50	18 75		
Blackwater.....	Ontario, N.R.....	O 139 91	54 00	16 50	3 75
Blackwell Station.....	Lambton, W.R.....	O 16 32	18 75		
Blackwood.....	Qu'Appelle.....	Sask 32 20	18 75		
Blair.....	Sunbury & Queen's.....	N.B 82 25	22 50		
Blair Athol.....	Restigouche.....	N.B 15 86	18 75		
Blairhampton.....	Victoria & Haliburton.....	O 10 40	18 75		
Blairmore.....	Alta.....	67 00	+ 349 50		56 25
Blairton.....	Peterborough, E. R.....	O 41 20	21 00		
Blais.....	Beauce.....	Q 11 75	18 75		
Blake.....	Huron, S.R.....	O 98 90	42 00		3 75
Blakely.....	Sunbury & Queen's.....	N.B 6 00	18 75		
Blakeney.....	Lanark, N.R.....	O 139 74	51 00		3 75
Blanchard Road.....	Pictou.....	N.S 8 00	18 75		
Blanchard Settlement.....	Gloucester.....	N.B 28 75	18 75		
Blanche.....	Labelle.....	Q 144 91	52 50		3 75
Blanche.....	Shelburne & Queen's.....	N.S 12 00	18 75		
Blanchet.....	Lévis.....	Q 51 96	22 50		
Blandford.....	Drum'nd & Arthabaska.....	Q 69 56	27 00	2 25	
Blandford Station.....	Oxford, N.R.....	O 45 50	21 00		
Blantyre.....	Grey, E.R.....	O 77 64	38 00		2 50
Blaney.....	Norfolk.....	O 38 28	18 75		
Blaney Ridge.....	York.....	N.B 18 73	18 75		
a Bleakmore.....	Humboldt.....	Sask 75 00	18 75		
Blessington.....	Hastings, E.R.....	O 62 70	24 00		
Bleury Street (sub-office).....	St. Lawrence.....	Q			
Blissfield.....	Northumberland.....	N.B 63 00	30 00		
Blissville.....	Sunbury & Queen's.....	N.B 12 90	18 75		
Block House.....	Lunenburg.....	N.S 77 66	36 00	2 25	2 50
Blomidon.....	King's.....	N.S 22 25	18 75		
Bloomfield.....	Prince.....	P.E.I 12 00	18 75		
Bloomfield.....	Digby.....	N.S 34 26	18 75		
Bloomfield Ridge.....	York.....	N.B 19 00	18 75		
Bloomingsdale.....	Waterloo, N.R.....	O 110 00	45 50		3 75
Blooming Point.....	Queen's.....	P.E.I 12 45	18 75		

For Revenue, etc., see appendix C under Montreal, Sub-Offices, etc.

† Including \$36 night allowance. (a) Cpened 1-4-'06.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bloomington.....	Annapolis.....N.S	14 39	18 75		
Bloomington.....	York, N.R.....O	84 03	45 00		3 75
Bloomsburg.....	Norfolk.....O	82 02	33 00		
Blount.....	Dufferin.....O	18 75	18 75		
Blouin.....	Lévis.....Q	11 75	18 75		
Blucher Hall.....	Yale & Cariboo.....B.C	13 33	18 75		
Blue Bell.....	Victoria.....N.B	19 75	18 75		
Blue Cove.....	Gloucester.....N.B	23 20	18 75		
Blue Church Road.....	Grenville.....O	9 20	18 75		
Blue Lake.....	Brant.....O	182 00	36 00		3 75
Blue Mountain.....	Pictou.....N.S	74 75	31 50	2 25	
Blue Mountain Bend.....	Victoria.....N.B	14 86	18 75		
Blue Rock.....	Lunenburg.....N.S	25 00	18 75		
Blue Sea Corner.....	Cumberland.....N.S	18 75	18 75		
Blue Sea Lake.....	Wright.....Q	62 50	21 00		
Blue's Mill.....	Inverness.....N.S	25 33	18 75		
a Bluff Centre.....	Strathcona.....Alta	25 36	14 58		
Blythfield.....	Macdonald.....M	73 35	18 75		
Bocabec.....	Charlotte.....N.B	70 45	26 25		
Bocabec Cove.....	Charlotte.....N.B	49 88	21 00		
Bogart.....	Hastings, E.R.....O	79 80	22 50	2 25	
Boharm.....	Assa, West.....Sask	71 25	18 75		
Boileau.....	Labelle.....Q	50 20	26 00	3 75	
Bois Blanc.....	Maskinongé.....Q	78 00	25 50		
a Boisbriand.....	Chateauguay.....Q	18 08	14 58		
Boisdale.....	(North Cape Breton.....N.S	38 24	22 50	2 25	
Boisdale Barachois.....	1 & Victoria.....N.S	20 95	18 75		
Bois de Filion.....	Terrebonne.....Q	10 50	18 75		
Bois Franc.....	Wright.....Q	15 50	18 75		
Boissonneault.....	Mégantic.....Q	37 53	23 25		
Boivin.....	Beauce.....Q	3 50	18 75		
Bolduc's Siding.....	Compton.....Q	23 95	18 75		
Bolingbroke.....	Lanark, S.R.....O	18 75	22 75		
Bolsover.....	Victoria & Haliburton.....O	114 30	54 00		3 75
Bolton Forest.....	Brome.....Q	20 00	18 75		
Bolton Glen.....	Brome.....Q	21 75	18 75		
d Bolton Springs.....	Brome.....Q		0 80		
Bomanton.....	Northumberland, W.R.....O	17 00	18 75		
Bon Accord.....	Victoria.....N.B	33 00	18 75		
Bon Accord.....	Edmonton.....Alta	21 00	18 75		
Bonaventure East.....	Bonaventure.....Q	108 70	30 50		3 75
Bonaventure, Island.....	Gaspé.....Q	15 50	18 75		
Bon Conseil.....	Drum'nd & Arthabaska.....Q	99 37	51 00		3 75
Bon Désir.....	Chicoutimi & Saguenay.....Q	20 65	18 75		
d Bon Echo.....	Frontenac.....Q	41 50	25 00		
Bondville.....	Brome.....Q	113 80	61 50		3 75
Boninville.....	Algoma, E.R.....O	43 41	18 75		
Bongard's Corners.....	Prince Edward.....O	47 72	22 50		
Bonheur.....	Thunder Bay and Rainy River.....O	67 95	53 50		3 75
Bonnechère.....	Renfrew, S.R.....O	13 50	18 75		
Bonne-Espérance.....	Chicoutimi & Saguenay.....Q	5 45	18 75		
Bonne Madone.....	Humboldt.....Sask	40 16	18 75		
Bonney-River-Station.....	Charlotte.....N.B	162 80	62 50	3 75	3 75
Bonnie Doon.....	Macdonald.....M	35 50	18 75		
Bonnie Glen.....	Strathcona.....Alta	63 70	24 00		
Bon-Secours.....	Kent.....N.B	13 55	18 75		
Bonshaw.....	Queen's.....P.E.I	86 46	34 50	2 25	3 75

d Summer office. a Opened 1-9 06. b Opened 15-6-'06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bonville.....	Stormont.....O	57 97	18 75		
Bonwell.....	Queen's.....P.E.I	12 00	18 75		
Bookton.....	Norfolk.....O	110 81	55 00		3 75
Boom Road.....	Northumberland.....N.B	60 67	18 75		
Booth.....	Pontiac.....Q	42 58	30 00		
Boothville.....	Grey, S.R.....O	45 76	22 50		
Bord à Plouffe.....	Laval.....Q	62 95	18 75	2 25	
Bordeaux.....	Laval.....Q	99 80	56 25		3 75
Bord à Plouffe West.....	Laval.....Q	12 75	18 75		
Bord de l'Eau.....	Portneuf.....Q	14 21	18 75		
Borromée.....	Russell.....O	2 00	18 75		
Boscobel.....	Shefford.....Q	85 70	36 00		3 75
Boscunvis.....	Assa-East.....Sask	24 62	18 75		
Boskung.....	Victoria & Haliburton.....O	17 55	18 75		
Boston.....	Norfolk.....O	139 89	64 50		3 75
Boston Mills.....	Peel.....O	38 50	21 00		
Bosworth.....	Wellington, N.R.....O	37 20	21 25		
a Boswell.....	Kootenay.....B.C	12 00	2 08		
Borzegow.....	Strathcona.....Alta	67 00			
c Bosse.....	Victoria.....N.B	10 00			
Bothwell.....	King's.....P.E.I	29 88	18 75		
Bothwell Corners.....	Grey, N.R.....O	13 55	18 75		
Botreaux.....	Chateauguay.....Q	6 00	18 75		
Botsford Portage.....	Westmoreland.....N.B	14 00	18 75		
Boucherville.....	Thunder-Bay & Rainy- River.....O	23 00	18 75		
Bouchette Station.....	Wright.....Q	107 50	41 25		3 75
Bouc's Hill.....	Dundas.....O	130 52	68 00	6 00	6 25
Boudreau.....	Westmoreland.....N.B	25 75	18 75		
Boudreau Corners.....	Compton.....Q	13 00	18 75		
Boudreau Village.....	Westmoreland.....N.B	18 75	18 75		
Bougainville.....	Gaspé.....Q	10 25	18 75		
Boughton Island.....	King's.....P.E.I	8 75	18 75		
Boulardarie.....	North Cape Breton & Vic- toria.....N.S	30 50	18 75	3 00	
Boulardarie Centre.....	North Cape Breton & Vic- toria.....N.S	25 00	18 75		
Boulardarie East.....	North Cape Breton & Vic- toria.....N.S	20 45	18 75		
Boulardarie West.....	North Cape Breton & Vic- toria.....N.S	11 00	18 75		
Boulevard St Paul.....	Jacques Cartier.....Q	144 80	30 00		
Boulogne.....	Drum'nd & Arthabaska.....Q	19 75	18 75		
Boulter.....	Hastings, E.R.....O	61 41	22 50		
Boundary Creek.....	Westmoreland.....N.B	98 30	33 00	6 00	
Boundary, Presqu'Île.....	Carleton.....N.B	6 50	18 75		
Bourdeau.....	Parry Sound.....O	10 75	18 75		
Bourgeois.....	Kent.....N.B	18 75	18 75		
Bourg Louis.....	Portneuf.....Q	139 00	48 50		7 50
Bournival.....	Trois-Rivières & St-Mau- rice.....Q	29 00	18 75		
Bout de l'Isles.....	Laval.....Q	22 00	18 75		
Boutilier Point.....	Halifax.....N.S	32 65	18 75		
Bowell.....	Leeds.....O	18 00	18 75		
Bowell.....	Assa-W.....Alta	47 00	18 75		
Bowen Island.....	Comox Atlin.....B.C	49 10	18 75		

a Opened 1-3-07. b Credit for new office not yet opened. c Opened 13-3-07.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bowesville.....	Russell..... O	85 50	31 50		
Bow Island.....	Alta..... Alta	43 71	21 00		
Bowling Green.....	Dufferin..... O	113 71	36 00		
Bown.....	Compton..... Q	41 50	22 50		
Bowood.....	Middlesex, N.R..... O	32 46	18 75		
Bowser Station.....	Halifax..... N.S	25 50	18 75		
Box Alder.....	Thunder Bay & Rainy River..... O	31 19	18 75		
Boxall.....	Elgin, W.R..... O	24 27	18 75		
Box Grove.....	York, C.R..... O	49 80	29 00		
Boyd.....	Renfrew, N.R..... O	51 00	21 00		
Boyd's.....	Antigonishe..... N.S.	15 50	18 75		
Boyer.....	Bellechasse..... Q	34 00	18 75		
Boyle.....	Lincoln..... O	32 01	18 75		
Boyne.....	Halton..... O	30 45	18 75		
Boyne.....	Sunbury & Queen's, N.B	5 00	18 75		
Boyne Lake.....	Edmonton..... Alta	21 16	18 75		
Boynton.....	Stanstead..... Q	140 90	48 85	4 50	3 75
Bracken.....	Mégantic..... Q	14 87	18 75		
Brackenrig.....	Muskoka..... O	26 45	18 75		
a Brackendale.....	Comax, Atlin..... B.C	40 51	16 66		
Brackley Beach.....	Queen's..... P.E.I	36 00	18 75		
Brackley Point.....	Queen's..... P.E.I	19 48	18 75		
Brackley Point Road.....	Queen's..... P.E.I	4 00	18 75		
Bradford.....	Prince..... P.E.I	19 46	18 75		
Bradley.....	Bruce, S.R..... O	11 25	18 75		
Bradley Creek.....	Prescott..... O	16 00	18 75		
Bradshaw.....	Lambton, W.R..... O	66 23	40 00		3 75
Brae.....	Prince..... P.E.I	43 75	21 00		
Braie Lake.....	Parry Sound..... O	6 00	18 75		
Braemar.....	Oxford N.R..... O	117 75	49 50		3 75
Braenut.....	Carleton..... N.B	5 30	18 75		
Branc hLa Have.....	Lunenburg..... N.S	20 23	18 75		
Brancepeth.....	Humboldt..... Sask	33 43	f 41 25		
Branchton.....	Waterloo, S.R..... O	141 32	58 50		3 75
Brandon Hills.....	Brandon..... M	26 13	18 75		
Brandy Creek.....	Norfolk..... O	22 20	18 75		
Bransfield.....	Northumberland... N.B	23 93	18 75		
Brant.....	Calgary..... Alta	286 05	70 50	2 25	7 50
Brantville.....	Northumberland... N.B	9 20	18 75		
Brass Hill.....	Shelburne & Queen's, N.S	72 90	36 00		3 75
c Bratt Lake.....	Qu'Appelle..... Sask	20 22	18 75		
Bray's Crossing.....	Russell..... O	12 50	18 75		
Brazil Lake.....	Yarmouth..... N.S	69 67	30 00	2 25	
Breadalbane.....	Glengarry..... O	17 50	18 75		
Breault Mill.....	Nicolet..... Q	23 00	18 75		
Breau Village.....	Kent..... N.B	25 00	18 75		
Brèche à Manon.....	Gaspé..... Q	40 30	18 75		
Brechin.....	Nanaimo..... B.C	100 32	18 75		
Brenbury.....	Assa, East..... Sask	56 55	18 75		
b Brennan Harbour.....	Algoma, E.R..... Ont	76 70	18 20		
Brentha.....	Nipissing..... O	23 38	18 75		
Brenton.....	Yarmouth..... N.S	21 00	18 75		
Brentwood.....	Simcoe, N.R..... O	111 00	37 50		3 75
Brentwood.....	Colchester..... N.S	36 41	18 75		
Bresaylor.....	Sask..... Sask	149 80	28 50		
Brewer's Mills.....	Frontenac..... O	111 66	45 00		3 75

f Including \$15 night allowance.

a Opened 1-8-06. b Opened 9-7-06. c Opened 1-5-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brewer's Mills.....	York..... N.B.	17 00	18 75		
Brewster.....	Huron, S.R..... O	19 41	18 75		
Brice Hill.....	Grey, E.R..... O	12 00	18 75		
Brickley.....	Northumberland, E.E. O	60 75	25 50		
Brickton.....	Annapolis..... N.S	87 00	30 00		
Bridge Creek.....	Portage la Prairie..... M	15 00	18 75		
Bridgedale.....	King's and Albert..... N.B	17 50	18 75		
Bridge-End.....	Glengarry..... O	65 30	31 50		
Bridgenorth.....	Peterborough, W.R..... O	172 52	76 00		7 50
Bridgeport.....	Waterloo, N.R..... O	260 00	76 50		7 50
Bridgeville.....	Gaspé..... Q	54 16	18 75		
Briercrest.....	Assa, West..... Sask	65 84	18 75		
Brierwood.....	Brandon..... M	25 00	19 50		
Brigg's Corner.....	Sunbury & Queen's..... N.B	41 70	18 75		
Brigham.....	Brome..... Q	182 12	97 50	8 25	7 50
Brighton.....	Digby..... N.S	129 55	63 50		3 75
Brightside.....	Lanark, N.R..... O	17 95	18 75		
a Brightview.....	Strathcona..... Alta	29 60	4 16		
Briley's Brook.....	Antigonishe..... N.S	21 21	18 75		
Brinkman's Corners.....	Bruce, N.R..... O	28 70	18 75		
Brinsley.....	Middlesex, N.R..... O	126 29	66 00		6 25
Brisbane.....	Wellington, S.R..... O	29 50	18 75	3 75	
Brisco.....	Kootenay..... B.C	52 32	18 75		
Bristol.....	King's..... P.E.I	102 82	45 00		3 75
Bristol Mines.....	Pontiac..... Q	64 66	24 00		
Bristol Ridge.....	Pontiac..... Q	59 90	27 00		
Britainville.....	Algoma, E.R..... O	12 25	18 75		
Britannia.....	Peel..... O	62 50	27 00		
Britannia Bay.....	Carleton..... O	160 80	51 00		3 75
Britannia Mills.....	Bagot..... Q	25 73	18 75		
Briton Cove.....	North Cape Breton & Vic- toria..... N.S	36 05	23 75		
Britonville.....	Terrebonne..... Q	17 00	18 75	2 25	
Britton.....	Perth, N.R..... O	103 96	45 00		3 75
Broadbent.....	Parry-Sound..... O	52 00	29 00		
Broad Cove (Lunenburg).....	Lunenburg..... N.S	61 78	25 50		
Broad Cove Chapel.....	Inverness..... N.S	30 56	18 75	2 25	
Broad Cove Marsh.....	Inverness..... N.S	4 00	18 75		
Broadlands.....	Bonaventure..... Q	31 98	18 75	2 25	
Broadway.....	Pictou..... N.S	20 50	18 75		
Brock Road.....	Ontario, S.R..... O	31 42	18 75		
Brocksden.....	Perth, N.R..... O	24 52	18 75		
Brookton.....	Prince..... P.E.I	5 25	18 75		
Brookway.....	York..... N.B	44 75	18 75		
Brodeur.....	Rouville..... Q	25 05	18 75		
Brodhagen.....	Perth, S.R..... O	125 58	46 50		3 75
Brodie.....	Glengarry..... O	64 71	27 00		
Brokenhead.....	Selkirk..... M	20 65	18 75		
Broken Shell.....	Qu'Appelle..... Sask	36 48	18 75		
Brome Centre.....	Brome..... Q	56 55	24 00		
Bromley.....	Renfrew, N.R..... O	43 40	18 75		
Bromley Line.....	Renfrew, N.R..... O	47 42	22 50		
Brompton.....	Richmond and Wolfe..... Q	23 61	18 75		
Bronson.....	Hastings, E.R..... O	22 00	18 75		
Brookbury.....	Compton..... Q	18 20	18 75		
Brookdale.....	Cumberland..... N.S	22 52	18 75		
Brookdale.....	Labelle..... Q	73 21	33 75		3 75
Brooke.....	Lanark, S.R..... O	58 03	21 00		

† Including \$5 night allowance. a Opened 1-2-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brookfield	Queen's.....P.E.I.	44 50	25 50		
Brookfield Station.....	Welland.....O	254 28	85 00		7 50
Brookholm.....	Grey, N.R.....O	271 90	105 00	3 75	11 25
Brookland.....	Pictou.....N.S.	12 25	18 75		
Brooklet.....	Huntingdon.....Q	46 79	25 50		
Brooklyn.....	King's.....P.E.I.	27 45	18 75	0 75	
Brooklyn.....	Yarmouth.....N.S.	37 98	18 75		
Brooklyn Corner.....	King's.....N.S.	87 82	37 00		2 50
Brooklyn Road.....	Westmoreland.....N.B.	20 00	18 75		
Brookside.....	Northumberland, W.R.O	30 28	18 75		
Brookside.....	Halifax.....N.S.	8 50	6 25		
Brookside.....	Assa., East.....Sask	34 75	18 75		
Brooks Station.....	Calgary.....Alta	173 32	58 50		3 75
Brookton.....	King's and Albert.....N.B.	4 25	18 75		
Brookvale.....	Sunbury & Queen's.....N.B.	17 55	18 75		
Brookvale.....	Halifax.....N.S.	24 50	18 75		
Brook Village.....	Inverness.....N.S.	112 63	157 00	12 00	3 75
Brookville.....	Cumberland.....N.S.	26 60	18 75		
Brookville.....	Pictou.....N.S.	4 75	18 75		
Brookville.....	Carleton.....N.B.	13 00	18 75		
Brookville Station.....	St. John.....N.B.	270 50	100 50		11 25
Broomhill.....	Souris.....M	49 50	28 50		
Brombury.....	Mackenzie.....Sask	17 67	14 58		
Brophy's.....	Antigonishe.....N.S.	6 50	18 75		
Brosseau.....	Edmonton.....Alta	73 89	18 75		
Brosseau Station.....	Laprairie & Napierville.Q	31 36	19 50		
Brotherston.....	Perth, N.R.....O	1 00	18 75		
Broughdale.....	Middlesex, E.R.....O	23 00	18 75		
Brouseville.....	Grenville.....O	92 50	40 50		3 75
Brown.....	Lisgar.....M	30 00	18 75		
Brownfield.....	Strathcona.....Alta	10 00	2 08		
Brown Hill.....	York, N.R.....O	134 45	56 25	2 25	3 75
Brown Hill.....	Stanstead.....Q	22 50	18 75		
Brownleigh Place.....	Drummond & Arthurs.....Q	21 48	18 75		
Brown's Brae.....	Muskoka.....O	97 50	30 00		
Brown's Brook.....	Cumberland.....N.S.	26 40	18 75		
Brown's Corners.....	York, C.R.....O	94 36	18 75		
Brown's Flats.....	King's & Albert.....N.B.	86 96	31 50		
Brown's Mountain.....	Antigonishe.....N.S.	3 00	18 75		
Brownsville.....	Pictou.....N.S.	21 75	18 75		
Brownsville.....	King's & Albert.....N.B.	14 00	18 75	7 50	
Bru.....	Souris.....M	213 95	96 00		7 50
Brudenell.....	Renfrew, S.R.....O	151 95	64 50		3 75
Brudenell.....	King's.....P.E.I.	21 00	18 75		
Bruderheim.....	Edmonton.....Alta	73 70	22 50		
Brûlé.....	Colchester.....N.S.	31 75	18 75		
Brûlé Shore.....	Colchester.....N.S.	30 56	18 75		
Brunner.....	Perth, N.R.....O	93 20	33 00		3 75
Bruno.....	Humboldt.....Sask	218 18	48 90		2 50
Brunswick.....	Durham.....O	22 50	18 75		
Brunkild.....	Macdonald.....M	100 48	31 50		
Bruxelles.....	Macdonald.....M	55 97	24 00		
Bryanston.....	Middlesex, E.R.....O	92 60	42 00		3 75
Brynton.....	Northumberland.....N.B.	85 00	33 00		3 75
Brymer.....	Victoria.....N.B.	7 75	14 83		
* Bryon Island.....	Gaspé.....Q		25 00		
Brysonville.....	Chateaugay.....Q	62 00	30 00		

a Opened 1-9-06. b Opened 1-12-06. c Closed 1-2-07. d Opened 1-3-07. † Including \$4.50 night allowance. †† Including \$6.40 night allowance. * Summer office.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Buchanan	Renfrew, N.R. O	6 25	18 75	.....	.....
Buckfield	Shelburne & Queen's.N.S.	10 50	18 75	.....	.....
Buck Lake	Frontenac. O	50 80	26 00	.....	.....
Buckland	Bellechasse. Q	100 38	42 50	.....	3 75
Bucklaw	North Cape Breton & Victoria. N.S.	13 00	†23 25	.....	.....
Buctouche Bay	Kent. N.B	17 10	18 75	.....	.....
Budd Mills	Renfrew, N.R. O	27 18	18 75	.....	.....
Buffalo	Assa. West. Sask	23 70	18 75	.....	.....
Buffalo Plains.	Assa. East. Sask	24 61	18 75	.....	.....
a Buffin	Qu'Appelle. Sask	58 23	18 75	.....	.....
Buford	Strathcona. Alta	44 60	18 75	.....	.....
Bulger	Renfrew, N.R. O	47 00	27 00	.....	.....
Buller	Victoria & Haliburton.O	9 00	18 75	.....	.....
Bull-Moose Hill	King's & Albert. N.B	10 00	18 75	.....	.....
Bullockville	Strathcona. Alta	31 61	30 00	.....	.....
Bull's Creek	Carleton. N.B	22 73	18 75	.....	.....
Bulstrode Station.	Drum'd & Arthabaska.Q	74 70	46 50	.....	3 75
Bulwer	Compton. Q	145 78	51 00	.....	†8 75
Bulyea	Assa. West. Sask	250 32	58 50	.....	3 75
Buncloidy	Souris. M	25 70	18 75	.....	.....
Bunessan	Grey, S.R. O	47 50	25 50	.....	.....
Bunesville	Mackenzie. Sask	23 89	18 75	.....	.....
Bungay	Queen's. P.E.I	23 75	18 75	.....	.....
Bunyan	Lambton, W.R. O	58 04	25 50	.....	.....
Burden	York. N.B	19 25	18 75	.....	.....
Bureau du Moulin	Bellechasse. Q	40 00	18 75	2 25	.....
Burgess Mines	Hastings, E.R. O	23 16	18 75	.....	.....
Burgoyne	Bruce, N.R. O	112 94	54 50	.....	3 75
d Burke	Inverness. N.S.	6 25	.....	.....	.....
Burk's Corners	Labelle. Q	23 95	18 75	.....	.....
Burleigh	Peterborough, E.R. O	28 15	18 75	.....	.....
Burleigh Falls	Peterborough, E.R. O	83 50	28 50	.....	.....
Burlington	Prince. P.E.I	23 46	18 75	.....	.....
Burlington	King's. N.S	33 39	18 75	3 75	.....
c Burnaby Lake	New Westminster. B.C	136 00	67 50	.....	7 50
Burnaby	Welland. O	75 42	66 50	.....	6 25
Burnbank	Marquette. M	122 58	44 00	2 25	2 50
Burnbrae	Northumberland, E.R. O	31 25	18 75	2 25	.....
Burnhamthorpe	Peel. O	100 33	40 50	.....	3 75
Burnhouse	Grey, N.R. O	19 94	18 75	.....	.....
Burnley	Northumberland, W.R. O	82 11	28 50	.....	.....
Burns	Perth, N.R. O	47 98	21 00	.....	.....
Burnside	Portage la Prairie. M	171 64	96 00	2 25	7 50
Burnside	Pictou. N.S	11 25	18 75	.....	.....
Burnside	Simcoe, E.R. O	8 00	18 75	.....	.....
Burnstown	Renfrew, S.R. O	94 50	39 00	5 25	3 75
Burnsville	Gloucester. N.B	108 96	52 50	.....	3 75
Burntchurch	Northumberland. N.B	136 51	48 00	.....	3 75
Burntcoat	Hants. N.S	17 87	18 75	.....	.....
Burnt Lake	Strathcona. Alta	17 74	22 25	.....	.....
Burnt Land Brook	Victoria. N.B	37 06	18 75	.....	.....
b Burquitlam	New Westminster. B.C	21 50	12 50	.....	.....
Burr	Humboldt. Sask	39 60	18 75	.....	.....
Burridge	Frontenac. O	75 89	31 50	.....	.....
Burrills Siding	Three-R. & St Maurice.Q	27 00	28 25	.....	.....

†Including \$4.50 night allowance. ‡Including \$5 arears rent.

a Late Long Creek. b Opened 1-10-06. c Late Burnaby. d Closed 7-9-06.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		§ cts.	§ cts.	§ cts.	§ cts.
Burriss.....	Thunder Bay and Rainy River.....O	39 80	21 00		
Burtch.....	Brantford.....O	100 55	35 00		2 50
Burton.....	Durham.....O	18 73	18 75		
Burton.....	Sunbury and Queen's N.B.	28 01	18 75		
Burton.....	Prince.....P.E.I	21 24	18 75		
Burton.....	Kootenay.....B.C	172 14	43 39		3 75
Burwell Road.....	Middlesex, W.R.....O	33 00	21 00		
Bury's Green.....	Victoria & Haliburton.O	6 94	18 75		
Bush Glen.....	Stormont.....O	15 20	18 75		
Bute.....	Mégantic.....Q	17 95	18 75		
Butler.....	Sunbury & Queen's N.B.	7 00	18 75		
Butterton.....	Assa, West.....Sask	17 50	18 75		
Buttonville.....	York, C.R.....O	84 98	54 00		3 75
Buxton.....	Kent, W.R.....O	144 29	56 25		3 75
Byng.....	Haldimand.....O	28 50	22 50		
Byng Inlet North.....	Parry Sound.....O	173 60	72 00		7 50
Byrnedale.....	Essex, N.R.....O		18 75		
Byrne's Road.....	King's.....P.E.I	14 39	18 75		
Byron.....	Middlesex, E.R.....O	175 00	75 00		7 50
CABANE Ronde.....	L'Assomption.....Q	20 24	18 75		
Cable Head.....	King's.....P.E.I	5 00	18 75		
Cable Head West.....	King's.....P.E.I	13 00	18 75		
Cache Creek.....	Yale & Cariboo.....B.C	75 00	37 50		3 75
Cacouna Sud.....	Témiscouata.....Q	5 30	25 00		
Caderette.....	Nipissing.....Q	13 77	18 75		
Cadmus.....	Durham.....O	139 94	67 50		6 25
Cadot.....	Montcalm.....Q	43 50	20 25		
Cesarea.....	Durham.....O	62 00	22 50		
Cahilty.....	Yale & Cariboo.....B.C	12 50	18 75		
Cahore.....	Stormont.....O	27 20	18 75		
Cailmount.....	Assa, East.....Sask	31 71	18 75		
Cain's Mountain.....	North Cape Breton & Vic- toria.....N.S	13 00	18 75		
Cain's River.....	Northumberland.....N.B	21 46	18 75	2 25	
Cainsville.....	Brant.....O	239 50	73 50		7 50
Caintown.....	Brookville.....O	178 80	64 50	2 25	3 75
Cairgorm.....	Middlesex, W.R.....O	53 31	28 50		
Cairnside.....	Châteauguay.....Q	64 40	27 00		
Caistor Centre.....	Lincoln.....O	104 47	33 00		
Calder.....	Middlesex, W.R.....O	8 25	18 75		
Calderwood.....	Grey, S.R.....O	72 75	38 00		2 50
Caldwell.....	Peel.....O	17 90	18 75		
Caldwell.....	Pontiac.....Q	102 65	36 00		3 75
Caldwell.....	Alta.....Alta	119 99	37 00		1 25
Caldwell's Mills.....	Lanark, N.R.....O	147 21	69 00		6 25
Caledonia.....	Guysborough.....N.S	71 95	40 50	2 25	
Caledonia.....	Queen's.....P.E.I	66 71	30 00	1 25	
Caledonia Mills.....	Antigonish.....N.S	17 00	18 75		
Caledonia Settlement.....	King's & Albert.....N.B	8 25	18 75		
Calhoun.....	Westmoreland.....N.B	92 25	36 00		
California.....	Victoria.....N.B	9 00	18 75		
Calmar.....	Strathcona.....Alta	73 15	39 00	6 00	3 75
Calmar.....	Mégantic.....Q	77 47	18 75		
Calton.....	Elgin, E.R.....O	87 99	39 00		3 75

† Including \$7.39 night allowance.

† Including \$9 night allowance.

‡ Summer office.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Calvert	Middlesex, W.R. O	25 20	18 75		
Calvin	Nipissing	26 69	18 75		
a Call Mill	Brome	13 00	6 25		
Camborne	Northumberland, W.R.O.	47 50	28 50		
Cambria	Argenteuil	60 50	27 00		
Cambridge	Russell	36 70	18 75		
Cambridge	Sunbury & Queen's .. N.B	99 00	46 50	16 50	3 75
Cambridge	Hants	47 28	18 75		
Cambridge Road	King	23 55	18 75		
Camden	Colchester	20 73	18 75		
Camel Chute	Renfrew, S.R. O	53 95	18 75		
Cameron	Victoria & Haliburton, O	129 12	48 00		3 75
Cameron's Mills	Kent	13 44	18 75		
Cameron Settlement	Guysborough	9 45	18 75		
Camilla	Dufferin	135 25	48 00	6 75	3 75
Campania	Dufferin	8 30	18 75		
Campbell	Inverness	49 42	22 50		
Campbell Creek	Yale & Caribou	24 95	18 75		
a Campbell Lake	Strathcona	15 00	6 25		
Campbell Mountain	Inverness	11 25	18 75		
Campbell's Bay	Pontiac	500 51	204 00	7 20	22 50
Campbell's Corner	Mégantic	48 40	22 50		
Campbell's Cove	King's	25 00	18 75		
Campbell's Cross	Peel	78 98	33 75		3 75
Campbell Settlement	York	27 21	18 75		
Campbellton	Elgin, W.R. O	41 82	18 75		
Campden	Lincoln	198 80	69 00		7 50
Camperdown	Grey, E.R. O	78 69	40 50		3 75
Camperdown	Lunenburg	5 00	18 75		
Camperville	Marquette	200 80	43 50		3 75
Camp McKinney	Yale & Caribou	32 75	18 75		
Canaan	Yarmouth	5 00	18 75		
Canaan	King's	46 02	21 00		
Canaan	Russell	32 98	28 00		
Canaan Station	Westmoreland	43 57	21 00	15 00	
Canada Creek	King's	27 43	18 75		
Canard	King's	95 40	48 00		3 75
Canard River	Essex, N.R. O	39 50	22 50		
Canboro'	Haldimand	212 51	81 00		7 50
Cannamore	Stormont	105 58	46 50		3 75
Cannes	Richmond	95 30	37 50		3 75
Cannifton	Hastings, E.R. O	171 65	68 00		6 25
Canning	Oxford, N.R. O	30 75	18 75		
Canobie	Gloucester	11 00	18 75		
Canoe Cove	Queen's	24 66	18 75		
Canoe Lake	South Cape Breton .. N.S	6 00	18 75		
Canous	Charlotte	10 20	18 75		
Cantal	Assa, East	35 55	18 75		
Cante	Témiscouata	76 45	37 50		3 75
Canterbury	Compton	17 00	18 75		
Cantin	Lévis	20 98	18 75		
Cantley	Wright	120 65	37 50	9 00	3 75
Canton	Durham	86 05	39 00		3 75
Canton Taché	Chicoutimi & Saguenay Q	43 20	18 75		
Canuta	Two Mountains	16 00	18 75		
Canyon	Strathcona	28 00	24 25		
Cap à la Baleine	Rimouski	15 00	127 75		

a Opened 1-1-07.

e Including \$18 night allowance.

† Including \$9 night allowance.

7-8 EDWARD VII. A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cap à l'Aigle	Charlevoix.....Q	216 20	+97 00	2 25	7 50
Cap aux Corbeaux	Charlevoix.....Q	8 08	+27 75		
Cap au Renard.....	Gaspé.....Q	17 25	18 75		
Cap aux os.....	Gaspé.....Q	29 70	18 75		
Cap d'Espoir.....	Gaspé.....Q	149 79	58 50		3 75
Cap des Rosiers.....	Gaspé.....Q	30 08	22 25		
Cape Augnet.....	Richmond.....N.S	14 25	18 75		
Cape Chin.....	Bruce, N.R.....O	25 98	18 75		
Cape Croker.....	Bruce, N.R.....O	18 30	18 75		
Cape Dauphin.....	N. Cape Breton & Vic- toria.....N.S	15 98	18 75		
Cape de Moisselle Creek.....	King's & Albert.....N.B	23 50	18 75		
Cape d'Or.....	Cumberland.....N.S	250 90	31 50		3 75
Cape Egmont.....	Prince.....P.E.I	12 46	18 75		
Cape Enrage.....	King's & Albert.....N.B	14 95	18 75		
Cap Fourchu.....	Yarmouth.....N.S	61 00	25 00		
Cape George.....	Antigonishe.....N.S	16 50	18 75		
Cape George Harbour.....	Richmond.....N.S	12 20	18 75		
Cape Negro.....	Shelburne & Queen's.N.S	63 95	26 25	3 00	
Cape Negro Island.....	Shelburne & Queen's.N.S	21 42	18 75		
Cape Rich.....	Grey, N.R.....O	9 50	18 75		
Cape Sable Island.....	Shelburne & Queen's.N.S	53 85	24 00		
Cape Sable Island, S side.....	Shelburne & Queen's.N.S	123 45	57 00		3 75
Cape Scott.....	Comox Atlin.....B.C	29 25	18 75		
Cape Spear.....	Westmoreland.....N.B	23 25	18 75		
Cape Station.....	King's & Albert.....N.B	50 00	22 50		
Cape Tormentine.....	Westmoreland.....N.B	100 45	37 50	3 00	3 75
Cape Wolfe.....	Prince.....P.E.I	34 25	18 75		
Cap La Ronde.....	Richmond.....N.S	10 50	18 75		
Cap Rouge.....	Inverness.....N.S	5 41	18 75		
Cap St Ignace, Station.....	Montmagny.....Q	140 47	67 50		7 50
Cap St Martin.....	Laval.....Q	27 05	18 75	9 00	
Capstick.....	Nth. Cape Breton & Vic- toria.....N.S	12 25	18 75		
Capucins.....	Rimouski.....Q	57 48	+25 75		
Carbon.....	Calgary.....Alta	282 70	87 00		7 50
Carden.....	Victoria & Haliburton.O	11 50	18 75		
Cardinal.....	Macdonald.....Man	32 00	4 16		
Cardross.....	King's.....P.E.I	8 75	18 75		
Carholme.....	Norfolk.....O	43 12	21 00		
Cariboo Gold Mines.....	Halifax.....N.S	32 00	60 00		6 25
Cariboo Island.....	Pictou.....N.S	6 50	18 75		
Cariboo Islands.....	Chicoutimi & Saguenay.Q	11 25	+31 25		
Cariboo Marsh.....	South Cape Breton.....N.S	13 50	18 75		
Cariboo River.....	Pictou.....N.S	18 50	18 75		
Carillon.....	Argenteuil.....Q	230 50	*166 00	22 50	7 50
Carleton.....	Prince.....P.E.I	39 00	21 00		
Carleton.....	Yarmouth.....N.S	162 64	58 50	2 25	3 75
Carleton Village.....	Shelburne & Queen's.N.S	10 00	18 75		
Carlin Corners.....	Argenteuil.....Q	5 00	18 75		
Carling.....	Ferry Sound.....O	17 00	18 75		
Carlingford.....	Victoria.....N.B	10 50	18 75		
Carlisle.....	Wentworth.....O	152 80	61 50		3 75
Carlisle.....	Carleton.....N.B	23 50	18 75		
Carlow.....	Huron, W.R.....O	106 68	48 75		3 75
Carlow.....	Carleton.....N.B	19 05	18 75		

‡ Including \$25 special salary allowance. † Including \$4.50 night allowance. †† Including \$12.50 night allowance, \$5 of which is arrears. * Including \$25 special salary allowance and \$45 night allowance. ‡ Opened 1-2-07. § Summer Office. ‡ Including \$9 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Carlowrie.....	Provencher.....M	20 60	18 75		
Carlton.....	Sask.....Sask	19 12	18 75		
Carluke.....	Wentworth.....O	66 15	37 50		
Carlyon.....	Simcoe, E.R.....O	18 16	18 75		
cCarmangay.....	Alberta.....Alta	10 00	2 08		
Carmansville.....	Lennox & Addington..O	13 25	18 75		
Carmel.....	Northumberland, W.R.O	10 00	18 75		
Carmel.....	Drum'nd & Arthabaska Q	154 17	78 75	7 50	7 50
Carmi.....	Yale & Caribou.....B.C	5 45	18 75		
Carmanunock.....	Perth, S.R.....O	21 16	18 75		
Carnegie.....	Brandon.....M	159 36	63 75		3 75
Carnarvon.....	Victoria & Haliburton.O	117 61	51 00		3 75
Carnoustie.....	Assa. East.....Sask	18 34	18 75		
aCaron.....	Chicoutimi & Saguenay Q	10 00	14 58		
Caron Brook.....	Victoria.....N.B	81 74	33 75	2 25	3 75
Carpenter.....	Sunbury & Queen's..N.B	23 73	18 75		
Carr.....	Parry Sound.....O	11 68	18 75		
Carroll.....	Pontiac.....Q	11 00	18 75		
Carroll's Corners.....	Halifax.....N.S	19 00	18 75		
Carroll's Crossing.....	Northumberland.....N.B	37 42	18 75		
Carr's Brook.....	Colchester.....N.S	40 15	+30 00		
d Carrot River.....	Humboldt.....Sask	12 00	2 08		
Carrville.....	York, W.R.....O	53 05	24 00		
Carson.....	Yale & Caribou.....B.C	124 50	55 50		3 75
Carsonby.....	Carleton.....O	70 62	27 00		
Carsonville.....	King's & Albert.....N.B	10 45	18 75		
Carswell.....	Renfrew, S.R.....O	43 00	21 00		
Carthage.....	Perth, N.R.....O	86 50	40 50		3 75
Carter's Point.....	King's & Albert.....N.B	21 75	18 75		
Carterton.....	Algoma, W.R.....O	20 50	18 75		
Cartier.....	Beauharnois.....Q	10 20	18 75	2 25	
Cartierville.....	Jacques Cartier.....Q	90 64	33 00		3 75
Carvell.....	Carleton.....N.B	15 73	18 75		
Casault.....	Montmagny.....Q	17 00	18 75		
Cascades.....	Wright.....Q	116 00	45 00		3 75
Cascades Point.....	Soulanges.....Q	158 36	52 50		3 75
Cashel.....	York, C.R.....O	55 48	24 00		
Cashion's Glen.....	Glengarry.....O	11 00	18 75		
Cashmere.....	Middlesex, W.R.....O	27 39	19 50		
Cashtown.....	Simcoe, N.R.....O	41 48	21 00		
Cass Bridge.....	Dundas.....O	99 20	31 50		
Cashum.....	Prescott.....O	45 06	21 00		
Cassel.....	Oxford, N.R.....O	128 22	42 00		3 75
Cassilis.....	Northumberland.....N.B	32 28	18 75		
Cassville.....	Stanstead.....Q	21 90	18 75		
Castalia.....	Charlotte.....N.B	88 50	34 50		3 75
Castaway.....	Sunbury & Queen's..N.B	5 53	18 75		
Castile.....	Renfrew, N.R.....O	10 25	18 75		
Castleavery.....	Marquette.....M	18 16	18 75		
b Castle Bay.....	N. Cape B. & Vic...N.S	25 91	18 75		
Castlebar.....	Drum'nd & Arthabaska, Q	30 00			
Castlederg.....	Peel.....O	68 00	31 50		
Castleford.....	Renfrew, S.R.....O	69 19	22 50		
Castleford Station.....	Renfrew, S.R.....O	68 10	24 00	9 00	
Castlegar.....	Kootenay.....B.C	145 05	48 00		3 75
Castlemore.....	Peel.....O	51 19	21 00		
Castlereagh.....	Colchester.....N.S	14 15	18 75		

c Opened 1-3-07. a Opened 1-9-06. b Late Amaguadus Pond. d Opened 1-3-07. † Including \$7.50 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		§ cts.	§ cts.	§ cts.	§ cts.
Catalone.....	South Cape Breton...N.S	9 00	18 75	6 00	
Catalone Gut.....	South Cape Breton...N.S	13 50	18 75		
Catalone Road.....	South Cape Breton...N.S	12 00	18 75		
Cataract.....	Peel.....O	67 93	45 00		3 75
Catchacoma.....	Peterborough, W.R....O	92 48	21 00		
Cateville.....	Assa. East.....Sask	13 75	18 75	2 25	
Cathcart.....	Brant.....O	174 23	70 50		7 50
Caughnawaga.....	Laprairie & Napierville,Q	290 31	111 00		11 25
a Cavalier.....	Sask.....Sask	15 16	10 41		
Cavan.....	Durham.....O	157 36	69 00		6 25
Cavendish.....	Queen's.....P.E.I	53 40	24 00		
Cavignac.....	Bagot.....Q	30 95	18 75		
Cawood.....	Pontiac.....Q	22 18	18 75		
Caxton.....	Three R. & St. Maurice,Q	7 00	18 75		
Cazaville.....	Huntingdon.....Q	193 32	86 25		7 50
Cecebe.....	Parry Sound.....O	27 10	18 75		
Cecil.....	Humboldt.....Sask	40 14	18 75	3 00	
Cedar.....	Nanaimo.....B.C	11 90	18 75		
Cedar Bridge.....	Leeds.....O	6 00	18 75		
Cedar Camp.....	King's & Albert...N.B	3 00	18 75		
Cedar Grove.....	York, C.R.....O	86 19	39 00		3 75
Cedar Hill.....	Lanark, N.R.....O	34 29	18 75		
Cedar Lake.....	Digby.....N.S	33 90	18 75		
Cedar Lake.....	Mackenzie.....Sask	24 55	18 75		
Cedar Mills.....	Peel.....O	10 00	18 75		
Cedars Station.....	Soulanges.....Q	24 00	18 75		
Cedoux.....	Qu'Appelle.....Sask	11 50	18 75		
Centennial.....	Inverness.....N.S	15 50	18 75		
Central.....	Frontenac.....O	7 00	18 75		
Central Argyle.....	Yarmouth.....N.S	72 00	43 50		3 75
Central Bedeque.....	Prince.....P.E.I	156 80	54 00	3 00	3 75
Central Blissville.....	Sunbury & Queen's...N.B	109 76	43 50		3 75
Central Cambridge.....	Sunbury & Queen's...N.B	18 83	18 75		
Central Chebogue.....	Yarmouth.....N.S	34 75	18 75		
Central Clarence.....	Annapolis.....N.S	59 34	30 00		
Central Grove.....	Digby.....N.S	26 75	24 75		
Central Hampstead.....	Sunbury & Queen's...N.B	89 40	39 00	3 75	3 75
Central Haynesville.....	York.....N.B	18 88	18 75		
Central Keswick-Ridge.....	York.....N.B	15 80	18 75		
Central Kingsclear.....	York.....N.B	38 20	18 75		
Central New-Annan.....	Colchester.....N.S	52 68	18 75		
Central North-River.....	Colchester.....N.S	11 75	18 75		
Central Norton.....	King's & Albert...N.B	12 60	18 75		
Central Onslow.....	Colchester.....N.S	65 00	27 00		
Central Waterville.....	York.....N.B	18 66	18 75		
Central Wood Harbour.....	Shelburne & Queen's,N.S	21 53	18 75		
Centre Acadie.....	Kent.....N.B	22 75	18 75		
Centre Augusta.....	Grenville.....O	9 35	18 47		
Centre Nappan.....	Northumberland...N.B	10 00			
Centredale.....	Pictou.....N.S	13 07	18 75		
Centre Dummer.....	Peterboro, E.R....O	16 06	18 75		
Centre Hampton.....	King's & Albert...N.B	11 00	18 75		
Centre Musquodoboit.....	Halifax.....N.S	99 26	29 00		3 75
Centreton.....	Northumberland, W.R.O	123 60	60 00		3 75
Centreton.....	King's & Albert...N.B	4 25	18 75		
Centre Village.....	Westmoreland...N.B	10 00	18 75		
Centreville.....	Digby.....N.S	207 05	99 06		7 50
Centreville East.....	Inverness.....N.S	24 50	18 75		

a Late Calvinton; opened 1-11-'06. † Including \$6 night allowance. c Credit for new office not yet opened.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chacoura.....	Maskinongé.....	Q 7 25	18 75		
Chaffey's Locks.....	Leeds.....	O 274 71	120 00		11 25
Chailley.....	Strathcona.....	Atla 7 00	2 08		
Chamberlain.....	Assa, West.....	Sask 248 24	55 50		3 75
Chambers.....	Lennox & Addington.....	O 33 00	18 75		
Chambers Settlement.....	King's & Albert.....	N.B. 0 10	18 75		
Chambord.....	Victoria.....	N.B. 27 50	18 75		
Chambord Junction.....	Chicoutimi & Saguenay.....	Q 146 70	52 50		3 75
Champigny.....	Quebec.....	Q 65 10	30 00		
Chance Harbour.....	St. John.....	N.B. 46 63	18 75		
Chance Harbour.....	Pictou.....	N.S. 7 20	18 75		
Chandonnet.....	Megantic.....	Q 18 95	18 75		
Chandos.....	Peterborough, E.R.....	O 21 30	18 75		
Channell.....	Brome.....	Q 47 25	18 75		
Chantelle.....	Montcalm.....	Q 5 00	18 75		
Chantler.....	Welland.....	O 78 46	33 00		
Chantry.....	Leeds.....	O 106 54	63 75		3 75
Chaplin.....	Assa, East.....	Sask 67 00			
Chaplin.....	Halifax.....	N.S. 14 50	18 75		
Chapman.....	Hastings, E.R.....	O 40 18	25 50		
Chapman.....	Westmoreland.....	N.B. 35 73	18 75		
Chapman Settlement.....	Cumberland.....	N.S. 27 73	18 75		
Chard.....	Prescott.....	O 30 98	18 75		
Chapple.....	Thunder Bay & Rainy- River.....	O 12 50	18 75		
Charlecote.....	Durham.....	O 35 00	18 75		
Charlemont.....	Lambton, W.R.....	O 10 25	22 50		
Charlesbourg West.....	Quebec.....	Q 33 45	18 75		
Charleston.....	Brockville.....	O 108 25	39 00		3 75
Charleston.....	Carleton.....	N.B. 0 50	18 75		
Charleston.....	Shelburne & Queen's.....	N.S. 15 98	18 75		
Charleville.....	Grenville.....	O 21 00	18 75		
Charles Cove.....	Guysborough.....	N.S. 49 50	21 00		
Charlo Station.....	Restigouche.....	N.B. 182 45	78 00	3 75	7 50
Charnwood.....	King's.....	P.E.I. 11 00	18 75		
Charrington.....	Compton.....	Q 6 75	18 75		
Charteris.....	Pontiac.....	Q 46 17	22 50	6 00	
Chartersville.....	Westmoreland.....	N.B. 5 25	18 75		
Chartrand.....	Russell.....	O 34 00	18 75		
Chase Corners.....	Peterboro, E.R.....	O 38 03	31 50		
Chaswood.....	Halifax.....	N.S. 83 55	39 00		3 75
Chatboro'.....	Argenteuil.....	Q 12 50	18 75		
Chater.....	Brandon.....	M 99 05	61 50		3 75
Chatfield.....	Dauphin.....	M 35 85	18 75	0 50	
Chatillon.....	Yamaska.....	Q 56 09	18 75		
Chatterton.....	Hastings, W.R.....	O 38 15	18 75		
Chaudiere Basin.....	Levis.....	Q 31 23	37 50		2 50
Chaudiere Mills.....	Levis.....	Q 171 68	63 00		3 75
Chaudiere Station.....	Levis.....	Q 78 56	18 75		
Chaumont.....	Lotbinière.....	Q 24 20	18 75		
Cheadle.....	Calgary.....	Alta 79 80	43 50		3 75
Cheam.....	New Westminster.....	B.C. 27 00	18 75		
Chebogue Point.....	Yarmouth.....	N.S. 24 00	18 75		
Cheldar.....	Victoria & Haliburton.....	O 19 25	18 75		
Chedoke.....	Wentworth.....	O 34 00	18 75		
Cheggoggin.....	Yarmouth.....	N.S. 40 50	18 75		
Chellwood.....	Sask.....	Sask 54 00	24 00		
Chellinsford.....	Northumberland.....	N.B. 49 46	21 00		

l Opened 1-3-'07. e Credit for New office not yet opened.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chelsea.....	Lunenburg..... N.S	23 95	18 75	.....	.....
Chelsea Green.....	Middlesex, E.R..... O	52 20	37 50	.....	.....
Chelton.....	Prince..... P.E.I	15 20	18 75	.....	.....
Chemical Road.....	King's & Albert..... N.B	13 00	18 75	.....	.....
Chemin Taché.....	Témiscouata..... Q	123 00	54 00	.....	3 75
Cheney Settlement.....	King's & Albert..... N.B	2 75	18 75	.....	.....
Cheney Station.....	Russell..... O	55 39	24 00	.....	.....
Chenier.....	Wright..... Q	16 25	18 75	.....	.....
Chepstow.....	King's..... P.E.I	9 00	18 75	.....	.....
Chepstow.....	Bruce, S.R..... O	157 98	78 75	.....	7 50
Chering.....	Qu'Appelle..... Sask	22 00	18 75	.....	.....
Cherryfield.....	Lunenburg..... N.S	30 00	18 75	2 25	.....
Cherryfield.....	Westmoreland..... N.B	9 25	18 75	.....	.....
Cherry Grove.....	King's..... P.E.I	12 00	18 75	.....	.....
Cherry Grove.....	Middlesex, E.R..... O	20 23	18 75	.....	.....
Cherry Hill.....	Lunenburg..... N.S	36 25	18 75	.....	.....
Cherry Hill.....	King's..... P.E.I	10 00	18 75	.....	.....
Cherry River.....	Sherbrooke..... Q	47 00	18 75	.....	.....
Cherry Vale.....	Sunbury & Queen's..... N.B	24 75	18 75	.....	.....
Cherry Valley.....	Prince Edward..... O	139 20	69 00	.....	7 50
Cherry Valley.....	Queen's..... P.E.I	40 00	21 00	5 25	.....
Cherry Valley South.....	Queen's..... P.E.I	15 80	18 75	.....	.....
Cherrywood.....	Ontario, S.R..... O	85 19	34 50	.....	3 75
Chester.....	Carleton..... N.B	12 50	18 75	.....	.....
Chesterfield.....	Oxford, N.R..... O	256 19	96 00	.....	7 50
Chester Grant.....	Lunenburg..... N.S	20 12	18 75	.....	.....
Chester North.....	Drum'nd & Arthabaska Q	6 00	18 75	.....	.....
Chesterwold.....	Strathcona..... Alta	61 78	22 50	.....	.....
Chéticamp.....	Inverness..... N.S	10 08	18 75	.....	.....
Chezacut.....	Yale & Caribou..... B.C	7 47	18 75	.....	.....
Chichester.....	Pontiac..... Q	57 94	37 50	2 25	3 75
Chickney.....	Qu'Appelle..... Sask	11 00	41 25	.....	2 50
Chicot.....	Berthier..... Q	131 86	58 50	.....	3 75
Chigwell.....	Strathcona..... Alta	94 63	18 75	† 13 75	.....
Chilcoten.....	Yale & Caribou..... B.C	60 25	55 50	.....	3 75
Chimney Corner.....	Inverness..... N.S	9 65	18 75	.....	.....
China Creek.....	Kootenay..... B.C	48 19	18 75	.....	.....
China Point.....	Queen's..... P.E.I	15 33	18 75	.....	.....
Chipman.....	Edmonton..... Alta	172 34	† 44 08	20 82	2 50
Chipman's Brook.....	King's..... N.S	5 00	18 75	.....	.....
Chipman's Corners.....	King's..... N.S	24 75	18 75	.....	.....
Chippawa Hill.....	Bruce, N.R..... O	67 50	33 00	.....	.....
Chiselhurst.....	Huron, S.R..... O	58 12	25 50	.....	.....
Chisholm.....	Prince Edward..... O	55 60	31 50	.....	.....
Chiswick.....	Nipissing..... O	12 00	18 75	.....	.....
Chlorydormes.....	Gaspé..... Q	42 58	† 39 00	.....	.....
Chocolate Cove.....	Charlotte..... N.B	25 00	18 75	.....	.....
Chortitz.....	Provencier..... M	69 79	27 00	.....	.....
Christian Island.....	Muskoka..... O	52 75	21 00	.....	.....
Christies.....	York..... N.B	18 75	18 75	.....	.....
Christieville.....	Argenteuil..... Q	50 35	25 50	.....	.....
Christina.....	Middlesex, W.R..... O	40 82	21 00	.....	.....
Christy's Lake.....	Lanark, S.R..... O	26 90	18 75	.....	.....
Chrysotile.....	Richmond & Wolfe..... Q	62 50	18 75	.....	.....
Church Hill.....	King's & Albert..... N.B	18 00	18 75	.....	.....
Churchill.....	Prince..... P.E.I	12 10	18 75	3 75	.....
Church Over.....	Shelburne & Queen's..... N.S	33 50	21 00	.....	.....

† Including \$12 night allowance. ‡ Including \$2.50 arrears forward. †† Including \$9.58 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Church Street.....	King's.....N.S	134 47	48 00		3 75
Churchville.....	Peel.....O	60 30	26 25		
Churchville.....	Pictou.....N.S	20 73	18 75		
Chute aux Bleuets.....	Labelle.....Q	61 33	18 75		
Chutes Peribonka.....	Chicoutimi & Saguenay Q	20 26	18 75		
Chute Ste. Ursule.....	Maskinongé.....Q	14 50	18 75		
City View.....	Carleton.....O	102 81	41 35		3 75
Clachan.....	Kent, E.R.....O	172 80	75 00		7 50
Clair.....	Humboldt.....Sask	87 93	* 35 28		
Clairvaux de Bagot.....	Bagot.....Q	63 75	30 00		
Clairvaux de Charlevoix.....	Charlevoix.....Q	16 12	18 75		
Clairville.....	Kent.....N.B	25 25	18 75		
Clam Bay.....	Halifax.....N.S	12 75	18 75		
Clam Harbour.....	Halifax.....N.S	86 37	39 00		3 75
Clam Point.....	Shelburne & Queen's.N.S	9 00	18 75		
Clanbrassil.....	Haldimand.....O	108 40	51 00		3 75
Clandeboyne.....	Selkirk.....M	67 05	27 00	6 00	
Clanricarde.....	Peterborough, E.R.....O	18 25	18 75		
Clapham.....	Mégantic.....Q	22 60	18 75	3 75	
Clappison's-Corners.....	Wentworth.....O	22 00	18 75		
Clare.....	Wellington, N.R.....O	9 75	20 12		
Claremont.....	Cumberland.....N.S	18 90	18 75		
Clarendon Station.....	Frontenac.....O	94 44	52 50		3 75
Clarendon Station.....	Sunbury & Queen's. N.B	81 70	31 50		
Clareview.....	Lennox & Addington..O	12 25	18 75		
Clarina.....	Peterborough, E.R.....O	34 75	18 75		
Clarkleigh.....	Dauphin.....M	23 18	21 00	15 00	
Clark's Corners.....	Sunbury & Queen's. N.B	16 35	18 75		
Clark's Crossing.....	Sask.....Sask	25 00	18 75		
Clark's Road.....	South Cape Breton..N.S	7 50	18 75		
Clarksville.....	Hants.....N.S	100 05	26 25		
Clarktown.....	Queen.....P.E.I	14 73	18 75		
Clarkstown.....	Russell.....O	0 30	20 25		
Clarkville.....	York.....N.B	8 65	18 75		
dClarkville.....	Edmonton.....Alta	8 00	2 68		
Claude.....	Peel.....O	89 50	33 00		
Claverhouse.....	Inverness.....N.S	8 80	18 75		
Clavering.....	Grey, N.R.....O	104 09	49 50		3 75
Claxton.....	Comox-Atlin.....B.C	58 94	32 00		
Clay Bank.....	Renfrew, S.R.....O	43 50	18 75		
Clayton.....	New Westminster...B.C	60 96	42 00		3 75
Clear Lake.....	Muskoka.....O	88 90	31 50		
Clearland.....	Lunenburg.....N.S	4 00	18 75		
Clear Springs.....	King's.....P.E.I	12 00	18 75		
Clear Springs.....	Provencher.....M	54 65	25 25		
Clear View.....	Carleton.....N.B	35 70	21 00		
Clearville.....	Kent, E.R.....O	59 45	22 50		
Cleland Corners.....	Yarmouth.....N.S	13 75	18 75		
Clement.....	Wright.....Q	22 63	18 75		
Clermont.....	Prince.....P.E.I	8 40	18 75		
Cleavelands.....	King's & Albert.....N.B	11 25	18 75		
Clifton.....	Gloucester.....N.B	63 78	31 00	2 25	2 50
Clifton.....	Colchester.....N.S	20 05	18 75		
Clinch's Mills.....	St. John.....N.B	62 75	25 50	3 75	
Clinton.....	Queen's.....P.E.I	33 75	18 75		
Clones.....	Sunbury & Queen's. N.B	18 50	18 75		
Clontarf.....	Renfrew, S.R.....O	28 75	18 75		
Cloudslee.....	Algoma, E.R.....O	17 80	18 75		

* Including \$16.53 night allowances, \$1.53 of which is arrears. d Opened 1-3-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clover Bar	Edmonton..... Alta	99 79	43 50		3 75
Cloverdale.....	Colchester..... N.S	8 00	18 75		
Cloverdale East.....	Carleton..... N.B	14 75	18 75		
Cloverdale.....	Carleton..... N.B	33 39	18 75		
Clover Hill.....	King's & Albert..... N.B	35 25	18 75		
Clover Valley.....	Bruce, S.R..... O	9 24	18 75		
Clover Valley.....	New Westminster..... B.C	12 48	18 75		
Cloverville.....	Antigonishe..... N.S	1 00	18 75		
Club Landing	Kootenay..... B.C	37 50	18 75		
Clumber.....	Assa. East..... Sask	18 51	18 75		
Clyde.....	Wentworth..... O	49 00	27 00		
aClyde.....	Edmonton..... Alta	25 00	16 66		
Clyde River.....	Queen's..... P.E.I	35 00	18 75		
Clyde's Corners.....	Huntingdon..... Q	22 75	18 75		
Clydesdale.....	Peterborough, E.R..... O	45 10	25 50		
Clyde Station.....	Queen's..... P.E.I	8 00	18 75		
Clydesdale.....	Colchester..... N.S	11 01	18 75		
Goody Settlement.....	Inverness..... N.S	1 25	18 75		
Coal Banks.....	Strathcona..... Alta	32 39	18 75		
Coal Branch Station.....	Pictou..... N.B	93 25	46 50	5 75	3 75
Coalburn.....	Pictou..... N.S	48 00	30 50		1 25
Coal Creek.....	Sunbury & Queen's..... N.B	63 66	27 00	3 75	
Coal Mines.....	Sunbury & Queen's..... N.B	6 20	18 75		
Coates' Mills.....	Kent..... N.B	28 25	18 75	2 25	
Cobble Hill.....	Middlesex, E.R..... O	16 00	18 75		
Coburn.....	York..... N.B	100 17	37 50		3 75
bCoburn.....	Nanaimo..... B.C	109 50	26 08		
Cocagne Cape.....	Kent..... N.B	18 69	18 75		
Cochran's Lake.....	South Cape Breton..... N.S	10 50	18 75		
Coddle's Harbour.....	Guysborough..... N.S	11 50	18 75		
Coffey's Corners.....	Huntingdon..... Q	18 41	18 75	3 00	
Coffinscroft.....	Shelburne & Queen's..... N.S	15 00	18 75		
Cognagun River.....	Hants..... N.S	23 98	18 75		
Colbeck.....	Dufferin..... O	36 36	31 00		
Colbert.....	Portneuf..... Q	11 63	18 75		
Colchester.....	Essex, S.R..... O	128 58	45 00		3 75
Cold Springs.....	Dauphin..... M	25 95	18 75		
Cold Springs.....	Northumberland, W.R..... O	147 13	65 00		6 25
Coldstream.....	Colchester..... N.S	10 00	18 75		
Coldstream East.....	Carleton..... N.B	12 46	18 75		
Colebrook.....	Lennox & Addington..... O	246 11	70 50		7 50
Cole Harbour.....	Guysborough..... N.S	104 03	27 00		
Cole Harbour Road.....	Halifax..... N.S	3 00	18 75		
Cole Lake.....	Frontenac..... O	47 95	18 75		
Coleman Corner.....	King's & Albert..... N.B	6 00	18 75		
Colenso.....	Grey, N.R..... O	5 00	18 75		
Coleraine.....	Peel..... O	45 15	24 00		
Coleraine Station.....	Mégantic..... Q	133 25	39 00		3 75
Coleridge.....	Assa. West..... Alta	40 00	24 00		
Cole's Island.....	Sunbury & Queen's..... N.B	75 49	42 00	3 75	2 50
Colgan.....	Simcoe, S.R..... O	48 50	26 25		
Colmville.....	Lambton, W.R..... O	39 73	24 75		
College Bridge.....	Westmoreland..... N.B	115 08	58 00		3 75
College Grant.....	Antigonishe..... N.S	10 25	18 75		
Collegeville.....	Antigonishe..... N.S	19 05	18 75		
Collette.....	Northumberland..... N.B	16 00	18 75		
Collfield.....	Pontiac..... Q	23 40	18 75		
Collin's Inlet.....	Algoma, E.R..... O	195 00	101 25		1 25

a Opened 1-8-06.

b Opened 1-9-06.

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Colpitts.....	King's & Albert...N.B	21 50	18 75		
Colquhoun.....	Dundas.....O	28 75	18 75		
Colquitz.....	Nanaimo.....B.C	123 72	40 50		3 75
Colwell.....	Simcoe, S.R.....O	34 41	18 75		
Colwood.....	Nanaimo.....B.C	31 00	18 75		
Comeau's Hill.....	Yarmouth.....N.S	13 00	18 75		
Conceauville.....	Digby.....N.S	92 28	31 50		
Connet.....	Essex, S.R.....O	26 03	18 75		
Comin's Mills.....	Compton.....Q	13 65	18 75		
Communda.....	Parry Sound.....O	123 78	42 50	8 25	3 75
Commercial Cross.....	King's.....P.E.I	45 00	18 75		
Compton Station.....	Compton.....Q	189 20	46 50		3 75
Conboyville.....	Brant.....O	15 00	18 75		
Concession.....	Digby.....N.S	100 32	36 00		3 75
Concord.....	Pictou.....N.S	12 25	18 75		
Concord.....	York, C.R.....O	111 85	51 00		3 75
Condon Settlement.....	King's.....N.S	7 00	18 75		
Coningsby.....	Wellington, S.R.....O	22 61	18 75		
Conjuring Creek.....	Strathcona.....Alta	45 92	25 50		
Connaught.....	Dundas.....O	31 50	18 75		
Connell.....	Carleton.....N.B	38 84	18 75		
Connor.....	Simcoe, S.R.....O	92 40	49 50		3 75
Connor.....	Victoria.....N.B	153 88	57 00		3 75
Conn's Mills.....	Cumberland.....N.S	48 31	22 50		
Conover.....	Dufferin.....O	18 48	18 75		
Conquerall Banks.....	Lunenburg.....N.S	40 00	18 75		
Conquerall Mills.....	Lunenburg.....N.S	26 50	18 75		
Conroy.....	Perth, S.R.....O	7 50	18 75		
Constance.....	Huron, W.R.....O	141 00	52 50		3 75
Conway.....	Lennox & Addington..O	92 20	48 00		3 75
Conway Station.....	Prince.....P.E.I	55 34	33 00		
Coococacaché.....	Champlain.....Q	40 95	18 75		
Cooking Lake.....	Strathcona.....Alta	37 00	18 75		
Cook's Brook.....	Halifax.....N.S	35 50	21 00		
Cook's Cove.....	Guysborough.....N.S	30 11	18 75		
Cook's Creek.....	Selkirk.....M	58 05	30 00		
Cookville.....	Westmoreland.....N.B	15 50	18 75		
Cooper.....	Hastings, E.R.....O	80 55	39 00		3 75
Cooper's Falls.....	Ontario, N.R.....O	76 03	30 25		
Copenhagen.....	Elgin, E.R.....O	67 94	27 00		
Cope's Falls.....	Victoria & Haliburton..O	5 00	18 75		
Copley.....	Souris.....M	20 00	22 50		
Copperfield.....	Mégantic.....Q	5 00	18 75		
c Coppice Hill.....	Edmonton.....Alta.	23 92	14 58		
Copper Lake.....	Antigonishe.....N.S	17 50	18 75		
Coquitlam.....	New Westminster.....B.C	253 01	77 00		6 25
Coral.....	Northumberland, W.R.O	13 25	18 75		
Corbeil.....	Nipissing.....O	16 00	18 75		
Corberrie.....	Digby.....N.S	40 25	18 75		
Corbett.....	Huron, S.R.....O	78 00	27 00		
Corbin.....	Huntingdon.....Q	36 20	18 75	3 75	
Corbyville.....	Hastings, E.R.....O	225 00	70 50		7 50
Cordova.....	Marquette.....M	18 45	18 75		
Corey.....	Sunbury & Queen's...N.B	8 55	18 75		
Corkery.....	Carleton.....O	14 70	18 75		
Cork Station.....	York.....N.B	22 75	18 75		
Corliss.....	Stanstead.....Q	16 70	18 75		
Cornac.....	Renfrew, E.R.....O	23 75	18 75		

c Opened 1-9-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cormier's Cove.....	Westmoreland.....N.B.	6 00	18 75		
Cormier Village.....	Westmoreland.....N.B.	23 75	18 75		
Cormierville.....	Kent.....N.B.	42 00	18 75		
Cornell.....	Oxford, S.R.....O	151 00	57 00		3 75
Corner of the Beach.....	Gaspé.....Q	96 50	*63 00		3 75
Corn Hill.....	King's & Albert.....N.B.	49 84	21 00		
Cornwall.....	Queen's.....P.E.I.	54 96	31 50		
Cornwall Centre.....	Stormont.....O	34 25	18 75		
Coronation.....	Victoria.....N.B.	19 00	18 75		
Corrville.....	King.....P.E.I.	6 00	18 75		
Corris.....	Richmond & Wolfe.....Q	29 20	18 75		
Corson's Siding.....	Victoria & Haliburton.O	109 00	59 50		6 25
Corwhin.....	Wellington, S.R.....O	60 40	36 00		3 75
Cortez Island.....	Comox-Atlin.....B.C.	22 91	18 75		
Cosby.....	Nipissing.....O	124 61	43 75		1 25
Costigan.....	Victoria.....N.B.	12 50	18 75		
Côte.....	Mackenzie.....Sask	17 40	18 75		
Côte des Corbeil.....	Two Mountains.....Q	19 20	18 75		
Côte des Neiges Ouest.....	Jacques Cartier.....Q	75 00	34 50		3 75
Côte des Perron.....	Laval.....Q	24 58	18 75		
Côte Double.....	Two Mountains.....Q	20 50	18 75		
Côte des Péres.....	Quebec.....Q	115 26	66 00		3 75
Côte's Mills.....	Richmond & Wolfe.....Q	17 95	18 75		
Côte Rouge.....	Two Mountains.....Q	24 50	18 75		
Côte St. Emmanuel.....	Soulanges.....Q	40 23	22 50		
Côte St. Joseph.....	Richmond & Wolfe.....Q	18 00	18 75		
Côte St. Léonard.....	Laval.....Q	4 25	18 75		
Côte St. Louis.....	Maisonneuve.....Q	\$	\$		
Côte St. Michel.....	Laval.....Q	47 92	18 75		
Côte St. Pierre.....	Labelle.....Q	66 14	28 50		
Côte St. Thérèse.....	Laprairie & Napierville.Q	21 00	18 75		
Côte St. Vincent.....	Two Mountains.....Q	26 11	18 75		
Côte Visitation.....	Maisonneuve.....Q	78 75	26 25		
Cotham.....	Assa, East.....Sask	18 45	18 75		
Cotswold.....	Wellington, N.R.....O	33 10	22 50		
Cottesloe.....	Peterborough, E.R.....O	28 95	18 75		
a Cotterview.....	Strathcona.....Alta.	7 00	2 08		
Cottonwood.....	Assa, West.....Sask	55 35	18 75		
Cottonwood.....	Yale & Caribou.....B.C.	93 21	30 00		
Coughlan.....	Northumberland.....N.B.	32 16	18 75		
Coulee.....	Assa, West.....Sask	53 25	25 50	3 00	
Coulombe.....	Dorchester.....Q	55 41	25 50		
Coulson.....	Simcoe, N.R.....O	50 72	43 75		1 25
Coulter.....	Souris.....Man	123 95	+48 00	7 50	3 75
Coulterville.....	Souris.....M	23 00	19 50		
Country Harbour Mines.....	Guy'sborough.....N.S.	51 26	+32 25		
Courtice.....	Durham.....O	67 00	33 00		
Cousineau.....	Wright.....Q	33 67	18 75		
Cootts.....	Alta.....Alta	77 80	39 00		3 75
Courttsville.....	Nipissing.....O	19 50	18 75		
Courturval.....	Rimouski.....Q	32 71	18 75		
Covehead Road.....	Queen's.....P.E.I.	8 00	18 75		
Covenry.....	Peel.....O	14 50	18 75		
Coverdale.....	King's & Albert.....N.B.	14 00	18 75		
Cove Road.....	Colchester.....N.S.	78 65	+33 00		
Covey Hill.....	Huntingdon.....Q	52 20	24 00		
Cowal.....	Elgin, W.R.....O	57 25	27 00		

* Including \$15 night allowance. + Including \$6 night allowance. ++ Including \$4.50 night allowance.
 a Opened 1-3-07. \$ For Revenue, etc. See Appendix C under Montreal Sub-Offices.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cowan Creek.....	Gloucester.....N.B	17 70	18 75		
Cowan's.....	Huntingdon.....Q	19 20	18 75		
Cow Bay.....	Halifax.....N.S	20 50	18 75		
Cowichan Lake.....	Nanaimo.....B.C	58 20	21 25		
Cowichan Station.....	Nanaimo.....B.C	200 55	90 00		7 50
Coxby.....	Humboldt.....Sask	13 98	18 75	2 25	
Coxheath.....	South Cape Breton.....N.S	30 00	18 75		
Cox's Point.....	Sunbury & Queen.....N.B	16 75	18 75		
Crabtree Mills.....	Joliette.....Q	54 50	18 75		
Cracroft.....	Comox-Atlin.....B.C	56 79	40 50		
Craig.....	Strathcona.....Alta	18 70	18 75		
Craigie Lea.....	Muskoka.....O	70 08	28 50		
Craigleith.....	Grey, E.R.....O	45 00	26 25		
Craigmore.....	Inverness.....N.S	19 00	18 75		
Craigsholme.....	Wellington, N.R.....O	18 96	18 75		
Craig's Road Station.....	Levis.....Q	20 00	27 00	13 00	
Craigvale.....	Simcoe, S.R.....O	185 16	76 50		7 50
Crampton.....	Middlesex, E.R.....O	110 67	43 50		3 75
Cranberry.....	Megantic.....Q	18 00	18 75		
Cranbourne.....	Dorchester.....Q	20 95	18 75		
Crandall Road.....	Inverness.....N.S	15 30	18 75		
Crane Lake.....	Assa, West.....Sask	112 31	60 00		3 75
Cranston.....	Haldimand.....O	46 00	18 75		
Cranston Section.....	Inverness.....N.S	28 75	18 75		
Cranworth.....	Leeds.....O	8 00	18 75		
Crapaud.....	Queen's.....P.E.I	213 22	73 50	3 75	7 50
Crathie.....	Middlesex, N.R.....O	7 00	18 75		
Crawford.....	Grey, S.R.....O	28 08	18 75		
Crawford Bay.....	Kootenay.....B.C	43 70	18 75		
a Crawford Island.....	Simcoe, E.R.....O		25 00		
Credit-Forks.....	Peel.....O	95 50	41 50		3 75
Crediton East.....	Huron, E.R.....O	123 25	65 00		6 25
Creeford.....	Brandon.....M	17 95	18 75		
Creek-Bank.....	Wellington, N.R.....O	47 29	21 00		
b Creekfield.....	Assa, W.....Sask	16 50	6 25		
Creemorne.....	Pontiac.....Q	18 75	18 75		
Creighton.....	Simcoe, E.R.....O	48 75	21 00		
Creighton Valley.....	Yale & Cariboo.....B.C	11 00	18 75		
Creignish Rear.....	Inverness.....N.S	4 20	18 75		
Cremona.....	Calgary.....Alta	42 20	18 75		
Crescent.....	Souris.....M	10 00	18 75		
Crescent Beach.....	Lunenburg.....N.S	27 72	18 75		
Crescent Lake.....	Assa, East.....Sask	23 71	18 75		
Cressman.....	Humboldt.....Sask	278 19	85 50		7 50
Cresswell.....	Victoria & Haliburton.....O	89 12	42 00	2 25	3 75
Cressy.....	Prince Edward.....O	29 69	18 75		
c Crewe.....	Marquette.....M	5 35	6 25		
Crewe.....	Huron, W. R.....O	14 00	18 75		
Crewson's Corners.....	Wellington, S.R.....O	65 45	18 75		
Crief.....	Wellington, S.R.....O	41 69	18 75		
Crinan.....	Elgin, W. R.....O	30 00	18 75		
Crockett.....	Victoria.....N.B	42 45	24 00		
Croft.....	Antigonishe.....N.S	5 00	18 75		
Crofton.....	Prince Edward.....O	53 91	21 00		
Cromar.....	Lambton, W. R.....O	78 12	37 50		3 75
Cromarty.....	Perth, S. R.....O	127 01	59 50		3 75

a Summer office opened 1-8-06.

b Opened 1-5-07.

c Closed 30-9-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cromwell.....	Selkirk.....M	6 00	18 75		
Crooked River.....	Mackenzie.....Sask	247 00	† 70 98		3 75
Crosby.....	Leeds.....O	195 22	76 50		7 50
a Cross Roads Roger Hill.....	Pictou.....N.S	6 00			
Crossbury.....	Compton.....Q	5 00	18 75		
Crosshill.....	Waterloo, N.R.....O	90 00	39 00		3 75
Cross Lake.....	Nipissing.....O	12 00	18 75		
Crossland.....	Simcoe, N.R.....O	85 37	27 00		
Crosspoint.....	Bonaventure.....Q	30 00	24 25		
Cross Roads, Country-Harbour.....	Guysborough.....N.S	174 30	† 120 00	8 25	7 50
Cross Roads, Leitch's-Creek.....	North Cape Breton and Victoria.....N.S	60 28	30 00	9 00	
Cross Roads, Mid.-Melford.....	Guysborough.....N.S	30 00	18 75		
Cross Roads, Ohio.....	Antigonishe.....N.S	45 95	18 75	2 25	
Croton.....	Kent, E.R.....O	82 66	33 00		
Crouse Town.....	Lunenburg.....N.S	33 25	18 75		
Crowel.....	Shelburne & Queen's.....N.S	127 09	49 50		3 75
b Crowe's Mills.....	Colechester.....N.S	5 00	18 75		
c Crowfoot.....	Calgary.....Alta	42 00	16 66		
Crow Lake.....	Frontenac.....O	17 91	18 75		
Crowland.....	Welland.....O	49 65	24 00		
Crown Hill.....	Simcoe, N.R.....O	61 75	30 00		
Crown Point (sub-office).....	Wentworth.....O	**	**		
Crow's Nest.....	Guysborough.....N.S	11 57	18 75		
Crow's Nest.....	Kootenay.....B.C	110 30	18 75		
Croydon.....	Addington & Lennox.....O	60 61	33 00		3 75
d Crozier.....	Th. Bay & Rainy R.....Ont	8 00	2 08		
Cruikshank.....	Grey, N.R.....O	18 00	18 75		
Crumlin.....	Middlesex, E.R.....O	36 12	30 00		
§ Crystal Beach.....	Welland.....O	496 64	114 00		10 00
Crystal Falls.....	Argenteuil.....Q	56 20	21 25		
Culdaff.....	Dorchester.....Q	55 88	18 75		
Culloden.....	Oxford, S.R.....O	152 03	60 00		3 75
Culloden.....	Digby.....N.S	12 00	18 75		
Cullton.....	Renfrew, S.R.....O	20 50	18 75		
Culross.....	Macdonald.....M	92 50	40 50		3 75
Cultus.....	Norfolk.....O	88 50	41 25		3 75
c Culloden.....	Queen's.....P.E.I	8 10	8 33		
Cumberland-Bay.....	Sunbury & Queen's.....N.B	109 05	49 50	7 50	3 75
Cumberland.....	Queen's.....P.E.I	10 00	18 75		
Cumberland House.....	Mackenzie.....Sask	44 50	18 75		
Cumberland Mills.....	Beauce.....Q	32 35	18 75		
Cumberland Point.....	Sunbury & Queen's.....N.B	10 22	18 75		
Cummings' Cove.....	Charlotte.....N.B	13 00	18 75		
Cumming's Mountain.....	Pictou.....N.S	16 25	18 75		
Cumnock.....	Wellington, S.R.....O	55 00	18 75		
Cundles.....	Simcoe, N.R.....O	23 00	18 75		
Currieburg.....	York.....N.B	14 25	18 75		
Currie's Crossing.....	Oxford, S.R.....O	67 33	33 00		3 75
Curry Hill.....	Glengarry.....O	22 20	18 75		
Curryville.....	King's & Albert.....N.B	34 77	18 75		
Curt Hill.....	Assa. East.....Sask	8 00	18 75		
Curve Lake.....	Peterborough, W.R.....O	17 00	18 75		
Curzon.....	Humboldt.....Sask	55 21	18 75		
f Curlew.....	Calgary.....Alta	33 84	16 66		
Cushendall.....	Frontenac.....O	20 50	18 75		

a Opened 22-3-07. b Opened 1-5-06. c Re-opened 1-8-06.

† Including \$33 night allowance.

‡ Including \$7.98 night allowance.

** For Revenue, etc., see Appendix C, under Hamilton sub-offices.

d Opened 1-3-07.

e Opened 1-12-06.

f Opened 1-8-06.

§ Summer office.

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cushing.....	Argenteuil.....Q	159 50	72 00	27 00	7 50
Cut Bank.....	Alta.....Alta	15 45	18 75		
Cuthbert.....	Lambton, W.R.....O	16 50	18 75		
Cut Knife.....	Sask.....Sask	55 10	21 00		
Cymbria.....	Queen's.....P.E.I	14 20	18 75		
Cypress.....	Assa. West.....Sask	11 69	18 75		
d Cyrville.....	Russell.....Ont	22 00	6 25		
D ACRE.....	Renfrew, S.R.....O	136 50	66 00	21 00	3 75
Dacotah.....	Macdonald.....M	50 15	21 00		
Daigle.....	Victoria.....N.B	15 40	18 75		
a Dairy Valley.....	Missisquoi.....Q	20 00	18 75		
Dale.....	Durham.....O	7 25	18 75		
Dale.....	King.....N.S	30 29	18 75		
Dalesboro.....	Assa. East.....Sask	8 00	18 75	2 25	
Dalesville.....	Argenteuil.....Q	94 41	45 00	8 25	3 75
Dalhousie East.....	King's.....N.S	77 66	36 00	12 00	3 75
Dalhousie Junction.....	Restigouche.....N.B	65 75	32 00	2 25	
Dalhousie Lake.....	Lanark, N.R.....O	35 08	21 00		
Dalhousie Mills.....	Glengarry.....O	61 10	30 00		
Dalhousie Road.....	Lunenburg.....N.S	52 98	28 50	3 75	
Dalhousie Settlement.....	Pictou.....N.S	16 50	†23 25		
Dalhousie West.....	Annapolis.....N.S	21 00	18 75		
Dalibaire.....	Rimouski.....Q	76 76	†48 00		3 75
Dalkeith.....	Glengarry.....O	175 30	69 50		6 25
Dalling.....	Shefford.....Q	15 25	18 75		
Dalmeny.....	Russell.....O	66 46	39 00		3 75
b Dalmeny.....	Sask.....Sask	130 67	16 66		
Dalrymple.....	Victoria & Haliburton.....O	72 48	25 50	2 25	
Dalston.....	Simcoe, N.R.....O	114 28	49 50		3 75
Daly.....	Brandon.....M	6 17	18 75		
Damascus.....	Wellington, N.R.....O	75 45	33 00		
Damascus.....	King's.....N.B	5 50	18 75		
Danby.....	Drum'nd & Arthabaska.....Q	61 38	24 00	10 50	
Dam-Creek.....	Algoma, W.R.....O	83 75	32 75		3 75
Dana.....	Humboldt.....Sask	278 13	*34 89	25 00	
Danesville.....	Shelburne & Queen.....N.S	7 00	18 75		
Danford Lake.....	Pontiac.....Q	107 96	37 50	2 25	3 75
Danforth.....	York, C.R.....O	24 23	18 75		
Daniel.....	Sunbury & Queen's.....N.B	25 75	18 75		
Daniston.....	Russell.....O	24 75	18 75		
Dante.....	Kent, E.R.....O	63 40	33 00		
Danvers.....	Digby.....N.S	19 71	18 75		
Danvers.....	Marquette.....M	27 40	18 75		
Danville.....	Carleton.....N.B	10 25	18 75		
D'Arcy.....	Frontenac.....O	14 30	18 75		
Darcyville.....	Lanark, S.R.....O	4 25	18 75		
Darling Lake.....	Yarmouth.....N.S	24 00	18 75		
Darling Road.....	Haldimand.....O	171 60	66 00		3 75
Darlington.....	Durham.....O	61 80	44 00		2 50
Darlington.....	Queen.....P.E.I	39 45	18 75	6 00	
Darnley.....	Prince.....P.E.I	51 40	26 25		
Darrell.....	Kent, E.R.....O	28 80	18 75		

a Opened 1-7-06. d Re-opened 1-1-07. † Including \$9 night allowance. †† Including \$4.50 night allowance. * Including \$6.39 night allowance. b Opened 1-8-06.

7-8 EDWARD VII., A. 1903

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		§ cts.	§ cts.	§ cts.	§ cts.
D'Artagnan.....	Lévis.....Q	18 07	18 75	2 25	
Dartford.....	Northumberland, E.R.O	75 70	33 00		2 50
Dartmoor.....	Victoria & Haliburton.O	18 69	18 75		
Dartville.....	Colchester.....N.S	15 50	18 75		
Daryeau.....	Lévis.....Q	42 83	18 75		
Davidson.....	Pontiac.....Q	281 06	64 50		3 75
Davidson Hill.....	Shefford.....Q	19 54	18 75		
Davin.....	Qu'Appelle.....Sask	6 00	18 75		
Davis.....	King's & Albert.....N.B	12 00	18 75		
c Davis.....	Sask.....Sask	10 00	2 08		
Davisburg.....	Calgary.....Alta	89 00	37 50		3 75
Davis Mills.....	Renfrew, N.R.....O	10 50	18 75		
Davison Street.....	King's.....N.S	16 25	18 75		
Dawn Mills.....	Kent, E.R.....O	96 75	39 00		3 75
Dawn Valley.....	Lambton, W.R.....O	26 56	18 75		
Dawson.....	Russell.....O	26 50	23 25		
Dawson Settlement.....	King's & Albert.....N.B	20 70	18 75		
Dawsonville.....	Restigouche.....N.B	14 25	18 75		
Day Mills.....	Algoma, E.R.....O	64 55	41 50		3 75
Day's Corner.....	King's & Albert.....N.B	8 25	18 75		
Dayspring.....	Lunenburg.....N.S	51 25	22 50		
Dayton.....	Yarmouth.....N.S	17 00	18 75		
Dayton.....	Algoma, E.R.....O	25 50	18 75		
Deacon.....	Renfrew, N.R.....O	9 25	18 75		
Dead Creek.....	Frontenac.....O	50 25	21 25		
Dead Moose Lake.....	Humboldt.....Sask	71 63	46 00	4 50	3 75
Deadwood.....	Yale & Caribou.....B.C	22 00	18 75		
Dean.....	Halifax.....N.S	67 08	22 50	2 25	
Deans.....	Haldimand.....O	13 60	18 75		
Debay-Cove.....	Halifax.....N.S	31 75	18 75		
DeBlois Station.....	Prince.....P.E.I	14 23	18 75		
DeCewsville.....	Haldimand.....O	93 00	54 00		3 75
De Clare.....	Marquette.....M	33 15	18 75		
Deemerton.....	Bruce, S.R.....O	70 90	34 50		3 75
Deep Brook.....	Annapolis.....N.S	191 31	78 00	2 25	7 50
Deep Cove.....	South Cape Breton.....N.S	10 00	18 75		
Deepdale.....	Inverness.....N.S	4 00	18 75		
Deerbrook.....	Essex, N.R.....O	26 00	18 75		
Deerfield.....	Yarmouth.....N.S	45 60	21 00		
Deerhurst.....	Simcoe, S.R.....O	65 02	27 00		
Deer Lake.....	Victoria & Haliburton.O	27 98	18 75		
Deer Lodge.....	Humboldt.....Sask	13 69	18 75		
Deer Park.....	Kootenay.....B.C	37 85	18 75		
Deerville.....	Carleton.....N.B	24 75	18 75		
Deerwood.....	Macdonald.....M	22 10	21 25		
a Deer Horn.....	Dauphin.....Man	15 16	10 41		
Dee Side.....	Bonaventure.....Q	16 25	18 75		
* DeGrassi Point.....	Simcoe, S.R.....O	75 30	46 00		5 00
De Gros Marsh.....	King's.....P.E.I	16 95	18 75	2 25	
Delagrave.....	Montmagny.....Q	79 20	33 00		
Delamarre.....	Megantic.....Q	5 00	18 75		
Delap's Cove.....	Annapolis.....N.S	21 00	18 75		
Delhaven.....	King's.....N.S	37 75	18 75		
Delisle.....	Assa, West.....Sask	53 50	18 75	‡ 75	
Dell.....	Compton.....Q	20 75	18 75		
Dell's Corners.....	Annapolis.....N.S	21 46	18 75		
Delmas.....	Sask.....Sask	90 80	18 75		
Delmer.....	Oxford, S.R.....O	53 00	30 00		

c Opened 1-3-07. a Opened 1-11-06. * Summer Office. ‡ Including 50 cents arrears forward.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Deloro.	Hastings, W.R. O	138 18	46 50		3 75
Delmont.	Huntingdon. Que	11 00	18 75		
Delta.	New Westminster. . . B.C	12 50	17 89		
Demeules.	Chicoutimi & Saguenay Q	84 95	30 00		
Demorestville.	Prince Edward. . . . O	146 91	66 00	10 50	7 50
Dempsey.	Brandon. M	3 50	18 75		
Denholm.	Sask. Sask	115 50	18 75		
Denison's Mills.	Richmond & Wolfe. . . Q	45 00	22 50		
Denman Island.	Comox Atlin. B.C	116 67	37 50		3 75
Dennington.	Assa, East. Sask		18 75		
Dennistown.	Inverness. N.S	19 00	18 75		
Densmore's Mills.	Hants. N.S	40 65	18 75		
Denver.	Guysborough. N.S	24 75	18 75		
Dequen.	Chicoutimi & Saguenay Q	124 15	150 25		3 75
De-Ramsey.	Joliette. Q	23 75	18 75		
Derby.	Northumberland. . . N.B	67 00	31 50		
Derby Mills.	Grey, N.R. O	12 45	18 75		
Dereham Centre.	Oxford, S.R. O	63 61	21 00		
Dermid.	Thunder B. & Rainy R. O	27 75	18 75		
Deroche.	New Westminster. . . B.C	110 02	56 25	12 00	3 75
Derrynane.	Wellington, N.R. . . . O	11 25	18 75		
Derryville.	Ontario, N.R. O	54 00	21 00		
Derry West.	Peel. O	18 00	18 75		
Derwent.	Middlesex, E.R. . . . O	59 00	30 00		
De Sable.	Queen's. P.E.I	32 35	18 75		
d Détour.	Dorchester. Que	10 00	2 08		
Desaulniers.	Nipissing. O	12 65	18 75		
Deschambault-Station.	Portneuf. Q	32 82	18 75		
Deschênes-Mills.	Wright. Q	77 46	28 50		
Desert-Lake.	Frontenac. O	26 20	18 75		
Deshaies.	Nicolet. Q	45 14	18 75		
Desjorlais.	Edmonton. Alta	13 48	18 75		
Desmond.	Lennox & Addington. O	22 92	18 75		
Detlor.	Hastings, E.R. O	105 36	60 00		3 75
Devils Lake.	Mackenzie. Sask	17 48	21 25		
Devizes.	Middlesex, E.R. . . . O	50 64	24 00		
Devon.	Halifax. N.S	15 25	18 75		
DeWinton.	Calgary. Alta	145 17	60 00	21 00	3 75
Dewittville.	Huntingdon. Q	211 70	87 50	5 25	7 50
De Wolfe.	Charlotte. N.E	38 25	18 75		
Dexter.	Elgin, E.R. O	31 05	21 25		
Diamond.	Carleton. O	24 00	18 75		
Diamond.	Pictou. N.S	26 50	18 75		
Dickson.	Strathcona. Alta	25 60	18 75		
Dieppe.	St. John's & Iberville. Q	6 25	18 75		
Diligent River.	Cumberland. N.S	118 60	52 50		3 75
Dillon Port.	Parry Sound. O	14 00	18 75		
Dingwall.	North Cape Breton and Victoria. N.S	18 00	18 75		
Dingwell's Mills.	King's. P.E.I	10 00	18 75		
Dinorwic.	Thunder Bay and Rainy River. O	254 04	123 75		11 25
d Dinsmore.	Assa, W. Sask	17 00	4 16		
Dinton.	Calgary. Alta	40 31	18 75		
Dipper Harbour.	St. John. N.B	6 50	18 75		
Dipper Harbour, West.	St. John. N.B	17 75	18 75		
Dirleton.	Carleton. O	64 20	27 50		

b Late Haltan.

c Closed 31-12-06.

d Opened 1-3-07.

† Including \$1 50 night allowance.

e Opened 1-2-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dixon	Stormont. O	50 69	47 25		
Dixon	Sunbury & Queen's. N.B.	45 43	18 75		
Dixon's Corners	Dundas. O	97 21	48 75	9 00	3 75
Dobson's Corner	Westmoreland. N.B.	21 25	18 75		
Doctor's Brook	Antigonishe. N.S.	13 00	18 75		
Doe Lake	Parry Sound. O	35 33	18 75		
Dog Creek	Yale & Caribou. B.C.	57 68	33 00	6 00	2 50
Dog Creek	Dauphin. M	18 75	18 75		
Dogherty	Sunbury & Queen's. N.B.	14 00	18 75		
Dog Pound	Calgary. Alta	67 80	52 50	2 50	3 75
a Doherty	Pontiac. Que	10 25	6 25		
Dolbeau	Chicoutimi & Saguenay Q	46 43	21 00		
Dollar	York, C.R. O	25 00	18 75		
Domimon No. 4.	South Cape Breton. N.S.	285 00	108 75		11 25
Dominiouville	Glengarry. O	103 39	51 00		3 75
Domremy	Humboldt. Sask	67 25	33 00	4 50	
Domville.	Grenville. O	30 50	25 50		
Don	York, S.R. O	70 00	21 00		
Donaldson	Frontenac. O	22 46	18 75		
Donaldston	Queen's. P.E.I	8 75	18 75		
Doncaster	Compton. Q	55 85	26 25		
Donegal	Perth, N.R. O	82 16	41 25		3 75
Donegal	King's & Albert. N.B.	4 00	18 75		
Dongola	Victoria & Haliburton. O	17 88	18 75		
Dongola	Assa. East. Sask	23 90	18 75		
Donnybrook	Pictou. N.S.	11 00	18 75		
Dora	Strathcona. Alta	46 07	21 00		
Dorchester-Crossing	Westmoreland. N.B.	35 18	18 75	3 75	
Dorenee	Strathcona. Alta	14 84	18 75		
Dorking	Wellington, N.R. O	41 95	18 75		
Dorland	Lennox & Addington. O	102 70	45 00		3 75
Dorn Ridge	York. N.B.	15 50	18 75		
Dorval	Jacques Cartier. Q	199 00	75 00		7 50
Dorval Station	Jacques Cartier. Q	229 22	45 00		3 75
Doucettville	Digby. N.S.	33 71	18 75		
b Doucet	Chic. & Sag. Q	22 20	14 58		
Douglas	York. N.B.	24 00	18 75		
Douglasburg	Laprairie & Napierville Q	15 00	18 75		
Douglasfield	Northumberland. N.B.	3 00	18 75		
Douglas Harbour.	Sunbury & Queen's. N.B.	33 15	18 75		
Douglas Lake	Yale & Caribou. B.C.	35 00	25 50		
Douglaston	Assa. East. Sask	20 00	18 75		
Douglas West.	Gaspé. Q	17 60	18 75		
Douro	Peterborough, E.R. O	89 22	39 00		3 75
Dover	Westmoreland. N.B.	23 48	18 75		
Dover Centre	Kent, W.R. O	43 90	26 00		
Dover Hill	Victoria. N.B.	10 30	18 75		
Dover South	Kent, W.R. O	87 50	45 00		3 75
Dover West.	Halifax. N.S.	29 83	18 75		
c Dovedale.	Sask. Sask	42 36	18 75		
Downeyville	Victoria & Haliburton. O	78 15	30 00		
Downeyville	King's & Albert. N.B.	27 50	18 75	6 00	
Downsview	York, S.R. O	77 50	37 50		3 75
Dow Settlement.	York. N.B.	16 37	18 75		
Doyle	Pontiac. Q	53 50	22 50		
Doyles.	Kent, W.R. O	22 46	18 75		
Doyles Brook	Northumberland. N.B.	18 00	18 75		
Doyle Settlement.	Restigouche. N.B.	6 00	18 75	2 25	

a Opened 1-1-07. b Opened 1-9-06. c Late Riversdale.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dozois.....	Laprairie & Napierville Q	3 00	18 75		
Dracon.....	Wellington, N.R.....O	23 70	18 75		
Drew.....	Wellington, N.R.....O	29 60	18 75		
Drew Station.....	Wellington, N.R.....O	81 49	37 50		3 75
Dromore.....	Queen's.....P.E.I	8 15	18 75		
Drumagne.....	Qu'Appelle.....Sask	32 00	18 75		
Drumhead.....	Guysboro.....N.S	76 00	34 50		3 75
Dromore West.....	Queen's.....P.E.I	7 00	18 75		
Drummond.....	Lanark, S.R.....O	71 75	18 75		
Drummond.....	Victoria.....N.B	31 25	21 00		
e Drummond Station.....	Peterboro, E.R.....O	6 25			
Drumquin.....	Halton.....O	16 00	18 75		
Dry Fork.....	Alta.....Alta	22 39	18 75		
Dry River.....	Souris.....M	51 29	31 50		
Drysdale.....	Huron, S.R.....O	75 57	36 00		2 50
Duagh.....	Edmonton.....Alta	34 25	18 75		
Dublin Shore.....	Lunenburg.....N.S	75 50	25 50		
Dubuque.....	Kent, W.R.....O	18 75	18 75		
Duclos.....	Wright.....Q	71 54	36 60	2 25	2 50
b Duck Mountain.....	Dauphin.....M	15 08	8 33		
Dudley.....	Muskoka.....O	74 85	28 50		
Dudswell Centre.....	Richmond & Wolfe...Q	11 50	18 75		
Dufferin.....	Frontenac.....O	33 00	18 75		
Dufferin.....	Sunbury & Queen's..N.B	8 35	18 75		
Dufferin Mines.....	Halifax.....N.S	19 75	18 75		
Dufour.....	Charlevoix.....Q	16 21	32 25		
Dufresne.....	Provencher.....M	26 75	18 75	7 50	
Dugald.....	Selkirk.....M	94 37	45 00		3 75
e Dugas.....	Gloucester.....N.B	11 00	6 25		
Duhamel.....	Labelle.....Q	26 50	18 75		
Dumbarton Station.....	Charlotte.....N.B	25 20	18 75		
Dumblane.....	Bruce, N.R.....O	35 90	18 75		
Dumfries.....	York.....N.B	21 41	18 75		
Dumoine.....	Pontiac.....Q	20 70	18 75	9 00	
Dunallen.....	Souris.....M	18 25	18 75		
Dunany.....	Argenteuil.....Q	15 00	18 75		
Dunara.....	Selkirk.....M	37 71	18 75	2 25	
Dunbarton.....	Ontario, S.R.....O	233 07	63 00		3 75
Dunbar.....	Dundas.....O	148 63	72 00	21 00	7 50
Dunboro.....	Missisquoi.....Q	23 59	18 75		
Dunboyne.....	Elgin, E.R.....O	27 93	18 75		
Duncan.....	Grey, E.R.....O	66 46	31 50		
Duncan.....	Lunenburg.....N.S	36 09	18 75		
Duncan Cove.....	Halifax.....N.S	3 55	18 75		
Duncan Station.....	Drum'd & Arthabaska..Q	67 44	37 50		
Duncrief.....	Middlesex, N.R.....O	60 30	33 00		
Dundas.....	Kent.....N.B	15 30	18 75		
Dundas.....	King's.....P.E.I	121 80	75 00		7 50
Dundee.....	Restigonche.....N.B	5 00	18 75		
Dundee.....	Selkirk.....M	24 50	18 75		
Dundee.....	Richmond.....N.S	3 50	18 75		
Dundee Centre.....	Huntingdon.....Q	83 42	33 00		2 50
Dundela.....	Dundas.....O	130 96	48 00		3 75
Dundonald.....	Northumberland, E.R.O	92 03	40 50		3 75
Dunedin.....	Simcoe, N.R.....O	104 75	54 00		3 75
Dunedin.....	Queen's.....P.E.I	13 20	18 75		
Dungiven.....	Westmoreland.....N.B	15 00	18 75		
Dunkeld.....	Bruce, S.R.....O	26 25	18 75		

b Opened 1-12-06.

c Opened 1-1-07.

e Opened 25-3-07.

† Including \$13.50 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dunkerron.....	Simcoe, S.R.....O	45 20	22 50		
Dunkin.....	Brome.....Q	68 85	36 00		3 75
Dunleath.....	Mackenzie.....Sask	12 00	18 75		
Dunlop.....	Huron, W.R.....O	57 00	33 00		3 75
Dunlop.....	Gloucester.....N.B	18 41	18 75		
Dunmaglass.....	Antigonishe.....N.S	12 00	18 75	2 25	
Dunmore.....	Antigonishe.....N.S	11 00	18 75		
Dunmore.....	Renfrew, N.R.....O	41 03	21 00		
Dunnet.....	Nipissing.....O	26 25	18 75		
Dunn's Valley.....	Algoma, E.R.....O	19 48	18 75		
Dunraven.....	Pontiac.....Q	71 76	31 50		
Dunrobin.....	Carleton.....O	114 13	51 00		3 75
Dunsford.....	Victoria & Haliburton, O	172 52	60 00	2 25	3 75
Dunstaffnage.....	Queen's.....P.E.I	9 00	18 75		
Dunvegan.....	Inverness.....N.S	62 84	37 50	6 00	
Dupez's Corner.....	Westmoreland.....N.B	28 35	18 75		
Dupuis.....	Qu'Appelle.....Sask	73 96	18 75		
Durban.....	Dauphin.....M	35 37	18 75		
Durell.....	King's.....P.E.I	11 15	18 75		
Durham Bridge.....	York.....N.B	80 25	31 50	2 25	
Durham Centre.....	Restigouche.....N.B	141 36	47 50		3 75
Dutch Brook.....	South Cape Breton.....N.S	10 30	18 75		
Dutch Settlement.....	Halifax.....N.S	18 95	18 75		
Duthill.....	Lambton, W.R.....O	38 33	18 75		
Duvar Road.....	Prince.....P.E.I	14 02	18 75		
Dwight.....	Muskoka.....O	159 35	56 25		3 75
Dwyer Hill.....	Carleton.....O	120 91	41 25		3 75
Dyer.....	Stormont.....O	18 21	18 75		
Dyer's Bay.....	Bruce, N.R.....O	78 00	37 50		3 75
Dymont.....	Thunder Bay and Rainy River.....O	33 56	18 75		
Dynevov.....	Selkirk.....M	4 00	18 75		
a Dysart.....	Qu'Appelle.....Sask	64 38	13 58		
EADY.....	Simcoe, E.R.....O	97 19	33 00		
Eagle Butte.....	Assa, West.....Alta	76 70	27 00		
Eagle Creek.....	Sask.....Sask	59 57	43 50	3 75	3 75
Eagle Head.....	Shelburne & Queen's, N.S	39 73	18 75		
Eagle Hill.....	Calgary.....Alta	75 25	37 50		3 75
Eagle Lake.....	Parry Sound.....O	6 94	18 75		
Eagle River.....	Thunder Bay and Rainy River.....O	237 29	75 00		7 50
Eagleton.....	Souris.....M	30 61	18 75		
Eakindale.....	Assa, East.....Sask	16 71	18 75		
Eamer's Corners.....	Stormont.....O	1 50	18 75		
Eardley.....	Wright.....Q	155 75	66 00		3 75
Earling.....	Strathcona.....Alta	43 25	18 75	2 25	
Earlswood.....	Assa, East.....Sask	12 40	18 75		
Earlton.....	Nipissing.....O	223 12	60 00	4 17	2 56
Earncliffe.....	Dufferin.....O	13 50	18 75		
Earncliffe.....	Queen's.....P.E.I	39 10	18 75		
Earlville.....	Strathcona.....Alta	94 70	37 50		3 75
East Advocate.....	Cumberland.....N.S	50 50	22 50		
East Aldfield.....	Pontiac.....Q	25 64	18 75		
East Amherst.....	Cumberland.....N.S	45 34	19 50		
East Baltic.....	King's.....P.E.I	9 00	18 75		

† Including \$12 night allowance. α Opened 15-9-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
East Bay.....	Dauphin..... M	29 25	18 75		
East Bay, North Side.....	North Cape Breton and Victoria..... N.S.	11 50	18 75		
East Bolton.....	Brome..... Q	84 95	42 00	4 50	3 75
East Brookville.....	Cumberland..... N.S.	30 36	18 75		
East Burnaby.....	New Westminster... B.C.	70 50	26 25		
East Chebogue.....	Yarmouth..... N.S.	21 09	18 75		
East Chezzetcook.....	Halifax..... N.S.	49 98	26 25	3 00	
East Clifton.....	Compton..... Q	78 98	37 50	2 25	3 75
East Clover Bar.....	Edmonton..... Alta	56 11	18 75		
East Dover.....	Halifax..... N.S.	20 74	18 75		
East Dudswell.....	Richmond & Wolfe... Q	12 21	18 75		
East Dunham.....	Missisquoi..... Q	35 87	18 75		
East Earltown.....	Colchester..... N.S.	55 21	25 50		
East End.....	Assa, West... Sask	71 06	30 00	2 25	
East Ferry.....	Digby..... N.S.	9 98	18 75		
East Folly Mountain.....	Colchester..... N.S.	46 58	22 50		
East Glassville.....	Carleton..... N.B.	27 00	18 75		
East Hall's Harbour Road.....	King's..... N.S.	19 00	18 75		
East Hereford.....	Compton..... Q	86 00	36 00		3 75
d East Hill.....	Brome..... Q	19 05	18 75		
East Hungerford.....	Hastings, E.R.... Q	9 20	18 75		
East Inghisville.....	Annapolis..... N.S.	8 88	18 75		
East Jeddore.....	Halifax..... N.S.	47 15	18 75		
b East Kemptville.....	Yarmouth..... N.S.	34 20	18 75		
Eastlake.....	Inverness..... N.S.	9 50	18 75		
East Leicester.....	Cumberland..... N.S.	99 41	36 00		3 75
East Linden.....	Cumberland..... N.S.	8 15	18 75		
East Linton.....	Grey, N.R..... O	26 57	18 75		
East Magdala.....	Mégantic..... Q	1 00	18 75		
East Mapleton.....	Cumberland..... N.S.	18 65	18 75		
East Margaree.....	Inverness..... N.S.	45 79	18 75		
East Margaretsville.....	Annapolis..... N.S.	30 80	18 75		
c East Mines Station.....	Colchester..... N.S.	75 55	24 90		5 35
East Mountain.....	Colchester..... N.S.	18 00	18 75		
East New Annan.....	Colchester..... N.S.	18 75	18 75		
East Newbridge.....	Carleton..... N.B.	8 00	18 75		
East Oro.....	Simcoe, N.R.... O	25 68	21 25		
a East Oxford.....	Grenville..... O	29 75	17 79		
East Pinnacle.....	Missisquoi..... Q	11 00	18 75		
East Point.....	King's..... P.E.I.	13 50	18 75		
East Port-Medway.....	Shelburne & Queen's N.S.	40 23	19 50		
East River.....	Lunenburg..... N.S.	28 57	18 75		
East River, St. Mary's.....	Pictou..... N.S.	51 50	42 25	8 25	
East River, Sheet Harbour.....	Halifax..... N.S.	101 61	40 50		3 75
East Rogerville.....	Northumberland... N.B.	6 23	18 75		
East Roman Valley.....	Guy'sborough..... N.S.	22 00	18 75		
East Royalty.....	Queen's..... P.E.I.	3 30	18 75		
East Sable River.....	Shelburne & Queen's N.S.	25 38	18 75		
East Scotch Settlement.....	King's & Albert... N.B.	6 35	18 75		
East Side Port L'Hébert.....	Shelburne & Queen's N.S.	23 15	18 75		
East Side of Ragged Island.....	Shelburne & Queen's N.S.	25 25	18 75		
East Sooke.....	Nanaimo..... B.C.	17 95	18 75		
East Southampton.....	Cumberland..... N.S.	51 00	22 50	7 50	
Eastview.....	Assa, West... Sask	26 00	18 75		
Eastville.....	Colchester..... N.S.	84 42	37 50		3 75
East Wallace.....	Cumberland..... N.S.	13 51	18 75		

(a) Opened 15-6-06. (b) Late Rockingham. (c) Closed 1-12-06. Re-opened 1-1-07. (d) Late Turkey Hill. † Including \$4.50 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
East Walton.....	Hants..... N.S.	23 25	18 75		
East Waterville.....	York..... N.B.	7 25	18 75		
East Wellington.....	Nanaimo..... B.C.	23 85	18 75		
East Wentworth.....	Cumberland..... N.S.	95 66	42 75		3 75
East Williamsburg.....	Dundas..... O	11 50	18 75		
Eastwood.....	Oxford, S.R..... O	180 00	68 00		6 25
Eaton.....	Compton..... Q	97 81	50 00		3 75
Eatonville.....	Cumberland..... N.S.	35 45	18 75		
Eaulaie.....	Dist. of Nipissing..... O	185 12	75 00	3 75	7 50
Ebbsfleet.....	Prince..... P.E.I.	18 71	18 75		
Ebenezer.....	Queen's..... P.E.I.	13 25	18 75		
Ebenezer.....	Mackenzie..... Sask.	31 00	18 75		
Eberts.....	Kert, E.R..... O	61 17	27 00		
Ebor.....	Brandon..... M	23 55	18 75		
Ebordale.....	Grey, S.R..... O	52 25	21 00		
Echo Place.....	Brant..... O	117 00	37 50		
Echo Vale.....	Compton..... Q	42 30	22 50	8 25	
Eckville.....	Strathcona..... Alta	94 11	23 50		1 25
Economy Point.....	Colchester..... N.S.	50 60	†31 50		
Ecum Secum.....	Guysborough..... N.S.	79 75	38 50		2 50
Ecum Secum Bridge.....	Halifax..... N.S.	159 97	39 00		2 50
Edberg.....	Strathcona..... Alta	84 40	48 75	3 75	3 75
Edclane.....	Assa, West..... Sask.	3 25	18 75		
Eddystone.....	Northumberland, W.R.O	58 10	21 00		
Ed Eddyville.....	Wright..... Q	70 38	33 75		3 75
Eden.....	Elgin, E.R..... O	130 40	75 00		3 75
Eden.....	Dauphin..... M	222 44	112 50	2 25	11 25
Eden Grove.....	Bruce, S.R..... O	115 50	52 50		3 75
Eden Lake.....	Pictou..... N.S.	17 03	†23 25		
Eden Mills.....	Wellington, S.R..... O	187 88	73 50		7 50
Eden Valley.....	Mackenzie..... Sask.	19 00	16 66		
Edensville.....	Strathcona..... Alta	23 59	18 75	2 25	
Edenwold.....	Assa, West..... Sask.	12 00	18 75		
Edgar.....	Simcoe, N.R..... O	144 99	58 50		3 75
Edgar Mills.....	Essex, S.R..... O	30 12	21 00		
Edge Hill.....	Grey, S.R..... O	32 44	22 50		
Edgeley.....	Qu'Appelle..... Sask.	40 00	22 50		
Edgett's Landing.....	King's & Albert..... N.B.	72 14	26 25		
Edgewood.....	Kootenay..... B.C.	35 15	21 00		
Edina.....	Argenteuil..... Q	13 69	18 75		
Edison.....	Edmonton..... Alta	63 95	18 75	†2 50	
Edmondville.....	Lotbinière..... Q	37 65	18 75		
Edville.....	Northumberland, E.R.O	47 50	27 00		
Edward.....	Edmonton..... Alta	10 00	18 75		
Edwardsville.....	South Cape Breton..... N.S.	11 00	18 75		
Edwell.....	Strathcona..... Alta	49 15	24 00		
Edwin.....	Portage la Prairie..... M	27 90	18 75		
Eddy's Mills.....	Lambton, W.R..... O	102 43	50 00	2 25	3 75
Eel Brook.....	Yarmouth..... N.S.	84 00	36 00	2 25	3 75
Eel Cove.....	North Cape Breton and Victoria..... N.S.	19 05	††23 75		
Eel Creek.....	Cumberland..... N.S.	18 00	18 75		
Eel River Bridge.....	Northumberland..... N.B.	30 66	18 75		
Eel River Lake.....	York..... N.B.	39 47	18 75		
Ettingham.....	Welland..... O	48 58	22 50		
Egan Creek.....	Hastings, E.R..... O	28 75	18 75		
Egbert.....	Simcoe, S.R..... O	95 08	41 00		2 50

d Opened 1-8-06. b Late Tetreauville. e Including \$9 night allowance. † Including \$4.50 night allowance. ‡ Including 25c. arrears forward. a Late Fox. †† Including \$5 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Egerton.....	Wellington, N.R.....	O 46 75	22 50		
Egg Island.....	Chicoutimi & Saguenay..	Q 25 32	† 31 25		
Egg Lake.....	Edmonton.....	Alta 12 00	18 75		
Egmondville.....	Huron, S.R.....	O 274 00	118 50		11 25
Egmont Bay.....	Prince.....	P.E.I 21 25	18 75		
Egypte.....	Shefford.....	Q 30 59	18 75		
Eight Island Lake.....	Guysborough.....	N.S 15 75	18 75		
Ekfrid.....	Middlesex, W.R.....	O 146 38	45 00		3 75
Elba.....	Dufferin.....	O 12 00	18 75		
Elbow River.....	Calgary.....	Alta 16 11	18 75		
Elcho.....	Lincoln.....	O 70 00	36 00		3 75
Elder.....	Dufferin.....	O 13 20	18 75		
Elder's Mills.....	York, C.R.....	O 47 30	25 50		
Eldon Station.....	Victoria & Haliburton..	O 85 30	36 00		3 75
Eldorado.....	Hastings, E.R.....	O 249 77	78 75	3 00	7 50
Electric.....	Kent, W.R.....	O 23 00	18 75		
Elford.....	Essex, S.R.....	O 26 52	18 75		
Elfrida.....	Wentworth.....	O 37 50	21 00		
Elgin.....	Pictou.....	N.S 15 00	18 75		
Elgin.....	New Westminster.....	B.C 53 50	18 75		
Elginburg.....	Frontenac.....	O 110 00	45 00		3 75
Elginfield.....	Middlesex, E.R.....	O 37 30	18 75		
*Elgin House.....	Muskoka.....	O 112 00	64 00		5 00
Elgin Mills.....	York, C.R.....	O 96 55	46 50		3 75
Elgin Road.....	L'Islet.....	Q 30 45	18 75		
Elia.....	York, S.R.....	O 33 63	18 75		
Elie.....	Macdonald.....	M 269 80	85 50	11 25	7 50
Elinor.....	Alta.....	92 40	24 00		
Elizabethville.....	Durham.....	O 169 69	64 50		6 25
Elizabeth Bay.....	Algoma, E.R.....	O 14 45	18 75		
Elkmouth.....	Kootenay.....	B.C 252 65	61 50		3 75
Elk Prairie.....	Kootenay.....	B.C 20 15	18 75		
Elkwater.....	Assa, West.....	Alta 61 25	31 00	2 25	
Ellaton.....	Norfolk.....	O 17 91	18 75		
Ellengowan.....	Bruce, S.R.....	O 18 25	18 75		
Ellen's Town.....	Northumberland.....	N.B 14 00	18 75		
Ellerslie.....	Strathcona.....	Alta 42 24	18 75	7 50	
Ellesmere.....	York, C.R.....	O 90 73	33 00		3 75
Elliott.....	Lanark, S.R.....	O 36 86	21 00		
Elliott's Corners.....	Simcoe, E.R.....	O 22 42	18 75		
Elliott's Mills.....	Queen's.....	P.E.I 16 50	18 75		
Elliott Vale.....	King's.....	P.E.I 8 40	18 75		
*Ellis Bay.....	Chicoutimi & Saguenay..	Q 23 00	25 00		
Ellisboro'.....	Qu'Appelle.....	Sask 161 21	64 50		3 75
d Ellis River.....	Prince.....	P.E.I 9 50	17 62		
Ellisville.....	Leeds.....	O 60 46	21 00		
Ellwood.....	Russell.....	O 25 00	18 75		
e Elm.....	Carleton.....	O 6 61	6 52		
Elma.....	Dundas.....	O 90 21	52 50		3 75
Elmbank.....	Peel.....	O 58 00	22 50		
Elm-Brook.....	Prince Edward.....	O 28 94	18 75		
Elmcroft.....	Charlotte.....	N.B 7 75	18 75		
Elmfield.....	Pictou.....	N.S 15 00	18 75		
Elmgrove.....	Simcoe, S.R.....	O 52 58	21 25		
Elmhedge.....	Grey, N.R.....	O 13 50	18 75		
Elmhurst.....	King's & Albert.....	N.B 18 75	18 75		
Elmira.....	King's.....	P.E.I 19 43	18 75		

* Summer office.
d Closed 29-11-06.

† Including \$12.50 night allowance, \$5 of which is arrears.

c Closed 4-10-06.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Elmore	Assa. East.....Sask	61 55	25 50		
Elmsdale	Prince.....P.E.I	147 00	57 00		3 75
Elmside.....	Pontiac.....Q	109 37	43 50		3 75
Elm Springs	Assa. West.....Sask	11 70	18 75		
Elmstead.....	Essex, N.R.....O	62 00	26 25		
Elmsvale	Halifax.....N.S	66 92	36 00		
Elmsville.....	Charlotte.....N.B	69 61	29 00		
Elm Tree.....	Frontenac.....O	16 00	18 75		
Elm Valley.....	Brandon.....M	13 00	22 25		
Elm Valley.....	King's & Albert.....N.B	2 00	18 75		
Elmwood.....	King's & Albert.....N.B	13 75	18 75		
Elmwood.....	Queen's.....P.E.I	17 00	18 75		
a Elloida	Brockville.....O	32 82	18 75		
Elphin	Lanark, N.R.....O	104 80	49 50		3 75
Elsie	Victoria & Haliburton.O	15 85	18 75		
Elsinore	Bruce, N.R.....O	66 50	37 50		3 75
Elton	Brandon.....M	19 61	18 75		
Emard	Beauharnois.....Q	9 20	18 75		
Emerson.....	Muskoka.....O	10 50	18 75		
Emerald.....	Lennox & Addington.O	116 05	39 00		3 75
Emerald.....	Inverness.....N.S	6 75	18 75		
Emerald.....	Queen's.....P.E.I	98 75	45 00	*56 12	3 75
Emerson.....	Kent.....N.B	22 70	18 75		
Emery.....	York, S.R.....O	49 92	28 00		
Emileville.....	Bagot.....Q	75 00	37 50		3 75
Emmaville.....	Sask.....Sask	18 95	18 75		
Emmett.....	Renfrew, S.R.....O	18 73	18 75		
Empey.....	Hastings, E.R.....O	40 35	18 75		
Empire.....	Haldimand.....O	39 93	20 25		
Emyvale.....	Queen's.....P.E.I	21 76	18 75		
Enfield.....	Durham.....O	123 60	71 25		7 50
e Englefield.....	Humboldt.....Sask	25 00	4 16		
English Corner.....	Halifax.....N.S	42 38	22 50		
Enmore.....	Prince.....P.E.I	26 50	18 75		
Ennis.....	Simcoe, S.R.....O	10 00	18 75		
Ennishore.....	Victoria.....N.B	9 20	18 75		
Enniskillen Station.....	Sunbury & Queen's.N.B	82 59	28 50	1 50	
Ennismore.....	Peterborough, W.R....O	148 09	75 00	10 50	7 50
Ennotville.....	Wellington, S.R.....O	30 21	24 25		
Enon.....	South Cape Breton.N.S	11 23	18 75		
Entry Island	Gaspé.....Q	6 00	18 75		
Epping.....	Grey, E.R.....O	34 50	21 25	16 50	
Epsom.....	Ontario, S.R.....O	45 00	27 00		
Epworth.....	City of Vancouver..B.C	86 20	36 00		3 75
Eramosa.....	Wellington, S.R.....O	66 52	33 00		
Erb.....	King's & Albert.....N.B	5 00	18 75		
Erbsville.....	Waterloo, N.R.....O	17 25	18 75		
ce Equity	Strathcona.....Alta	7 00			
Eric.....	Frontenac.....O	35 75	25 50		
Erie.....	Haldimand.....O	42 00	18 75		
†Erieau.....	Kent, W.R.....O	38 00	25 00		
Erie View.....	Norfolk.....O	156 65	75 00	20 25	7 50
Erinsville.....	Lennox & Addington.O	105 35	46 50	3 75	3 75
Erinview.....	Macdonald.....M	41 72	18 75		
Erinville.....	Guysborough.....N.S	33 50	18 75		
Erle.....	Richmond & Wolfe...Q	21 55	18 75		
Ernestown Station.....	Lennox & Addington.O	63 38	27 75	18 00	

* Including \$9.62 arrears forward. a Opened 1-7-06.
office not yet opened. † Summer office.

e Opened 1-2-07. ce Credit for new

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year.)		Forward Allow- ance.		Rent Allow- ance.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Errington.....	Comox-Atlin.....	B.C.	20	41	18	75			
Erwood.....	Mackenzie.....	Sask.	165	90	48	03			
Escott.....	Brockville.....	O.	123	36	46	50			3 75
Escott Centre.....	Brockville.....	O.	34	00	16	66			
Escuminac.....	Bonaventure.....	Q.	108	98	41	25	3 75		3 75
Escuminac.....	Northumberland.....	N.B.	32	03	18	75			
Escuminac Flats.....	Bonaventure.....	Q.	28	64	18	75			
Esdraelon.....	Carleton.....	N.B.	23	65	18	75			
Eskasoni.....	North Cape Breton & Victoria.....	N.S.	20	46	18	75			
Eskdale.....	Bruce, N.R.....	O.	12	00	18	75			
Esmonde.....	Renfrew, S.R.....	O.	13	50	18	75			
Esquesing.....	Halton.....	O.	170	50	61	50			3 75
Esquimaux, Pointe.....	Chicoutimi & Saguenay, Q.	Q.	83	08	62	50	41 25		3 75
Essex.....	Inverness.....	N.S.	15	00	18	75			
Essonville.....	Victoria & Haliburton, O.	O.	28	22	18	75			
Estmere.....	North Cape Breton & Victoria.....	N.S.	54	34	22	50			
Ethelton.....	Humboldt.....	Sask.	26	30	18	75			
Etna.....	King's.....	N.S.	8	10	18	75			
Etobicoke.....	York, C.R.....	O.	47	04	18	75			
Etoimami.....	Mackenzie.....	Sask.	54	00	2	08			
Etrick.....	Middlesex, E.R.....	O.	6	21	18	75			
Ettyville.....	Russell.....	O.	18	40	18	75			
Eustis.....	Sherbrooke.....	Q.	154	64	75	00			7 50
Evandale.....	King's & Albert.....	N.B.	26	00	18	75			
Evans.....	Sunbury & Queen's.....	N.B.	18	75	18	75			
Evanston.....	Richmond.....	N.S.	9	00	18	75			
Evansville.....	Algoma, E.R.....	O.	20	00	18	75			
Evelyn.....	Middlesex, E.R.....	O.	63	80	33	00			
Everett.....	Victoria.....	N.B.	61	75	21	00			
Eversley.....	York, N.R.....	O.	68	96	28	50			
Ewan.....	Peterborough, W.R.....	O.	17	91	18	75			
Ewelme.....	Alta.....	Alta.	15	50	18	75			
Excelsior.....	Edmonton.....	Alta.	15	30	18	75			
Excelsior.....	Algoma, E.R.....	O.	52	89	18	75			
Ewing.....	Strathecona.....	Alta.	78	51	35	25			2 50
Exmoor.....	Northumberland.....	N.B.	6	35	18	75			
Exshaw.....	Calgary.....	Alta.	315	00	138	00			4 44
Extension.....	Nanaimo.....	B.C.	82	00	45	00			3 75
Eye-Brow-Hill.....	Assa, West.....	Sask.	54	82	22	50			
FABRE.....	Pontiac.....	Q.	68	40	22	50			
Factory Dale.....	King's.....	N.S.	14	25	18	75			
Fairbairn.....	Victoria & Haliburton, O.	O.	11	13	18	75			
Fairbank.....	York, S.R.....	Q.	98	00	18	75			
Fairfax.....	Stanstead.....	Q.	53	92	18	75			
Fairfield.....	King's.....	P.E.I.	16	00	18	75			
Fairfield.....	St. John.....	N.B.	33	44	18	75			
Fairfield East.....	Brockville.....	O.	37	25	18	75			
Fairfield Plain.....	Brant.....	O.	75	42	25	50			
Fairford.....	Dauphin.....	M.	36	95	18	75			
Fair Ground.....	Norfolk.....	O.	100	17	42	00			3 75
Fairhall.....	Souris.....	M.	19	41	18	75			
Fairhaven.....	Charlotte.....	N.B.	86	42	25	50	3 75		

+ Including \$19, night allowance, \$4 of which is arrears. ++ Including \$16.53, night allowance, \$1.83 of which is arrears. b Opened 1-8-06. d Opened 15-12-06. e Opened 1-3-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fairholme.....	Parry Sound.....	O 23 00	18 75	2 25	
a Fairland.....	Mackenzie.....	Sask 22 15	12 50		
Fairley.....	Northumberland.....	N.B. 28 73	18 75		
Fairlight.....	Assa. East.....	Sask 43 19	18 75	1 25	
Fairmede.....	Assa. East.....	Sask 67 75	34 00	9 00	2 50
Fairmont.....	Antigonishe.....	N.S. 7 25	18 75		
Fairmont Springs.....	Kootenay.....	B.C. 25 20	18 75		
Fairmount.....	Grey, E.R.....	O 33 18	18 75		
Fair Play.....	Essex, N.R.....	O 20 00	18 75		
Fair Valley.....	Simcoe, E.R.....	O 5 00	18 75		
Fairview.....	Perth, S.R.....	O 19 00	18 75		
Fairview.....	Westmoreland.....	N.B. 1 30	18 75		
Fairview.....	Queen's.....	P.E.I. 8 00	18 75		
Fairview Station.....	Halifax.....	N.S. 134 95	67 50		7 50
Fairville.....	Assa. West.....	Sask 29 41	18 75		
Fairy Hill.....	Assa. West.....	Sask 32 20	24 00		
Falconbridge.....	Middlesex, W.R.....	O 27 25	18 75		
Falkenburg Station.....	Muskoka.....	O 205 84	93 00	69 00	7 50
Falkirk.....	Middlesex, N.R.....	O 82 66	33 75		3 75
Falkland.....	Brantford.....	O 61 05	25 50		
Falkland.....	Halifax.....	N.S. 11 00	18 75		
Falkland.....	Yale & Cariboo.....	B.C. 33 85	18 75	2 25	
Falkland Ridge.....	Annapolis.....	N.S. 97 73	39 00		3 75
Fallbrook.....	Lanark, S.R.....	O 121 90	52 50		3 75
Fallowfield.....	Carleton.....	O 129 28	57 00		3 75
Fallowmead.....	Qu'Appelle.....	Sask 9 25	18 75		
Falmouth.....	Hants.....	N.S. 71 42	21 00		
Falun.....	Strathcona.....	Alta 31 50	18 75		
Fanning Brook.....	King's.....	P.E.I. 7 25	18 75		
Fanshawe.....	Middlesex, E.R.....	O 26 44	18 75		
Paraday.....	Hastings, W.R.....	O 32 70	18 75		
Farewell.....	Wellington, N.R.....	O 59 05	28 00	3 00	
Fargo.....	Kent, W.R.....	O 49 20	22 50	2 25	
a Farmer's Union.....	Grenville.....	O 14 50	4 16		
Farmerston.....	Carleton.....	N.B. 21 00	18 75		
Farmington.....	King's.....	P.E.I. 13 00	18 75		
Farmington.....	Cumberland.....	N.S. 6 45	18 75		
Farnam's Corners.....	Missisquoi.....	Q 42 25	22 25		
Farndon.....	Missisquoi.....	Q 32 82	18 75	3 75	
Farnham Centre.....	Brome.....	Q 76 85	33 00		
Fassett.....	Labelle.....	Q 289 30	19 36		
Fassifern.....	Glengarry.....	O 53 93	22 50		
Fauvel.....	Bonaventure.....	Q 60 70	18 75		
Fauxbourg.....	Lunenburg.....	N.S. 3 00	18 75		
Fawcett Hill.....	Westmoreland.....	N.B. 23 50	18 75		
Fawkham.....	Ontario, N.R.....	O 36 60	18 75		
Feener's Corner.....	Lunenburg.....	N.S. 16 75	18 75		
Fellows.....	Lennox & Addington.....	O 34 25	18 75		
Felton.....	Russell.....	O 32 50	18 75		
Feltz, Sud.....	Lunenburg.....	N.S. 14 00	18 75		
Fenaghvale.....	Prescott.....	O 15 75	18 75		
Fenella.....	Northumberland, W.R.O.....	122 55	52 50		3 75
d Fenton.....	Humboldt.....	Sask 10 00	2 08		
Fennell's.....	Simcoe, S.R.....	O 58 60	22 50		
Fenwick.....	King's & Albert.....	N.B. 18 85	18 75		
Fenwick.....	Cumberland.....	N.S. 19 00	18 75		
Ferguslea.....	Renfrew, S.R.....	O 17 00	18 75		
Ferguson.....	Middlesex, E.R.....	O 69 10	27 00		

(a) Opened 1-10-06.

(c) Opened 1-2-07.

(d) Opened 1-3-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ferguson's Falls	Lanark, S.R. O	21 50	18 75		
Ferguson's Lake	Richmond. N.S	24 85	18 75		
Ferguson's Point	Gloucester N.B	79 00	33 00		3 75
Fergusonvale	Simcoe, N.R. O	70 20	31 50		
Ferne Neuve	Labelle. Q	118 95	56 25		3 75
Fermoy	Frontenac. O	36 11	18 75		
Fernbank	Perth, N.R. O	16 75	18 75		
Ferndale	King's & Albert. N.B	3 00	18 75		
*Ferndale House	Muskoka. O	41 00	25 00		
Fernetville	Berthier. Q	52 20	22 50		
Fern Glen	Parry Sound. O	22 00	18 75		
Fernhill	Middlesex, N.R. O	71 50	30 00		
Fernlee	Algoma, E.R. O	71 61	24 00		
Fernleigh	Frontenac. O	23 34	18 75		
Fernwood	Prince Edward. P.E.I	12 49	18 75		
<i>a</i> Feronia	Nipissing. O	42 25	10 41		
<i>b</i> Fertile Valley	Assa, West. Sask	41 00	10 41		
Ferris	Sunbury & Queen's. N.B	17 25	18 75		
Ferrybank	Strathcona. Alta	76 55	18 75	2 25	
Ferry Landing	North Cape Breton and Victoria. N.S	49 33	30 00	3 00	
Ferry Point	Strathcona. Alta	113 21	58 50		3 75
Ferryville	Carleton. N.B	2 00			
Fertherston	Parry Sound. O	38 25	21 00		
Field	Nipissing. O	59 81	24 00		
Fielding	Carleton. N.B	13 00	18 75		
Fieldholme	Calgary. Alta	20 22	18 75		
Fieldville	Wright. Q	22 91	18 75		
Fife	Yale & Cariboo. B.C	29 70	22 50		
Fifteen Mile Stream	Halifax. N.S	0 20	31 25		
Fife Hills	Qu'Appelle. Sask	128 45	60 00	3 25	3 75
Findlay	Brandon. M	145 35	63 00	9 00	3 75
Finger Board	Victoria & Haliburton. O	25 12	18 75		
Finlayson	North Cape Breton and Victoria. N.S	16 25	18 75		
Fintona	Simcoe, S.R. O	6 75	18 75		
Fir Grove	King's & Albert. N.B	4 00	18 75		
Fir Grove	Dorchester. Q	18 16	18 75		
First South	Linenburg. N.S	25 35	18 75		
Fishburn	Alta. Alta	70 75	30 00		
Fish Creek	Humboldt. Sask	23 25	18 75		
Fisherman's Harbour	Guysborough. N.S	17 25	18 75		
<i>d</i> Fisher Home	Strathcona. Alta	7 00			
Fisher Mill	Guysborough. N.S	28 50	16 66		
Fisher River	Selkirk. M	14 25	18 75		
Fisherville	Haldimand. O	260 80	114 00		11 25
Fishing Lake	Humboldt. Sask	16 50	63 00	2 25	5 00
Fish Lake	Prince Edward. O	28 00	18 75		
Fitzmaurice	Assa, East. Sask	18 88	18 75		
Fitzpatrick	Northumberland. N.B	12 50	18 75		
Five Mile River	Hants. N.S	63 18	22 50		
<i>e</i> Flagstaff	Strathcona. Alta	42 00	8 33		
Flamboro', Centre	Wentworth. O	64 40	18 75		
Flanders	Compton. Q	18 75	18 75		
Flatlands	Restigouche. N.B	70 00	36 75		3 75
Flat River	Queen's. P.E.I	56 52	25 50	1 25	
Flee Island	Portage la Prairie. M	62 12	31 50		

(a) Opened 1-11-06. (b) Opened 1-11-06. (c) Opened 1-12-06. (d) Credit for new office not yet opened.

* Summer Office.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Flett's Springs.....	Humboldt.....Sask	35 22	44 50	3 75	3 75
Flettwode.....	Assa. East.....Sask	67 23	44 50	†11 50	3 75
Fleurant.....	Bonaventure.....Q	9 00	18 75		
Fleury.....	Nipissing.....O	34 95	18 75		
Flint Hill.....	King's & Albert.....N.B	2 00	18 75		
Flodden.....	Richmond & Wolfe.....Q	43 08	18 75		
Floral.....	Humboldt.....Sask	15 50	18 75		
Florenta.....	Dauphin.....M		18 75		
Flowers' Cove.....	Sunbury & Queen's.....N.B	13 80	18 75		
Flower Station.....	Lanark, N.R.....O	82 93	44 50		3 75
Flume Ridge.....	Charlotte.....N.B	26 00	18 75		
Foam Lake.....	Mackenzie.....Sask	50 50	23 25	3 75	
Folden's Corners.....	Oxford, S.R.....O	64 65	30 00		
Foley.....	Ontario, S.R.....O	17 25	18 75		
Foley.....	Saskirk.....M	49 82	25 50		
Foley Brook.....	Victoria.....N.B	24 71	18 75		
Folger Station.....	Lanark, N.R.....O	119 91	60 00		3 75
Folkins.....	King's.....N.B	15 00	18 75		
Folly Lake.....	Colchester.....N.S	71 15	18 75		
Folly Mountain.....	Colchester.....N.S	16 00	18 75		
Fonderie.....	Gaspé.....Q	17 84	18 75		
Fontenelle.....	Gaspé.....Q	53 75	18 75		
Fontenoy.....	Richmond.....Q	6 25	18 75		
Footé.....	Assa. West.....Sask	27 75	18 75		
Forbes.....	Colchester.....N.S	7 00	18 75		
Forbes Point.....	Shelburne & Queen's.....N.S	56 20	18 75		
Ford's Mills.....	Kent.....N.B	62 50	25 50	5 25	
Fordyce.....	Huron, E.R.....O	38 95	18 75		
Foreman.....	Strathcona.....Alta	55 38	18 75		
Forest Farm.....	Assa. East.....Sask	31 20	18 75	2 25	
Forest Glade.....	Annapolis.....N.S	13 75	18 75		
Forest Glen.....	Inverness.....N.S	5 25	18 75		
Forest Hill.....	King's & Albert.....N.B	19 25	18 75		
Forest Hill.....	King's & Albert.....P.E.I	9 20	18 75		
Forest Home.....	King's.....N.S	13 48	18 75		
Forest Mills.....	Lennox & Addington.....O	72 40	31 50		
||Forest Nook.....	Parry Sound.....O	30 00	25 00		
a Forest Bank.....	Sask.....Sask	39 47	14 58		
Foreston.....	Carleton.....N.B	67 88	32 00		
Forestville.....	Norfolk.....O	115 29	58 50		3 75
Forfar.....	Leeds.....O	101 55	54 00		3 75
Fork River.....	Dauphin.....M	212 56	†103 50	2 25	7 50
Forget.....	Russell.....O	30 75	18 75		
Forks.....	Sunbury & Queen's.....N.B	15 25	18 75		
Forks, Baddeck.....	North Cape Breton and Victoria.....N.S	18 85	18 75		
Forres.....	Assa. West.....Sask	56 33	18 75		
Forrest Station.....	Brandon.....M	192 60	51 00		7 50
Forshee.....	Strathcona.....Alta	27 00	18 75		
Fort à la Corne.....	Humboldt.....Sask	33 75	18 75	9 00	
Fort Alexander.....	Saskirk.....M	38 75	18 75		
Fort Augustus.....	Queen's.....P.E.I	26 70	18 75		
Fort Ellice.....	Marquette.....M	14 25	18 75		
Fortescue.....	Peterboro, W. R.....O	18 67	18 75		
Fort George.....	Yale & Caribou.....B.C	19 54	18 75		
Forties Settlement.....	Lunenburg.....N.S	49 48	18 75		
Fort Lawrence.....	Cumberland.....N.S	31 00	18 75	3 75	

† Including \$15 night allowance.
|| Summer Office.

‡ Including \$4 arrears forward.

a Opened 1-9-06.

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fort Louisburg.....	South Cape Breton.....N.S	17 50	18 75		
Fort Pelly.....	Mackenzie.....Sask	119 81	50 50		3 75
Fort Point.....	Digby.....N.S	51 00	18 75		
Fort St. James.....	Yale & Caribou.....BC	62 30	18 75		
Fortune Bridge.....	King's.....P.E.I	54 75	21 00		
Fortune Cove.....	Prince.....P.E.I	18 48	18 75		
Fort Vermilion.....	Athabaska.....	31 82	18 75		
Fort William.....	Pontiac.....Q	68 42	31 50		
Forty Mile.....	Yukon Territory.....	113 96	+		
Foster's Croft.....	King's & Albert.....N.B	3 00	18 75		
Posterville.....	York.....N.B	58 10	33 00		3 75
Found's Mills.....	Queen's.....P.E.I	13 76	18 75		
l Fountain.....	Mackenzie.....Sask	16 00	6 25		
l Fountainstown.....	Strathcona.....Alta	23 10	6 25		
Fourehu.....	Richmond.....N.S	58 14	37 50	2 25	3 75
Four-Falls.....	Victoria.....N.B	71 10	25 50	3 00	
Four Mile-Brook.....	Pictou.....N.S	24 23	18 75		
Four Roads.....	Gloucester.....N.B	18 75	18 75		
Fourteen Mile House.....	Halifax.....N.S	10 00	18 75		
Fowler's-Corners.....	Peterborough, W.R.....O	46 00	22 50		
Fox Bay.....	Chicoutimi & Saguenay.Q	6 25	18 75		
Fox Creek.....	Westmoreland.....N.B	104 00	43 50		3 75
Fox Harbour.....	Cumberland.....N.S	25 00	18 75		
Fox Island Main.....	Guysborough.....N.S	7 00	+26 25		
Foxleigh.....	Assa, West.....Sask	21 60	18 75		
Foxmead.....	Simcoe, E.R.....O	104 79	36 00		3 75
Fox Point.....	Lunenburg.....N.S	22 25	18 75		
Fox River.....	Cumberland.....N.S	163 40	66 00		3 75
c Foxton.....	Selkirk.....M	0 48	15 00		
Foymount.....	Renfrew, S.R.....O	28 71	18 75		
Framboise.....	Richmond.....N.S	62 05	24 00	6 00	
Framboise Intervale.....	Richmond.....N.S	16 90	18 75		
Frammes.....	Selkirk.....M	24 50	18 75		
Franconia.....	Haldimand.....O	47 30	29 50		
Frankburg.....	Calgary.....Alta	22 06	18 75		
Frank Hill.....	Victoria & Haliburton.O	4 00	18 75		
Franklin.....	Durham.....O	89 44	40 50	16 50	3 75
a Franklin.....	Yale & Caribou.....B.C	25 00	8 33		
Franklin Corners.....	Prescott.....O	49 23	18 75		
Frankville.....	Antigonish.....N.S	89 77	30 00		
Fraserburg.....	Muskoka.....O	59 22	18 75		
Fraser's Grant.....	Antigonish.....N.S	3 00	18 75		
Fraser's Mills.....	Antigonish.....N.S	14 00	18 75	2 25	
Fraser'sville.....	Durham.....O	70 75	34 50		3 75
Fraxville.....	Lunenburg.....N.S	11 00	18 75		
Fréchette.....	Levis.....Q	52 41	18 75		
Fredericton Road.....	Westmoreland.....N.B	23 73	18 75		
Fredericton Station.....	Queen's.....P.E.I	79 08	34 50		3 75
Freeborn.....	Perth, N.R.....O	41 18	21 00		
Freeland.....	Leeds.....O	20 00	18 75		
Freeland.....	Prince.....P.E.I	87 16	36 00		3 75
Freeport.....	Waterloo, S.R.....O	18 00	21 25		
French.....	Humboldt.....Sask	151 99	55 50	2 25	3 75
French Bay.....	Bruce, N.R.....O	12 70	18 75		
French Creek.....	Comox-Atlin.....B.C	23 80	25 50		
French Lake.....	Sunbury & Queen's..N.B	20 70	18 75		

+ Including \$7.50 night allowance. a Opened 5-12-06.

+ Salary, &c., entered in Auditor General's report.

b Opened 1-1-07.

c Closed 31-12-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
French River.....	Pictou.....N.S.	23 25	18 75	2 25	
French River.....	Queen's.....P.E.I.	102 45	46 50		3 75
French Road.....	South Cape Breton..N.S.	12 98	18 75		
Frenchvale.....	N.C. Breton & Victoria N.S.	5 00	18 75		
French Village.....	Queen's.....P.E.I.	8 00	18 75		
French Village.....	King's & Albert.....N.B.	10 00	18 75		
French Village.....	Halifax.....N.S.	88 51	36 00		3 75
Friar's Head.....	Inverness.....N.S.	14 00	+23 25		
Friar's Head Chapel.....	Inverness.....N.S.	14 00	+23 25		
Froatburn.....	Dundas.....O.	23 71	18 75		
Frogmore.....	Norfolk.....O.	59 46	28 50		
bFroblich.....	Assa. W.....Sask.	10 00	2 08		
Frome.....	Elgin, W.R.....O.	41 00	18 75		
Frontenac.....	Lotbinière.....Q.	52 79	24 25		
Frontier.....	Huntingdon.....Q.	18 75	18 75		
Frost Village.....	Shefford.....Q.	44 90	18 75		
Fry's.....	Assa. East.....Sask.	65 52	24 00		
Fulda.....	Humboldt.....Sask.	38 87	18 75		
Fulford.....	Brome.....Q.	97 00	42 00		3 75
Fuller.....	Hastings, W.R.....O.	25 85	18 75		
Fulton.....	Lincoln.....O.	71 88	31 50		
Fulton Brook.....	Sunbury & Queen's..N.B.	5 00	18 75		
Fulton's Mills.....	Wellington, N.R.....O.	28 76	18 75		
Furnace Falls.....	Victoria & Haliburton.O.	18 65	18 75		
GABAROUSE BARACHOIS.....					
Gabarouse Lake.....	South Cape Breton..N.S.	158 30	73 50		7 50
Gabriola Island.....	South Cape Breton..N.S.	19 00	18 75		
Gad's Hill.....	Nanaimo.....B.C.	35 66	18 75		
Gagné.....	Perth, N.R.....O.	82 40	37 50		3 75
Gagnon.....	Bonaventure.....Q.	41 00	18 75		
Gairloch Mountain.....	Russell.....O.	30 00	18 75		
Galbraith.....	North Cape Breton & Vic- toria.....N.S.	8 20	18 75		
Galesburg.....	Lanark, N.R.....O.	23 00	18 75		
Gallagher.....	Peterborough, E.R.....O.	12 00	18 75		
Galena.....	Westmoreland.....N.B.	13 50	18 75		
Galiano.....	Kootenay.....B.C.	38 50	25 50		
Gallington.....	Nanaimo.....B.C.	85 28	48 00		3 75
Gallingertown.....	Stormont.....O.	18 00	18 75		
Galson.....	Compton.....Q.	29 25	20 25		
Galston.....	Nipissing.....O.	25 89	18 75		
Galway.....	King's & Albert.....N.B.	21 95	18 75		
Gamble's Corners.....	Prince.....P.E.I.	7 50	18 75		
Gananoque Junction.....	Leeds.....O.	46 00	19 50		
Gang Ranch.....	Yale & Cariboo.....B.C.	27 93	18 75		
Gap View.....	Qu'Appelle.....Sask.	24 41	18 75		
Garden Hill.....	Durham.....O.	129 60	56 25		3 75
Garden Island.....	Frontenac.....O.	179 25	102 00		11 25
Garden of Eden.....	Pictou.....N.S.	31 75	18 75		
Gardenton.....	Provencher.....M.	27 08	18 75		
Gardenville.....	Prince Edward.....O.	43 93	18 75		
Gardiner Mines.....	South Cape Breton..N.S.	12 66	18 75		
Gardiner's Creek.....	St. John.....N.B.	23 25	18 75		
Gardner's Mills.....	Yarmouth.....N.S.	20 00	18 75		
Garfield.....	Queen's.....P.E.I.	6 00	18 75		
Garland.....	Châteauguay.....Q.	29 65	18 75		

+ Including \$4.50 night allowance. b Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Garland.....	King's..... N.S.	13 75	18 75		
Garland.....	Dauphin..... M	66 40	*54 00		2 50
Garneau Junction.....	Champlain..... Q	51 95	18 75		
Garnet.....	Haldimand..... O	121 33	37 50		3 75
Garnet.....	St. John..... N.B.	9 75	18 75		
Garnock.....	Humboldt..... Sask	58 50	18 75		
Garonne.....	Humboldt..... Sask	14 01	18 75	2 25	
Garretton.....	Grenville..... O	30 00	18 75		
Garryowen.....	Grey, N.R..... O	20 75	18 75		
Garthby West.....	Richmond & Wolfe..... Q	19 65	18 75		
Gascons.....	Bonaventure..... Q	163 95	†84 75		7 50
Gas Line.....	Welland..... O	75 07	30 00		
Gasparine.....	Châteauguay..... Q	19 75	18 75		
Gaspereau.....	Sunbury & Queen's..... N.B.	38 00	18 75	5 25	
Gaspé Bay, South.....	Gaspé..... Q	41 00	20 25	2 25	
Gaspereau Station.....	Sunbury & Queen's..... N.B.	146 30	46 50	3 75	3 75
Gaspereaux.....	King's..... P.E.I.	60 26	27 00		
Gateway.....	Kootenay..... B.C.	49 20	28 00		
Gaudette.....	Pontiac..... Q	132 70	37 50		3 75
Gavelton.....	Yarmouth..... N.S.	15 00	18 75		
Gawas.....	Algoma, W.R..... O	47 46	22 50		
Gaythorne.....	Northumberland..... N.B.	22 00	18 75		
Geary.....	Sunbury & Queen's..... N.B.	13 25	18 75		
Gegoggin.....	Guysboro'..... N.S.	8 00	18 75		
Gelert.....	Victoria & Haliburton..... O	164 67	81 00		7 50
Gellatly.....	New Westminster..... B.C.	50 40	22 50		
Geneva.....	Argenteuil..... Q	18 25	18 75		
Genoa.....	Argenteuil..... Q	24 50	18 75		
George's River.....	North Cape Breton and Victoria..... N.S.	31 15	18 75	4 50	
George's River Station.....	North Cape Breton and Victoria..... N.S.	15 00	18 75	4 50	
Georgeville.....	Antigonishe..... N.S.	30 00	18 75	4 50	
Georgina Island.....	York, N.R..... O	13 30	18 75		
Geraldine.....	Huntingdon..... Q	12 50	18 75		
aGerrard.....	Kootenay..... B.C.	102 75	10 41		
Germania.....	Muskoka..... O	60 01	25 50		
Germanicus.....	Renfrew, N.R..... O	20 00	18 75		
German Mills.....	Waterloo, S.R..... O	17 93	18 75		
Germantown.....	King's & Albert..... N.B.	10 00	18 75		
Gerrard Island.....	Halifax..... N.S.	35 50	†33 75		
Gertrude Mine.....	Algoma, E.R..... O	50 00	77 50		6 25
Gesto.....	Essex, S.R..... O	92 12	45 00		3 75
Gethsemani.....	Chicoutimi & Saguenay..... Q	5 00	18 75		
Geyser.....	Selkirk..... M	65 17	18 75	6 16	
cGhost Pine Creek.....	Calgary..... Alta	25 00	2 08		
Giant's Lake.....	Guysborough..... N.S.	17 08	18 75		
Gibbon.....	King's & Albert..... N.B.	12 00	18 75		
Gibraltar.....	Grey, E.R..... O	57 94	21 00		
Gibson.....	Simcoe, E.R..... O	21 25	18 75		
bGibson Landing.....	Comox-Atlin..... B.C.	33 50	18 75		
Gilbert Cove.....	Digby..... N.S.	129 32	48 00		3 75
Gilbert des Caps.....	Charlevoix..... Q	3 02			
Gilbert Mountain.....	Cumberland..... N.S.	5 00	18 75		
Gilbert's Mills.....	Prince Edward..... O	17 20	18 75		
Gilchrist.....	Simcoe, N.R..... O	27 21	18 75		
Gilead.....	Hastings, E.R..... O	22 27	18 75		

† Including \$13.50 night allowance. ++ Including \$15 night allowance.
 allowance. a Opened 1-11-06. b Late Howe Sound. c Opened 1-3-07.

* Including \$9 night

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Gilford.....	Simcoe, S.R.....	O 129 19	58 50	10 50	3 75
Gilks.....	Northumberland.....	N.B. 44 50	21 00	9 00	
Gillander's-Mountain.....	North Cape Breton and Victoria.....	N.S. 15 00	18 75		
Gillespie.....	Victoria.....	N.B. 11 75	18 75		
Gillies.....	Sask.....	Sask. 56 14	24 00		
Gillies Depot.....	Nipissing.....	O 495 37	60 00		3 75
Gillies Hill.....	Bruce, S.R.....	O 41 50	22 50		
Gillies Lake.....	North Cape Breton and Victoria.....	N.S. 4 00	18 75		
Gillies Point.....	North Cape Breton and Victoria.....	N.S. 2 25	18 75		
Gillie's Point, East.....	North Cape Breton and Victoria.....	N.S. 5 50	18 75		
Gillingham.....	Alta.....	Alta. 121 57	48 75		3 75
Gillis Cove.....	Inverness.....	N.S. 25 75	18 75		
Gilman.....	Brome.....	Q 19 40	18 75		
Gilmour.....	Hastings, E.R.....	O 114 83	72 50		3 75
Gilolo.....	Selkirk.....	M 37 00	18 75	9 00	
Gilpen.....	Strathcona.....	Alta. 63 89	28 50		
Gingras.....	Lotbinière.....	Q 6 50	18 75		
Girard.....	St. John & Iberville.....	Q 47 00	18 75		
Giroux.....	Provencher.....	M 120 20	48 00		3 75
Giroux Lake.....	Nipissing.....	O 551 00	+ 291 25		+ 32 91
Glacier.....	Kootenay.....	B.C. 417 64	195 00		18 75
Gladstone.....	Middlesex, E.R.....	O 75 25	29 00		
Gladstone.....	Victoria.....	N.B. 8 60	18 75		
Gladwyn.....	Victoria.....	N.B. 13 00	18 75		
Gladys.....	Calgary.....	Alta. 127 63	51 00	7 50	3 75
Glamorgan.....	Durham.....	O 4 50	18 75		
a Glandine.....	Victoria & Haliburton.....	O 4 00	4 16		
Glanford Station.....	Wentworth.....	O 35 50	18 75		
Glanmire.....	Hastings, E.R.....	O 18 75	18 75		
Glanworth.....	Middlesex, E.R.....	O 161 02	61 50		3 75
Glascott.....	Grey, S.R.....	O 6 50	18 75		
Glasgow.....	Ontario, N.R.....	O 20 90	18 75		
Glasgow.....	North Cape Breton and Victoria.....	N.S. 12 50	18 75		
Glasgow Station.....	Renfrew, S.R.....	O 100 40	52 50		3 75
Glassburn.....	Antigonishe.....	N.S. 16 00	18 75		
Glaude.....	Westmoreland.....	N.B. 6 50	18 75		
Gleason Road.....	Charlotte.....	N.B. 19 25	18 75		
Glebe Road.....	Antigonishe.....	N.S. 9 25	18 75		
Glen Adelaide.....	Assa, East.....	Sask. 61 60	42 00		3 75
Glen Alda.....	Peterborough, E.R.....	O 19 25	18 75		
Glen Almond.....	Labelle.....	Q 49 24	21 25		
Glen Alpine.....	Antigonishe.....	N.S. 25 21	18 75		
Glen Andrew.....	Prescott.....	O 61 75	22 50		
Glen Anglin.....	Gloucester.....	N.B. 23 17	18 75		
Glenannan.....	Huron, E.R.....	O 44 65	22 50		
Glenarn.....	Victoria & Haliburton.....	O 191 62	70 50	2 25	7 50
Glen Bean.....	Wright.....	Q 68 50	24 00		
Glen Becker.....	Dundas.....	O 30 30	18 75		
Glenbervie.....	Colchester.....	N.S. 34 45	18 75		
Glenburnie.....	Frontenac.....	O 43 00	21 00		
Glencairn.....	Simcoe, S.R.....	O 212 73	90 00		7 50
Glencairn.....	Dauphin.....	M 31 66	22 50		
Glencoe.....	Inverness.....	N.S. 4 60	18 75	2 25	

a Closed 1-9-06. + Including \$81.25 arrears salary and \$10.41 arrears rent.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Glencoe	Restigouche.....N.B	11 00	18 75		
Glencoe Mills.....	Inverness.....N.S	11 70	18 75		
Glen Colin.....	Elgin, E.R.....O	51 88	18 75		
l Glen Brook.....	Glengarry.....O	43 00	10 41		
Glencorradale.....	King's.....P.E.I	11 00	18 75		
Glencove.....	Guysborough.....N.S	4 00	18 75		
Glencross.....	Lisgar.....M		18 75		
Glen Cross.....	Dufferin.....O	19 09	18 75		
Glendale.....	Middlesex, E.R.....O	26 30	18 75		
Glendale.....	Inverness.....N.S	58 54	24 00		
Glendale.....	Portage la Prairie.....M	36 40	18 75		
Glendinning.....	Souris.....M	29 36	18 75	0 75	
Glen Donald.....	Glengarry.....O	12 50	18 75		
Glendower.....	Frontenac.....O	28 90	18 75		
Glendyer.....	Inverness.....N.S	104 25	42 00	3 75	
Gleneden.....	Grey, S.R.....O	38 26	18 75		
Glen Elbe.....	County of Brockville.....O	42 54	24 00		
Glenelg.....	Guysborough.....N.S	44 12	30 75	3 75	
Glenemma.....	Yale & Caribon.....B.C	16 65	18 75		
Glenfanning.....	King's.....P.E.I	11 00	18 75		
Glen Farrow.....	Huron, E.R.....O	34 95	18 75		
Glenfield.....	Lennox & Addington.....O	10 25	18 75		
Glenfinnan.....	Queen's.....P.E.I	7 95	18 75		
Glenforsa.....	Marquette.....M	17 05	27 75		
Glengarry.....	Inverness.....N.S	3 25	18 75		
Glengarry.....	Prince.....P.E.I	10 25	18 75		
Glengarry Station.....	Pictou.....N.S	78 00	42 00	8 25	3 75
Glengarry Valley.....	South Cape Breton.....N.S	9 00	18 75		
Glenholm.....	Dauphin.....M	5 00	18 75		
Glen Huron.....	Simcoe, N.R.....O	132 68	64 50		3 75
Glenhurst.....	Assa, W.....Sask	45 98	18 75	1 25	
Glenila.....	Parry Sound.....O	8 00	18 75		
+Glen Island.....	Lennox & Addington.....O	1 00	80 00		5 00
Glen Iver.....	Sherbrooke.....Q	50 25	21 25		
Glenlea.....	Provencher.....M	37 73	18 75		
Glenlivet.....	Wright.....Q	22 45	18 75		
Glenlivet.....	Restigouche.....N.B	27 17	18 75		
Glen Lloyd.....	Mégantic.....Q	20 46	18 75		
a Glenlogan.....	Sask.....Sask	22 00	4 16		
Glenlyon.....	Dauphin.....M	8 70	18 75		
Glen Major.....	Ontario, N.R.....O	29 00	18 75		
Glen Margaret.....	Halifax.....N.S	62 98	27 00	19 50	
Glen Martin.....	King's.....P.E.I	14 00	18 75		
Glen Mary.....	Humboldt.....Sask	29 06	18 75	3 75	
Glen Meyer.....	Norfolk.....O	136 42	52 50	2 25	3 75
Glen Millar.....	Hastings, W.R.....O	56 83	26 00		
Glenmore.....	Grenville.....O	7 00	18 75		
Glenmore.....	Halifax.....N.S	8 20	18 75		
Glen Morrison.....	South Cape Breton.....N.S	10 30	18 75		
Glen Murray.....	Mégantic.....Q	31 95	18 75	3 00	
Glennevis.....	Glengarry.....O	55 35	31 50		
Glen Norman.....	Glengarry.....O	67 42	30 00		
Glen Oak.....	Middlesex, W.R.....O	29 25	18 75		
Glenora.....	Souris.....M	90 00	26 25	2 50	
Glenora Falls.....	Inverness.....N.S	18 71	18 75		
Glen Orchard.....	Muskoka.....O	40 11	21 00	10 00	
Glenorchy.....	Halton.....O	33 70	18 75		

a Opened 1-2-07.

b Opened 1-11-06.

* Including \$9 night allowance.

† Summer office.

‡ Including \$12 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Glenpayne	Stormont	O 35 25	18 75		
Glen Porter	Northumberland.....	N.B 3 50	18 75		
Glen Rae	Lambton, E.R.	O 89 20	40 50		3 75
Glen Road	Antigonishe.....	N.S 8 00	18 75		
Glen Ross	Hastings, W.R.	O 41 50	18 75		
Glenroy	Glengarry	O 99 47	45 00	4 50	3 75
Glen Sandfield.....	Glengarry	O 92 48	45 00		5 75
Glenstee	Norfolk	O 41 40	18 75		
Glen Smail	Grenville	O 24 59	18 75		
Glensmith	Dauphin	M 26 37	41 00	3 00	2 50
Glen Stewart	Dundas	O 57 39	29 00		
Glen Sutton	Brome	Q 184 16	86 25		7 50
Glen Titus	King's & Albert.	N.B 22 85	18 75		
Glen Uig (Pleasant Valley).....	Antigonishe.....	N.S 9 40	18 75		
Glenvale	Frontenac	O 57 77	18 75		
Glenvale	Westmoreland.....	N.B 5 00	18 75		
Glen Valley	Assa, West.	Sask 24 91	18 75		
Glen Valley	New Westminster.....	B.C 24 60	18 75		
Glen View	Lanark, S.R.	O 25 73	18 75		
aGlenview	Calgary	Alta 43 07	12 50		
Glenvilla	Stanstead	Q 65 00	63 75		1 25
Glenville	York, N.R.	O 18 00	18 75		
Glenville	Inverness	N.S 35 50	128 50		
Glen Walter	Glengarry	O 31 94	21 00		
Glenwell	Qu'Appelle	Sask 78 07	18 75		
Glen William	King's	P.E.I 11 73	18 75		
Glen Willow	Middlesex, W.R.	O 21 65	18 75		
Glenwood	New Westminster.....	B.C 41 66	21 25		
Glenwood	King's & Albert	N.B 27 73	18 75		
Glenwood, lot 8.....	Prince	P.E.I 46 15	18 75		
Glenwood Station.....	Kent, W.R.	O 81 70	37 00		2 50
Gobeil	Charlevoix	Q 23 00	18 75		
Goble's	Oxford, N.R.	O 159 35	82 50		7 50
Godbout	Chicoutimi & Saguenay	Q 27 11	31 25		
Godfrey	Frontenac	O 145 56	52 50	3 00	3 75
Godolphin	Northumberland.	E.R.O 15 25	18 75		
Goff's	Halifax	N.S 44 55	18 75	2 25	
c Go Home	Simcoe, E.R.	O 50 00	66 00		5 00
Golburn Valley	Humboldt	Sask 7 25	18 75		
Goldenburgh	Algoma, E.R.	O 17 30	18 75		
Golden Grove	St. John	N.B 5 00	18 75		
Golden Grove Mills.....	St. John	N.B 5 00	18 75		
Golden Plain	Assa, East	Sask 53 68	30 00		
Golden Stream	Portage la Prairie.....	M 21 31	18 75		
Golden Valley	Parry Sound	O 65 85	34 00		2 50
Goldfield	Stormont	O 10 00	18 75		
Gold River	Lunenburg	N.S 102 24	42 00		3 75
Gold Rock	Thunder Bay & Rainy River	O 197 00	82 50		7 50
Goldsmith	Essex, S.R.	O 10 00	18 75		
Goldstone Station.....	Wellington, N.R.	O 50 46	27 00		
Goldstream	Nanaimo	B.C 58 21	18 75		
Goldwin	Pontiac	Q 25 93	18 75		
Golspie	Oxford, N.R.	O 176 12	87 00		7 50
Gondola Point	King's & Albert.....	N.B 54 25	18 75		
Gonor	Selkirk	M 93 65	25 50		
Good Corner	Carleton	N.B 21 15	18 75		
bGood Hope	Edmonton	Alta 7 00	2 08		

† Including \$7.50 night allowance.

a Opened 1-10-06.

b Opened 1-3-07.

c Summer office.

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Goodwin Mill	Gloucester..... N.B	29 00	18 75		
Goodwood.....	Ontario, N.R..... O	221 38	99 00		11 25
Gooseberry Cove.....	St. John..... N.B	9 75	18 75		
Goose Creek.....	St. John..... N.B	6 25	18 75		
Goose Lake.....	Qu'Appelle..... Sask	44 20	18 75		
Goose River.....	King's..... P.E.I	4 00	18 75		
Gordon.....	Assa, East..... Sask	8 25	18 75		
Gordon.....	Essex, S.R..... O	85 80	55 50		3 75
Gordon Bay.....	Parry Sound..... O	140 58	68 00		6 25
Gordon Head.....	Nanaimo..... B.C	37 75	18 75		
Gordon Lake.....	Algoma, W.R..... O	122 41	45 00	2 25	3 75
Gordonville.....	Carleton..... N.B	64 00	21 00		
Gordonville.....	Wellington, N.R..... O	40 79	21 00		
Gore.....	Hants..... N.S	106 29	34 50	3 75	3 75
Gore.....	Richmond & Wolfe..... Q	49 00	22 50		
Goring.....	Grey, E.R..... O	23 50	18 75		
Gorlitz.....	Assa, East..... Sask	12 25	18 75		
Gorman.....	Renfrew, S.R..... O	25 00	18 75		
Gormley.....	York, C.R..... O	147 00	51 00		3 75
Goshen.....	King's & Albert..... N.B	12 10	18 75	2 25	
Goshen.....	Guysborough..... N.S	49 00	27 00		
Goshen Road.....	Richmond & Wolfe..... Q	19 61	18 75		
Goschen.....	Assa, East..... Sask	14 25	18 75		
Gosford.....	Portneuf..... Q	12 10	18 75		
Gosport.....	Lennox & Addington..... O	29 88	18 75		
Gosselin's Mills.....	Compton..... Q	20 55	18 75		
Goulais Bay.....	Algoma, W.R..... O	37 00	18 75		
Goulais River.....	Algoma, W.R..... O	33 30	18 75		
Gould.....	Compton..... Q	155 40	78 75	8 25	7 50
Gould Station.....	Compton..... Q	66 00	28 50		
Goupil.....	Drummond & Arthabaska..... Q	7 42	18 75		
Gourock.....	Wellington, S.R..... O	152 05	73 50		6 25
Govan.....	Humboldt..... Sask	21 08	18 75		
Gowan Brae.....	King's..... P.E.I	22 00	18 75		
Gowanstown.....	Perth, N.R..... O	86 30	60 00	21 00	3 75
Gowland Lake.....	Mackenzie..... Sask	20 41	18 75		
Gowland Mountain.....	King's & Albert..... N.B	7 00	18 75		
Gowrie.....	Perth, S.R..... O	52 13	18 75		
Graburn.....	Assa, West..... Alta	22 99	24 00		
Grafton.....	Carleton..... N.B	51 00	24 00		
Grafton.....	King's..... N.S	122 23	57 00		3 75
Graham.....	Vandreuil..... Q	97 90	35 00		2 50
Graham.....	Brockville..... O	14 90	18 75		
Graham's Road.....	Queen's..... P.E.I	24 50	18 75		
Grahamville.....	Peel..... O	34 90	18 75		
Grainfield.....	Northumberland..... N.B	16 70	18 75		
Grainland.....	Strathcona..... Alta	7 00			
Grainboro'.....	Shefford..... Q	17 00	18 75		
Grande Anse.....	Richmond..... N.S	31 75	18 75	1 25	
Grande Bay.....	King's & Albert..... N.B	120 90	43 50		3 75
Grande Bend.....	Huron, S.R..... O	250 81	96 00		7 50
Grand Chicot.....	Two Mountains..... Q	8 00	18 75		
a Grand Grève.....	Richmond..... N.S	13 00	8 33		
Grande Clairière.....	Souris..... M	56 10	30 00		
Grand Désert.....	Halifax..... N.S	43 48	19 50		
Grande Entrée.....	Gaspé..... Q	77 00	43 00	7 50	3 75
Grande Frenière.....	Two Mountains..... Q	83 75	33 75		3 75
Grande Montagne.....	Beauce..... Q	35 96	22 25		

a Opened 1-12-06.

b Credit for new office not yet opened.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Grande Pointe.....	Provencher.....M	124 34	43 50	2 25	3 75
Grande Prairie.....	Yale & Cariboo.....B.C	99 55	30 00		
Grandes Coudées.....	Beauce.....Q	16 50	18 75		
Grand Falls Portage.....	Victoria.....N.B	9 20	18 75		
Grands Fonds.....	Charlevoix.....Q	8 00	18 75		
Grandigue.....	Kent.....N.B	43 00	18 75	2 25	
Grandique Ferry.....	Richmond.....N.S	13 00	18 75		
Grand Lake.....	South Cape Breton.....N.S	5 00	18 75		
Grand Lake Station.....	Halifax.....N.S	11 70	18 75		
Grand Mira, North.....	South Cape Breton.....N.S	9 00	18 75		
Grand Mira, South.....	South Cape Breton.....N.S	8 00	18 75		
Grand Narrows.....	North Cape Breton & Victoria.....N.S	121 02	60 00		3 75
Grand Pabos.....	Gaspé.....Q	109 50	†69 50	0 75	3 75
d Grand Pabos, West.....	Gaspé.....Q	10 00	6 25		
Grand Pré.....	Maskinonge.....Q	14 00	18 75		
Grand Rang.....	Dorchester.....Q	31 41	18 75	2 25	
Grands Rapides.....	Mackenzie.....Sask	18 63	18 75		
Grand River Falls.....	Richmond.....N.S	19 00	18 75		
Grand Saint Esprit.....	Nicolet.....Q	84 20	24 00		
Grand Saint Louis.....	Nicolet.....Q	11 00	18 75		
Grande Tracadie.....	Queen's.....P.E.I	60 10	21 00		
Grande Vallée.....	Gaspé.....Q	206 04	71 25		7 50
Grandview.....	York.....N.B	59 04	31 50		
Grandview.....	Queen's.....P.E.I	37 00	25 50	5 25	
Grange.....	Macdonald.....M	18 75	18 75		
Granger.....	Dufferin.....O	18 75	18 75		
Granite Creek.....	Yale & Caribou.....B.C	72 97	36 00		3 75
Granite Hill.....	Parry Sound.....O	23 28	18 75	2 25	
Granite Hill.....	York.....N.B	26 74	18 75		
Granite Village.....	Shelburne & Queen's.....N.S	33 20	22 50		
Graniteville.....	Stanstead.....Q	98 00	40 50		3 75
Grant.....	Russell.....O	16 50	18 75		
Grant.....	Westmoreland.....N.B	33 73	18 75		
Grantham.....	Comox-Atlin.....B.C	11 00	18 75		
Granthurst.....	Oxford, N.R.....C	23 50	19 50		
Grantley.....	Dundas.....O	108 48	52 50		3 75
Granton.....	Pictou.....N.S	14 00	18 75		
Grant's Corners.....	Glengarry.....O	43 80	18 75		
Granville.....	Queen's.....P.E.I	43 25	18 75		
a Grasset.....	Algoma, E.R.....O	10 50	16 66		
Grassmere.....	Muskoka.....O	2 00	*20 25		
Grass River.....	Dauphin.....M	13 00	18 75		
Grassy Lake.....	Alta.....Alta	140 55	††71 25		3 75
Grassie.....	Lincoln.....O	108 87	49 00	4 50	3 75
Grattan.....	Northumberland.....N.B	12 23	18 75		
Grattan.....	Renfrew, S.R.....O	74 00	31 50		
Gratton Corner.....	Prescott.....O	30 95	18 75		
Gravel Hill.....	Stormont.....O	21 50	18 75		
Gray.....	Qu'Appelle.....Sask	24 25	18 75		
Graystock.....	Peterboro', E.R.....O	11 00	18 75		
Graysville.....	Macdonald.....M	112 22	54 00	3 75	3 75
Graytown.....	Qu'Appelle.....Sask	91 46	36 00		3 75
b Great Deer.....	Sask.....Sask	36 67	16 66		
Great Desert.....	Nipissing.....O	17 75	18 75		
Greece's Point.....	Argenteuil.....Q	95 39	41 25		3 75
Greeley.....	Russell.....O	59 62	21 00		

* Including \$1.50 special salary.
allowance. a Opened 1-8-05.

† Including \$13.50 night allowance.
b Opened 1-8-06.

†† Including \$22.50 night

d Opened 1-1-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Greenbank.....	Ontario, S.R.....O	177 27	85 00		7 50
Green Bay.....	Aigoma, E.R.....O	45 00	19 50		
Greenbush.....	Brockville.....O	111 14	54 00		3 75
Greenbush.....	York.....N.B	7 00	18 75		
c Green Cove.....	North Cape Breton & Victoria.....N.S		2 68		
Greendale.....	Antigonish.....N.S	6 25	18 75		
Greenfield.....	Carleton.....N.B	19 50	18 75		
Greenfield.....	Shelburne & Queen's N.S	109 80	43 50	2 25	3 75
Greenfield.....	Colchester.....N.S	45 25	18 75		
Greenfield.....	King's.....P.E.I	5 00	18 75		
Green Harbour.....	Shelburne & Queen's N.S	35 45	18 75		
Green Hill.....	Cumberland.....N.S	0 28	18 75		
Green Hill.....	Pictou.....N.S	24 30	18 75		
Green Hill.....	York.....N.B	28 96	18 75		
Green Lake.....	Sask.....Sask	51 71	26 25		
Green Lake.....	York.....N.B	9 05	18 75		
Greenland.....	Annapolis.....N.S	9 20	18 75		
Greenland.....	Provencher.....M	51 70	18 75		
Greenlay.....	Richmond & Wolfe.....Q	137 61	41 25		3 75
Greenmount.....	Prince.....P.E.I	25 15	18 75		
Green Mountain.....	Yale & Caribou.....B.C	17 25	18 75		
Greenock.....	Bruce, S.R.....O	71 55	32 00		
Green Point.....	Prince Edward.....O	14 00	18 75		
Green Point.....	Gloucester.....N.B	103 30	43 50		3 75
Green Ridge.....	Provencher.....M	50 86	24 00		
Green River.....	Témiscouata.....Q	30 48	18 75		
Green River.....	Ontario, S.R.....O	113 39	54 00		3 75
Green River Station.....	Victoria.....N.B	137 25	40 50		3 75
Green Road.....	Carleton.....N.B	16 30	18 75		
Green's Brook.....	Pictou.....N.S	16 20	18 75		
Green's Creek.....	Colchester.....N.S	15 50	18 75		
Greenvale.....	Pictou.....N.S	5 00	18 75		
Greenvale.....	King's.....P.E.I	16 20	18 75		
Green Valley.....	Glengarry.....O	86 85	43 50	30 00	3 75
Greenview.....	Hastings, E.R.....O	35 93	18 75		
Greenville Station.....	Cumberland.....N.S	46 03	26 25	5 25	
Greenway.....	Huron, S.R.....O	133 58	57 00		3 75
Greenway.....	Souris.....M	165 74	84 00	5 00	7 50
Greenwich.....	King's.....P.E.I	10 00	18 75		
Greenwich Hill.....	King's & Albert.....N.B	39 25	18 75		
Greenwood.....	Selkirk.....M	15 95	18 75		
Greenwood.....	King's.....N.S	22 41	18 75		
Greer.....	St. John.....N.B	25 00	18 75		
Greer Mount.....	Pontiac.....Q	34 17	18 75		
Gregory.....	Muskoka.....O	119 42	41 25	6 00	3 75
Grenadier Island.....	Brockville.....O	66 00	30 00		
Grenfel.....	Simcoe, N.R.....O	15 50	18 75		
Grenier.....	Beauce.....Q	17 95	18 75		
Gresham.....	Bruce, N.R.....O	37 05	18 75		
Gretna.....	Lennox & Addington.....O	14 00	18 75		
Grey's Mills.....	King's & Albert.....N.B	18 60	18 75		
Greywood.....	Annapolis.....N.S	24 00	18 75		
Griersford.....	Renfrew, N.R.....O	9 60	18 75		
Grierson.....	Calgary.....Alta	14 18	18 75		
Griersville.....	Grey, N.R.....O	33 55	18 75		
Griffin.....	Stanstead.....Q	19 46	18 75		
Griffin Cove.....	Gaspe.....Q	128 40	†63 50		3 75

c Closed 1-8-06. † Including \$11 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Griffin's Corners	Elgin, E.R.	O 31 70	21 25		
Griffith	Renfrew, S.R.	O 61 60	45 00	12 00	3 75
Grimsby Centre	Lincoln.	O 10 00	18 75		
Grimsby Park	Lincoln.	O			
Grimsthorpe	Algoma, E.R.	O 39 86	18 75		
Grimston	Grey, S.R.	O 6 00	18 75		
Gronelines East	Portneuf.	Q 46 00	18 75		
Gronelines Station	Portneuf.	Q 33 96	18 75		
Gros Morne	Gaspé.	Q 28 00	18 75		
Gros Ventre	Assa, West.	Alta 12 00	4 16		
Grosses Coques	Digby.	N.S. 83 06	33 00		
Grosses Roches	Rimouski.	Q 44 00	†31 50		
Grosvenor	Guysborough.	N.S. 18 25	18 75		
Grove Park	Assa, East.	Sask 5 00	18 75		
Grovesend	Elgin, E.R.	O 40 05	18 75		
Groves Point	North Cape Breton and Victoria.	N.S. 14 50	18 75		
Groveton	Grenville.	O 17 79	18 75		
Gruber	Dauphin.	M 20 67	†33 00		
Grund	Souris.	M 11 00	18 75		
Grunthal	Provencher.	M 73 40	27 00		
Gueguen	Kent.	N.B. 33 30	18 75		
Guerin	Peterborough, E.R.	O 5 00	18 75		
Guilds	Kent, W.R.	O 97 50	48 00		3 75
Guimond	Kent.	N.B. 18 75	18 75		
Gulf Shore	Cumberland.	N.S. 10 00	18 75		
Gull Cove	South Cape Breton.	N.S. 14 00	18 75		
Gull Creek	Lennox & Addington.	O 28 75	18 75		
Gull Lake	Assa, West.	Sask 546 89	52 50		3 75
Gully	Strathcona.	Sask 32 78	21 00		
Gunning Cove	Shelburne & Queen's.	N.S. 95 36	45 00	2 25	3 75
Gunter	Hastings, E.R.	O 188 30	75 00		7 50
Guntton	Selkirk.	M 105 03	18 75		
Gutelius	Kootenay.	B.C. 18 69	18 75		
Guthrie	Simcoe, N.R.	O 49 25	23 25		
Guthrie	Missisquoi.	Q 23 50	18 75		
Guysborough	Norfolk.	O 107 92	35 00		2 50
Guysborough Intervale	Guysborough.	N.S. 31 15	18 75	2 25	
Gwyne	Strathcona.	Alta 2 00	18 75		
Gypsum Mines	Haldimand.	O 37 08	18 75		
Gypsumville	Dauphin.	M 16 74	18 75		
HABERMEHL	Grey, S.R.	O 15 50	18 75		
Hackett's Cove	Halifax.	N.S. 62 00	22 50		
Haddo	Dundas.	O 32 00	18 75		
Hadlington	Peterborough, E.R.	O 21 16	18 75		
Hadlow Cove	Lévis.	Q 95 50	56 25	8 25	3 75
Hagan	Nanaimo.	B.C. 21 50	18 75		
Hagensborg	Comox-Atlin.	B.C. 55 25	24 00		
Hagerman's Corners	York, C.R.	O 45 95	24 00		
Haglof	Humboldt.	Sask 22 00	2 08		
Hainsville	Dundas.	O 71 47	33 75		3 75
Hairy Hill	Edmonton.	Alta 54 79	37 50		3 75
Halbstadt	Lisgar.	M 22 75	18 75		
Halcomb	Northumberland.	N.B. 6 25	18 75		

a Opened 1-2-07.

b Summer Office.

c Opened 1-3-07.

d Late Soda Lake, opened 1-2-07.

† Including \$9 night allowance.

‡ Including \$12 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts	\$ cts.	\$ cts.	\$ cts.
Halcro	Humboldt	Sask 32 00	18 75		
Halcyonia	Sask	Sask 66 50	18 75		
Haldane Hill	Parry Sound	O 37 14	24 00		
Haldimand	Gaspé	Q 45 00	†30 00		
Half Island Cove	Guysborough	N.S. 46 00	††1 25		
Halfway	Nipissing	O 147 77	48 75		3 75
Halfway Brook	Colchester	N.S. 37 00	18 75	2 25	
Halfway Cove	Guysborough	N.S. 23 50	*26 25		
a Halfway Lake	Edmonton	Alta 10 08	14 58		
Halfway River-Station	Cumberland	N.S. 42 01	21 00	6 75	
Haliburton	Prince	P.E.I. 33 50	18 75		
Hallerton	Huntingdon	Q 91 36	34 50		2 50
Halloway	Hastings, E.R.	O 77 05	33 00		
Hall's Bridge	Peterborough, W.R. .	O 161 25	70 50	7 50	6 25
Hall's Glen	Peterborough, E.R. .	O 37 75	18 75		
Hall's Harbour	King's	N.S. 37 60	18 75		
Hall's Lake	Victoria & Haliburton.	O 27 50	18 75		
Hall's Mills	Lanark, N.R.	O 38 75	18 75		
Hall's Prairie	New Westminster ..	B.C. 50 70	27 00		
Hall's Stream	Compton	Q 13 35	18 75	3 75	
Hallville	Dundas	O 183 27	75 00		7 50
Halpenny	Lanark, N.R.	O 9 50	18 75		
Halstead	Dauphin	M 2 00	18 75		
Halston	Hastings, E.R.	O 16 15	18 75		
Halversen	Pontiac	Q 25 55	18 75		
Hamar	Qu'Appelle	Sask 39 98	18 75		
Hamelin	Portneuf	Q 35 33	24 00		
Hamill's Point	Muskoka	O 105 00	54 00		5 00
Hamilton	Prince	P.E.I. 27 00	18 75		
Hamilton Beach	Wentworth	O 91 00	36 00		
Hamilton Cove	Chicoutimi & Saguenay.	Q 128 04	†72 50	4 50	3 75
Hamilton Mountain	Sunbury & Queen's ..	N.B. 12 75	18 75		
Hamilton, sub-office No. 6	Hamilton, W.	O			
Hamilton, sub-office No. 7	Hamilton, W.	O			
Hamlet	Simcoe, E.R.	O 136 81	72 00		7 50
Hammond Plains	Halifax	N.S. 37 20	18 75		
Hammondvale	King's & Albert	N.B. 34 38	30 00	3 75	
Hamona	Assa, East	Sask 24 65	18 75		
Hampden	Grey, S.R.	O 32 89	18 75		
Hampshire	Queen's	P.E.I. 18 16	18 75		
Hampshire Mills	Simcoe, E.R.	O 25 50	18 75		
Hampstead	Perth, N.R.	O 140 00	70 50		7 50
Hampton	Queen's	P.E.I. 141 93	55 50	3 75	3 75
Hampton	Annapolis	N.S. 130 00	56 25	3 75	3 75
c Hamrlik	Dauphin	Man 11 00	4 16		
Hamtown	York	N.B. 13 50	18 75		
Hanbury	Nipissing	O 63 51	21 00		
Hanceville	Yale & Caribou	B.C. 83 45	37 50	0 50	3 75
Hanford Brook	St. John	N.B. 7 00	18 75		
d Handsworth	Qu'Appelle	Sask 6 00			
Hanlan	Peel	O 9 85	18 75		
Hanlan	Macdonald	M 16 00	18 75	10 50	
Hanner	Nipissing	O 222 33	61 50		5 00
Hannon	Wentworth	O 60 68	27 00		
Hansford	Cumberland	N.S. 61 50	28 50		
Hanson	Qu'Appelle	Sask 10 00	18 75		

a Opened 1-9-06.

b Opened 21-8-06.

c Opened 1-2-07.

d Opened 25-3-07.

* Including

\$7.50 night allowance. † Including \$9 night allowance. †† Including \$11.25 night allowance. ‡ Including
 \$20 special winter salary allowance. ¶ For Revenue, &c., see Appendix C, Hamilton sub-offices, &c.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hanwell.....	York.....N.B	24 00	18 75		
Happy Valley.....	Nanaimo.....B.C	13 50	18 75		
Harcourt.....	Victoria & Haliburton..O	101 00	55 50	3 00	3 75
Harbledown.....	Comox-Atlin.....B.C	31 18	18 75		
Harbord.....	Carleton.....O	33 12	23 25		
Harbour Road.....	Antigonishe.....N.S	12 50	18 75		
Harbourville.....	King's.....N.S	70 51	45 00		3 75
Hardwicke.....	Northumberland.....N.B	121 65	40 50		3 75
Hardwood Flat.....	Compton.....Q	17 02	18 75		
Hardwood Lake.....	Renfrew, S.R.....O	13 25	18 75		
Hardwood Lands.....	Hants.....N.S	13 00	18 75		
Harewood.....	Westmoreland.....N.B	13 45	18 75		
Harkaway.....	Grey, E.R.....O	123 20	30 00		
a Harland.....	Strathcona.....Alta	17 00	2 08		
Harlem.....	Leeds.....O	77 30	23 25		
Harley.....	Brant.....O	121 00	48 00	30 00	3 75
Harley Road.....	Sunbury & Queen's..N.B	14 00	18 75		
Harlington.....	Dauphin.....M	27 31	18 75		
Harlock.....	Huron, W.R.....O	41 51	18 75		
Harlowe.....	Frontenac.....O	44 00	22 50		
Harmattan.....	Calgary.....Alta	50 65	31 50	4 67	
Harmony.....	Algoma, W.R.....O	25 10	18 75		
Harmony.....	King's.....N.S	14 40	18 75		
Harmony Mills.....	Shelburne & Queen's..N.S	36 94	†23 25		
a Hartness.....	Humboldt.....Sask	9 00	2 08		
Harold.....	Hastings, W.R.....O	65 00	29 00		
Harper.....	Lanark, S.R.....O	72 77	43 50		3 75
Harper's Camp.....	Yale & Cariboo.....B.C	51 20	35 00		
Harper's Corners.....	Wentworth.....O	34 75	18 75		
Harperville.....	Macdonald.....M	14 75	18 75		
Harpley.....	Huron, W.R.....O	36 00	21 00		
Harrigan Cove.....	Halifax.....N.S	87 70	42 00		3 75
Harrington.....	Queen's.....P.E.I	8 75	18 75		
Harrington East.....	Argenteuil.....Q	124 20	52 50	6 00	3 75
Harrington Harbour.....	Chicoutimi & Saguenay..Q	5 45	18 75		
Harrison's Corners.....	Stormont.....O	74 70	35 00		2 50
Harrison Road.....	Cumberland.....N.S	20 75	18 75		
Harrison Settlement.....	Cumberland.....N.S	6 00	18 75		
c Harrison.....	Assa W.....Sask	12 00	4 16		
Harrisville.....	Westmoreland.....N.B	14 00	18 75		
b Harris.....	Assa W.....Sask	61 65	12 50		
Harrowby.....	Marquette.....M	174 90	63 75		3 75
Hartfell.....	Parry Sound.....O	6 25	18 75		
Hartfield.....	York.....N.B	21 21	18 75		
Hartford.....	Norfolk.....O	113 04	54 00		3 75
Hartford.....	Cumberland.....N.S	105 95	48 00		3 75
Hartford.....	Carleton.....N.B	12 00	18 75		
Harrington.....	Frontenac.....O	108 37	41 25	3 75	3 75
Hartley.....	Victoria & Haliburton..O	92 62	42 00		3 75
Hartley Bay.....	Comox Atlin.....B.C	53 73	33 00		
Hartsnere.....	Lennox & Addington..O	24 49	18 75		
Hartsville.....	Queen's.....P.E.I	21 93	18 75		
Hartville.....	Hants.....N.S	43 75	22 50		
Harvard Lakes.....	Inverness.....N.S	10 00	18 75		
Harvey Bank.....	King's & Albert.....N.B	78 45	42 00		3 75
Harwich.....	Kent, E.R.....O	308 64	45 00		3 75
Harwood.....	Northumberland, W R.O	128 00	82 50		7 50

a Opened 1-3-07. b Opened 1-10-06. c Opened 1-2-07.

†† Including \$4.50 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
d Harwood.....	Vandreuil..... Q	12 00	6 25		
Harwood Plains.....	Carleton..... O	15 75	18 75		
d Harrop.....	Kootenay..... B.C	22 00	6 25		
Haseville.....	Missisquoi..... Q	16 70	18 75		
Hassett.....	Digby..... N.S	19 95	18 75		
Hastings.....	Cumberland..... N.S	6 30	18 75		
Hastings.....	King's & Albert..... N.B	15 48	18 75		
Hastings Coulee.....	Strathcona..... Alta	74 77	18 75	2 00	
a Hatchet Lake.....	Halifax..... N.S	2 00	4 16		
Hatchley Station.....	Brant..... O	64 80	21 00		
Hatfield Point.....	King's & Albert..... N.B	149 25	66 00	6 75	3 75
Hatherton.....	Grey, E.R..... O	11 68	18 75		
Hatzic Prairie.....	New Westminster..... B.C	27 68	18 75		
Haultain.....	Peterborough, E.R..... O	14 70	18 75		
Hauteur.....	Rimouski..... Q	20 00	18 75		
Havelock.....	Digby..... N.S	54 91	18 75		
Havendale.....	Guysboro'..... N.S	18 75	18 75		
Havergal.....	Hastings, E.R..... O	34 43	18 75		
e Hawk Lake.....	Thunder Bay and Rainy River..... O		6 25		
Hawley.....	Lennox & Addington..... O	48 20	18 75		
Hawthorne.....	Russell..... O	37 73	18 75		
Hawthorne.....	Inverness..... N.S	7 45	18 75		
Hawthorne.....	Prince..... P.E.I	10 25	18 75		
Hay.....	Huron, S.R..... O	125 84	49 00		3 75
Hay Bay.....	Lennox & Addington..... O	27 68	18 75		
Hayburn.....	Lennox & Addington..... O	20 42	18 75		
Hay Cove.....	Richmond..... N.S	18 00	18 75	10 50	
Haydon.....	Durham..... O	74 66	20 00		
Hayesland.....	Wentworth..... O	34 40	18 75		
Hayesville.....	York..... N.B	19 25	18 75		
Hayfield.....	Brandon..... M	52 50	22 50		
Haynes.....	Strathcona..... Alta	9 90	22 50		
Hay's River.....	Inverness..... N.S	13 00	18 75	2 25	
e Haywood.....	Macdonald..... M	43 25	6 25		
b Hazel Brook.....	Queen's..... P.E.I	20 00	8 33		
Hazel Cliffe.....	Assa, East..... Sask	156 77	71 25		7 50
Hazeldean.....	Carleton..... O	116 00	46 50		3 75
Hazel Grove.....	Queen's..... P.E.I	11 70	18 75		
Hazel Land.....	Argenteuil..... Q	12 25	18 75		
Hazelmere.....	New Westminster..... B.C	91 20	30 00		
Hazel Ridge.....	Selkirk..... M	13 21	18 75		
Hazelwood.....	Assa, East..... Sask	40 91	18 75	2 25	
Hazzard's Corners.....	Hastings, E.R..... O	67 16	54 00		3 75
Headford.....	York, C.R..... O	33 43	18 75		
Head Lake.....	Victoria Haliburton..... O	20 91	18 75		
Headlands.....	Qu'Appelle..... Sask	73 24	25 50	7 50	
Head of Amherst.....	Cumberland..... N.S	58 98	24 00		
Head of Cardigan.....	King's..... P.E.I	2 00	18 75		
Head of Chetzetcook.....	Halifax..... N.S	60 60	32 00	15 00	
Head of Hillsborough.....	King's..... P.E.I	14 65	18 75		
Head of Jeddore.....	Halifax..... N.S	48 75	24 00	10 50	
Head of Jordan River.....	Shelburne & Queen's N.S	150 00	85 50		7 50
b Head of Lochaber.....	Antigonish..... N.S	10 08	8 33		
Head of Millstream.....	King's & Albert..... N.B	59 00	21 00		
Head of River Hebert.....	Cumberland..... N.S	136 75	53 25		3 75
Head of Tide.....	Restigonche..... N.B	32 18	18 75	9 00	
Head of Wallace Bay.....	Cumberland..... N.S	55 50	33 00		

a Closed 1-9-06. b Opened 1-12-06. c Closed 20-9-06. d Opened 1-1-07. e Opened 1-1-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Heal	Nanaimo..... B.C.	16 55	18 75		
Heathbell	Pictou..... N.S.	16 59	18 75		
Heather Brae.....	Strathcona..... Alta	75 32	94 50	12 50	7 50
Heatherdale.....	King's..... P.E.I.	22 00	18 75		
Heathton.....	Stanstead..... Q	34 75	18 75		
Hebbs Cross.....	Lunenburg..... N.S.	41 20	18 75	7 50	
Hebert.....	Mégantic..... Q	15 24	18 75		
Hebert.....	Kent..... N.B.	7 00	18 75		
Hebron.....	King's & Albert..... N.B.	11 70	18 75		
Hecla.....	Selkirk..... M	27 85	18 75		
Heckston.....	Grenville..... O	147 85	56 25	2 25	3 75
Hectanooga.....	Digby..... N.S.	72 55	36 00		3 75
Hedgeville.....	Pictou..... N.S.	17 46	18 75		
Hednesford.....	Assa, West..... Sask	22 95	18 75		
Hefley Creek.....	Yale & Cariboo..... B.C.	14 00	18 75		
Heddelburg.....	Waterloo, N.R..... O	193 29	67 50		3 75
Hekkila.....	Muskoka..... O	28 00	18 75		
Helena.....	Huntingdon..... Q	81 50	22 50		
Hemford.....	Lunenburg..... N.S.	119 28	39 00	4 50	3 75
a Hemison.....	Dorchester..... Q	3 58	14 00		
Hemlock.....	Norfolk..... O	28 00	18 75		
Henderson Settlement.....	Sunbury & Queen's..... N.B.	35 98	18 75		
Henderson Settlement.....	Cumberland..... N.S.	15 50	18 75		
Henderson's Grove.....	Mégantic..... Q	16 40	18 75		
Henderson Vale.....	Mégantic..... Q	10 10	18 75		
Henfryn.....	Huron, E.R..... O	55 40	25 50		
Hennigar.....	Hants..... N.S.	18 43	18 75		
Henry.....	Prescott..... O	35 05	18 75		
Henrysburg.....	St. John's & Iberville..... Q	46 04	31 50		
b Henrysburg Centre.....	St. John's & Iberville..... Q	77 26	16 66		
Henry's Corners.....	Lambton, W.R..... O	7 00	18 75		
Herbert Corners.....	Russell..... O	33 27	18 75		
Herdman.....	Huntingdon..... Q	88 05	36 00		3 75
Hereford.....	Compton..... Q	18 20	18 75		
Hereward.....	Dufferin..... O	49 00	18 75		
Hermanville.....	King's..... P.E.I.	17 75	18 75		
c Hervey Junction.....	Portneuf..... Q	1,044 54	40 50		3 75
c Hermitage.....	Queen's..... P.E.I.	8 18	8 33		
Hermion.....	Hastings, E.R..... O	128 00	45 00	10 50	3 75
Heron.....	Assa, East..... Sask	31 40	18 75		
Heron Bay.....	Thunder Bay & Rainy River..... O	99 26	48 00		3 75
Heron Island.....	Restigouche..... N.B.	12 00	18 75		
Herring Cove.....	Halifax..... N.S.	33 34	18 75		
Heronville.....	Champlain..... Q	121 39	48 00		3 75
Herron's Mills.....	Lanark, N.R..... O	13 50	18 75		
Hesson.....	Perth, N.R..... O	120 78	45 00		3 75
d Hetriere.....	Bellechasse..... Q	16 00	12 50		
Hewitt.....	Welland..... O	44 00	21 00		
Hewitt Landing.....	Edmonton..... Sask	22 00	18 75		
Hexham.....	Northumberland..... N.B.	18 51	18 75		
Heyworth.....	Wright..... Q	46 71	18 75		
Hiawatha.....	Peterborough, E.R..... O	1 00	18 75		
Hibernia.....	Sunbury & Queen's..... N.B.	32 75	18 75		
Hicksburg.....	Calgary..... Alta	26 50	18 75		
Hicksvale.....	Assa, West..... Sask	6 00	18 75		
Hicksville.....	Westmoreland..... N.B.	8 60	18 75		
Higgin's Road.....	Prince..... P.E.I.	38 04	18 75		

a Closed 27-12-06. b Opened 1-8-06. c Opened 1-12-06. d Opened 1-10-06. e Late Reid's Station.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
High Bank.....	King's..... P.E.I.	23 50	18 75		
Highbury.....	King's..... N.S.	12 50	18 75		
Highclere.....	Humboldt..... Sask	76 56	18 75		
High Falls.....	Wright..... Q	57 04	21 25		
Highfield.....	York, C.R..... O	40 57	18 75		
Highfield.....	Hants..... N.S.	11 50	18 75		
Highfield.....	Sunbury & Queen's N.B.	46 65	18 75		
Highland.....	Guysboro..... N.S.	12 25	18 75		
Highland Grove.....	Victoria & Haliburton O	140 88	56 25	3 00	3 75
Highland Park.....	Strathcona..... Alta	76 89	24 00		
Highland Village.....	Colchester..... N.S.	33 21	18 75		
Highlands.....	Carleton..... N.B.	13 00	18 75		
High View.....	Assa. East..... Sask	51 50	22 50		
Hilcrest.....	Assa. East..... Sask	19 91	18 75		
Hildebrand.....	Assa. East..... Sask	15 95	18 75		
Hildegard.....	Westmoreland..... N.B.	10 00	18 75		
Hilden.....	Colchester..... N.S.	35 98	18 75		
Hillandale.....	Victoria..... N.B.	9 55	18 75		
Hillaton.....	King's..... N.S.	52 00	30 00		
Hillburn.....	Assa. East..... Sask	33 91	18 75		
Hill Crest.....	Mégantic..... Q	10 50	18 75		
aHilldrop.....	Saskatchewan..... Sask	35 00	10 41		
Hill End.....	Strathcona..... Alta	34 86	22 50		
Hillesden.....	Assa. East..... Sask	32 33	21 00		
Hill Farm.....	Assa. East..... Sask	26 17	37 50		3 75
Hill Grove.....	Digby..... N.S.	32 50	18 75		
Hill Grove.....	Westmoreland..... N.B.	9 10	18 75		
Hill Hall.....	Qu'Appelle..... Sask	25 06	18 75		
Hill Head.....	Argenteuil..... Q	22 50	18 75		
Hillhurst.....	Compton..... Q	172 20	65 00		6 25
Hilliardton.....	Nipissing..... O	62 11	22 50		
Hillier.....	Prince Edward..... O	172 91	63 00	7 50	3 75
Hillman.....	Essex, S.R..... O	12 00	18 75		
Hillsborough.....	Inverness..... N.S.	29 35	+23 25		
b Hillsboro, Lot 48.....	Queen's..... P.E.I.	84 50	18 75	6 00	
Hillsburn.....	Annapolis..... N.S.	21 73	18 75		
Hillsdale.....	Inverness..... N.S.	8 10	18 75		
Hillsdale.....	King & Albert..... N.B.	70 00	32 00		
Hillsdown.....	Strathcona..... Alta	53 21	18 75		
Hill's Green.....	Huron, S.R..... O	106 00	43 50		3 75
Hillside.....	Muskoka..... O	57 04	21 00		
Hillside.....	Missisquoi..... Q	11 00	18 75		
Hillside, Boularderie.....	North Cape Breton and Victoria..... N.S.	14 00	18 75		
Hillside.....	South Cape Breton..... N.S.	10 85	18 75		
Hillside.....	King's & Albert..... N.B.	15 00	18 75		
Hillvale.....	Hants..... N.S.	20 55	18 75		
Hilltop.....	Marquette..... M	21 50	18 75		
Hillview.....	Nipissing..... O	51 05	18 75		
Hillview.....	Yarmouth..... N.S.	15 69	18 75		
Hillview.....	Brandon..... M	67 52	28 50		
Hilly Grove.....	Algoma, F.R..... O	14 70	18 75		
Hilton.....	Yale & Caribou..... B.C.	10 25	18 75		
Himsworth.....	Parry Sound..... O	15 50	18 75		
Hinch.....	Lennox & Addington O	10 70	18 75		
Hindon Hill.....	Victoria & Haliburton O	8 55	18 75		
Hiram.....	King's & Albert..... N.B.	22 51	18 75		
Hirsch.....	Assa. East..... Sask	120 45	24 00		

+ Including \$4.50 night allowance.

a Opened 1-11-06.

b Late Lot 48.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hirzel.....	Qu'Appelle..... Sask	88 57	30 00		
Hitchcock.....	Qu'Appelle..... Sask	140 56	48 00		3 75
Hnausa.....	Saskirk..... M	93 64	40 50		3 75
Hoard's Station.....	Northumberland, E.R.. O	113 92	45 00		3 75
Hoasic.....	Dundas..... O	8 50	18 75		
Hoath Head.....	Grey, N.R..... O	43 00	18 75		
Hobbema.....	Strathcona..... Alta	33 33	8 33		
Hobart.....	Simcoe, E.R..... O	24 30	18 75		
Hochstadt.....	Provencher..... M	22 18	21 00		
Hockley.....	Dufferin..... O	77 50	37 50		3 75
Hocquart.....	Témiscouata..... Q	97 95	25 50		
Hodgins.....	Pontiac..... Q	24 85	18 75		
Hodson.....	Pictou..... N.S.	13 50	18 75		
Hogan.....	Hastings, E.R..... O	80 03	41 25		3 75
Hogg.....	Grey, N.R..... O	30 90	18 75		
Holbrook.....	Oxford, S.R..... O	69 38	30 00		
Holderville.....	King's & Albert..... N.B.	20 00	18 75		
Holiday.....	Oxford, N.R..... O	30 38	18 75		
Holland's Mills.....	Labelle..... Q	56 20	28 50		
Holleford.....	Frontenac..... O	24 00	18 75		
Holly.....	Simcoe, S.R..... O	45 02	18 75		
Holly Park.....	York, N.R..... O	9 40	18 75		
Hollywood.....	Dauphin..... Man	22 16	10 41		
Holmesville.....	Carleton..... N.B.	18 75	18 75		
Holmesville.....	Huron, W.R..... O	129 40	60 00	9 00	3 75
Holmstown.....	Strathcona..... Alta	106 61	18 75		
Holt.....	York, N.R..... O	56 80	24 00		
Holton.....	Châteauguay..... Q	25 00	25 50	6 75	
Holyrood.....	Bruce, S.R..... O	90 00	40 50		3 75
Homer.....	Lincoln..... O	93 60	43 50		3 75
Homeville.....	South Cape Breton..... N.S.	12 73	18 75		
Homewood.....	Macdonald..... M	86 94	31 50	4 50	
Hontfleur.....	Bellechasse..... Q	47 66	27 00		
Honora.....	Algoma, E.R..... O	60 42	24 50	3 00	
Honoréville.....	St. John's & Iberville.. Q	18 50	18 75		
Hoodoo.....	Humboldt..... Sask	61 03	24 00		
Hope.....	York, C.R..... O	43 32	15 82		
Hope Bay.....	Bruce, N.R..... O	12 00	4 16		
Hopefield.....	Renfrew, S.R..... O	14 50	18 75		
Hopefield.....	King's..... P.E.I	24 75	18 75		
Hope River.....	Queen's..... P.E.I	18 00	18 75		
Hope Station.....	New Westminster... B.C.	60 00	31 50	13 50	
Hopetown.....	Bonaventure..... Q	36 60	+27 75		
Hopetown.....	Lanark, N.R..... O	71 25	30 00	3 75	
Hopeville.....	Grey, E.R..... O	164 00	76 50		7 50
Hopewell.....	King's & Albert..... N.B.	26 00	18 75		
Hopper.....	King's & Albert..... N.B.	8 05	18 75		
Hornby.....	Halton..... O	110 25	50 00		3 75
Hornby Island.....	Comox-Atlin..... B.C.	42 06	36 00		3 75
Horncastle.....	Victoria & Haliburton.. O	24 75	18 75		
Horn's Road.....	South Cape Breton..... N.S.	14 00	18 75		
Horsely.....	Yale & Cariboo..... B.C.	11 47	18 75		
Horse Hills.....	Edmonton..... Alta		18 75		
Horse Lake.....	Mackenzie..... Sask	62 40	18 75		
Hotham.....	Parry Sound..... O	21 16	18 75		
Hotspur.....	Victoria & Haliburton.. O	18 75	18 75		
Houghton.....	Norfolk..... O	76 10	30 00		

a Opened 13-8-06.
\$9 night allowance.

b Closed 1-9-06.

c Opened 1-12-06.

d Opened 1-11-06.

† Including

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Housey's Rapids.....	Muskoka.....	O 95 03	30 00		
Howard.....	Renfrew, S.R.....	O 17 42	18 75		
Howard Valley.....	Argenteuil.....	Q 62 98	25 50		
Howe Island.....	Frontenac.....	O 34 00	18 75		
Howell.....	Humboldt.....	Sask 153 15	†30 30		
Howlett.....	Middlesex, W.R.....	O 55 30	21 00		
Howser.....	Kootenay.....	B.C 12 70	18 75		
Hubrey.....	Middlesex, E.R.....	O 46 82	24 00		
Hudmore.....	Qu'Appelle.....	Sask 22 80	18 75		
Huestis Landing.....	Sunbury & Queen's, N.B.	3 00	18 75		
† Hugel.....	Nipissing.....	Ont 13 50	4 16		
Hulbert.....	Dundas.....	O 90 60	51 00		3 75
Hulcar.....	Yale & Cariboo.....	B.C 15 35	18 75		3 75
Humber.....	York, C.R.....	O 101 70	43 50		3 75
Hunka.....	Edmonton.....	Alta 9 00	18 75		
Hun's Valley.....	Dauphin.....	M 10 00	18 75		
Hunter's Home.....	Sunbury & Queen's, N.B.	20 25	18 75		
Hunter's Mountain.....	North Cape Breton & Victoria.....	N.S 20 27	18 75		
Hunter's Point.....	Pontiac.....	Q 20 75	18 75		
Hunterstown.....	Maskinongé.....	Q 69 45	34 50		3 75
Huntingdon.....	New Westminster.....	B.C 144 80	66 00		3 75
Huntingfield.....	Huron, E.R.....	O 2 00	18 75		
Huntington.....	South Cape Breton.....	N.S 6 00	18 75		
Huntingville.....	Sherbrooke.....	Q 38 58	18 75		
Huntley.....	Carleton.....	O 99 07	46 50		3 75
Hunt's Point.....	Shelburne & Queen's, N.S.	60 00	22 50		
Hurdman Lodge.....	Sask.....	Sask 30 62	18 75		
Hurdman's Bridge.....	Russell.....	O 23 30	18 75		
Hurdville.....	Parry Sound.....	O 48 08	18 75		
Hurondale.....	Huron, S.R.....	O 21 30	18 75		
Huronville.....	Qu'Appelle.....	Sask 52 29	18 75		
Husavick.....	Selkirk.....	M 22 21	18 75		
Hustlers.....	Assa, West.....	Sask 16 00	18 75		
Hutchinson.....	Middlesex, N.R.....	O 6 00	18 75		
Hutton House.....	Muskoka.....	O 59 16	23 25		
Huttonsville.....	Peel.....	O 163 81	63 00		3 75
Hybla.....	Hastings, E.R.....	O 51 87	18 75		
Hyde.....	Qu'Appelle.....	Sask 28 45	22 50		
Hyde Park.....	Macdonald.....	M 6 25	18 75		
Hyde Park Corner.....	Middlesex, E.R.....	O 175 60	70 50		7 50
Hyder.....	Souris.....	M 12 20	18 75		
Hyndford.....	Renfrew, S. R.....	O 113 21	47 00		3 75
Hyndman.....	Grenville.....	O 11 00	18 75		
ICE LAKE.....	Algoma, E.R.....	O 15 30	18 75		
Icelandic River.....	Selkirk.....	M 116 16	61 50	12 00	3 75
Ida.....	Durham.....	O 87 23	31 50		
Ida.....	Sunbury & Queen's, N.B.	12 50	18 75		
Ideal.....	Macdonald.....	M 17 95	18 75		
Ile aux Noix.....	St. John & Iberville.....	Q 127 56	56 25		3 75
Ilfracombe.....	Muskoka.....	O 10 00	18 75		
Imlah.....	King's & Albert.....	N.B 25 00	18 75		
Inchby.....	Sunbury & Queen's, N.B.	32 50	18 75		
Independence.....	Edmonton.....	Alta 37 90	18 75		

† Including \$4.80 night allowance. b Opened 1-2-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Indian Brook.....	North Cape Breton & Victoria.....N.S.	16 48	+ 23 75		
Indian Ford.....	Macdonald.....M	33 85	21 00		
Indian Harbour.....	Halifax.....N.S.	71 50	27 00		
Indian Harbour Lake.....	Guysborough.....N.S.	32 30	18 75		
Indian Island.....	Charlotte.....N.B.	19 79	18 75		
Indian Mountain.....	Westmoreland.....N.B.	6 46	18 75		
Indian Point.....	Lunenburg.....N.S.	37 00	18 75		
Indian River.....	Prince.....P.E.I.	35 30	24 00		
Indian Road.....	Hants.....N.S.	20 00	18 75		
Indian Springs.....	Macdonald.....Man	37 00	22 50		
Inga.....	Edmonton.....Alta	69 00	18 75		
Ingle.....	Lennox et Addington..O	17 25	18 75		
Ingleside.....	Macdonald.....M	11 60	18 75		
Ingleton.....	Strathcona.....Alta	184 09	99 75		10 00
Inglis Falls.....	Grey, N.R.....O	25 00	18 75		
Inglisville.....	Annapolis.....N.S.	22 86	18 75		
Ingoldsby.....	Victoria & Haliburton.O	8 50	18 75		
Ingolff.....	Thunder Bay & Rainy River.....O	43 70	27 25		
Ingomar.....	Shelburne & Queen's.N.S.	82 49	34 50		3 75
Ingonish Centre.....	North Cape Breton and Victoria.....N.S.	17 93	18 75		
Ingonish Ferry.....	North Cape Breton and Victoria.....N.S.	35 69	18 75		
Inholmes.....	Parry Sound.....O	6 00	18 75		
Inkster.....	Selkirk.....M	\$	\$		
Inlet.....	Labelle.....Q	21 00	+23 25		
Inlet Baddeck.....	North Cape Breton and Victoria.....N.S.	6 00	18 75		
Innisville.....	Lanark, S.R.....O	82 00	32 00		2 50
Insinger.....	Mackenzie.....Sask	34 07	22 50		
Intervale.....	Westmoreland.....N.B.	6 25	18 75		
Inverhaugh.....	Wellington, S.R.....O	7 00	18 75		
Inverhuron.....	Bruce, N.R.....O	69 67	37 50		
Inverness.....	Prince.....P.E.I.	11 00	18 75		
Inverness.....	Comox, Atlin.....B.C.	aa23 00			
Inverness Asylum.....	Inverness.....N.S.	19 95	18 75		
cInwood.....	Dauphin.....Man	28 74	17 73		
Iona.....	Queen's.....P.E.I.	43 61	18 75		
Iowalta.....	Strathcona.....Alta	28 00	18 75		
aIra.....	Wentworth.....Ont	26 50	14 58		
Irena.....	Dundas.....O	97 00	48 75	3 00	3 75
Ireton.....	Yarmouth.....N.S.	12 03	18 75		
Iris.....	Queen's.....P.E.I.	37 38	18 75		
Irish Lake.....	Grey, S.R.....O	21 95	18 75		
Irishtown.....	Westmoreland.....N.B.	19 00	18 75	12 00	
Irish Vale.....	South Cape Breton..N.S.	7 22	18 75		
Iron Bound-Cove.....	Sunbury & Queen's.N.B.	10 25	18 75		
Iron Bridge.....	Algoma, E.R.....O	127 46	56 25	6 75	3 75
Iron Hill.....	Brome.....Q	82 48	39 00		3 75
Iron Mines.....	Inverness.....N.S.	19 00	18 75		
Iron Ore.....	Pictou.....N.S.	19 98	18 75		
Iron Rock.....	Pictou.....N.S.	26 25	18 75		
Ironside.....	Wright.....Q	94 73	39 00		3 75
cIroquois.....	Victoria.....N.B.	21 00	4 16		

+ Including \$4.50 night allowance. ‡ Including \$5 night allowance. § For Revenue, See Appendix C., under Winnipeg officers, etc. a Opened 1-9-06. c Late Cossette, opened 16-7-06.
 Opened 1-2-07. aa Credit for new office not yet opened.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Irvine.....	Mégantic..... Q	6 25	18 75		
Irvine's Landing.....	Comox-Atlin..... B.C	36 35	18 75		
Irving Settlement.....	King's & Albert..... N.B	18 85	18 75		
Isaac's Harbour-North.....	Guysborough..... N.S	71 87	133 75		
Isabella.....	Marquette..... Man	12 99	10 41		
Isbester.....	Algoma, W.R..... O	22 25	18 75		
Isherwood.....	Thunder Bay & Rainy River..... O	14 45	18 75		
Island Brook.....	Compton..... Q	116 72	57 00	2 25	3 75
Island East-River.....	Pictou..... N.S	25 75	18 75		
Island River.....	Gloucester..... N.B	26 62	18 75		
Island Point.....	North Cape Breton and Victoria..... N.S	6 00	2 08		
Islay.....	Victoria & Haliburton O	41 20	18 75		
Islay.....	Strathcona..... Alta	214 47	24 00	2 25	
Isle aux Coudres.....	Charlevoix..... Q	50 90	18 75	3 75	
Isle Bizard.....	Jacques Cartier..... Q	69 00	30 00		
Isle des Chênes.....	Provencher..... M	15 00	18 75		
Isle Dupas.....	Berthier..... Q	44 00	20 25		
Isle of Skye.....	Huntingdon..... Q	33 48	18 75		
Isle Perrot.....	Vaudreuil..... Q	57 25	26 25		
Isle Perrot, Nord.....	Vaudreuil..... Q	21 25	18 75		
Islington.....	York, C.R..... O	316 00	82 50		7 50
Italy Cross.....	Lunenburg..... N.S	57 15	30 00	2 25	
Ivan.....	Middlesex, N.R..... O	89 21	37 00		2 50
Ivera.....	North Cape Breton and Victoria..... N.S	12 00	18 75		
Ives.....	Richmond & Wolfe..... Q	25 42	18 75		
Ivry.....	Témiscouata..... Q	49 96	31 50		
Ivy.....	Simcoe, S.R..... O	159 40	72 00		6 25
Ivy Lea.....	Leeds..... O	96 41	54 00		3 75
JACKFISH LAKE	Sask..... Sask	23 95	18 75		
Jack's Lake.....	Simcoe, N.R..... O	26 00	18 75		
Jackson.....	Cumberland..... N.S	32 96	18 75		
Jackson.....	Grey, N.R..... O	118 82	39 00		3 75
Jacksontown.....	Carleton..... N.B	17 05	18 75		
Jacksonville.....	North Cape Breton and Victoria..... N.S	4 00	18 75		
Jackville.....	Calgary..... Alta	18 48	18 75		
Jaffa.....	Elgin, E.R..... O	15 75	18 75		
Jaffray.....	Kootenay..... B.C	356 20	90 00		7 50
aJailletville.....	Kent..... N.B	20 67	16 66		
cJanow.....	Selkirk..... M	37 00	12 50		
James Bay Junction.....	Parry Sound..... O	103 50	69 00		7 50
James River.....	Antigonishe..... N.S	7 25	18 75		
James River Station.....	Antigonishe..... N.S	84 55	33 00	33 00	3 75
Jamesville.....	North Cape Breton and Victoria..... N.S	9 00	18 75		
Jamieson.....	Lanark, N.R..... O	10 00	18 75		
Jamieson.....	Mégantic..... Q	17 49	18 75		
Janeville.....	Gloucester..... N.B	47 28	21 00		
Jardineville.....	Kent..... N.B	61 96	41 25		3 75
Jarlsberg.....	Parry Sound..... O	88 67	55 50		3 75
Jarnac.....	Labelle..... Q	27 50	18 75		

† Including \$15 night allowance for summer 1906.

b Opened 1-11-06.

d Late Island Lake.

g Opened 1-3-07. a Opened 1-8-06. c Opened 1-10-06.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Jauvrin's Harbour	Richmond	N.S. 10 00	18 75		
Jeanette's Creek	Kent, W.R.	O 128 00	54 00		3 75
Jeanne d'Arc	Wright	Q 33 00	18 75		
Jeddore Oyster Ponds	Halifax	N.S. 84 31	48 00	3 75	3 75
Jefferson	York, C.R.	O 49 39	22 50		
Jeffry	King & Albert	N.B. 22 91	18 75		
Jeffrey	Edmonton	Alta 11 00	18 75		
Jellyby	Brockville	O 33 30	18 75		
Jenkins	Sunbury & Queen's	N.B. 15 00	18 75		
Jericho	Lambton, E.R.	O 36 46	18 75		
Jermyn	Peterborough, E.R.	O 38 19	18 75		
Jersey Cove	North Cape Breton and Victoria	N.S. 10 50	+23 75		
Jersey Cove	Gaspé	Q 30 95	18 75		
Jersey Mills	Beauce	Q 62 77	+48 00	2 25	3 75
Jessop Falls	Prescott	O 36 83	18 75		
Jessopville	Dufferin	O 60 90	27 00		
Jetté	Nicolet	Q 34 59	18 75	*17 50	
Jewellville	Renfrew, S.R.	O 38 93	34 00		2 50
Jewett's Mills	York	N.B. 19 25	18 75		
Jocelyn	Algoma, W.R.	O 23 00	18 75	1 49	
Jock Vale	Carleton	O 43 05	18 75		
Jocko River	Nipissing	O 150 00	57 00		3 75
Joggin Bridge	Digby	N.S. 62 65	25 50		
Johnson	Grey, N.R.	O 18 26	18 75		
Johnson's Croft	King's & Albert	N.B. 3 10	18 75		
Johnson's Mills	Westmoreland	N.B. 25 00	18 75		
Johnson	Sunbury & Queen's	N.B. 4 50	18 75		
Johnston's Corners	Russell	O 35 86	18 75		
Johnston's River	Queen's	P.E.I. 9 06	18 75		
Johnstown	Richmond	N.S. 23 25	18 75		
Johnville	Carleton	N.B. 29 05	18 75		
Jolicure	Westmoreland	N.B. 106 75	42 00		3 75
Jones Corner	King's & Albert	N.B. 12 50	18 75		
Jones Falls	Leeds	O 93 25	33 00		3 75
Jordan Bay	Shelburne & Queen's	N.S. 18 12	18 75		
Jordan Bay, East-Side	Shelburne & Queen's	N.S. 55 00	38 00		2 50
Jordan Branch	Shelburne & Queen's	N.S. 14 98	18 75		
Jordan Ferry	Shelburne & Queen's	N.S. 38 00	18 75		
Jordan Harbour	Lincoln	O 143 00	48 00		3 75
Joseph Farn	Wright	Q 5 20	18 75		
Josephsburg	Waterloo, S.R.	O 12 00	18 75		
Josephsburg	Assa, West	Alta 83 32	51 00		3 75
Joyceville	Frontenac	O 45 70	18 75		
Joynt	Wright	Q 38 00	28 50		
Jubilee	North Cape Breton and Victoria	N.S. 14 50	18 75		
Jubilee	King's & Albert	N.B. 44 50	18 75		
Juddhaven	Muskoka	O 159 00	73 50		7 50
Judge	Nipissing	O 109 62	30 00		
Judique	Inverness	N.S. 92 69	39 00	6 00	3 75
Jules	Wright	Q 18 93	18 75		
Julien	Portneuf	Q 45 60	18 75		
Jumping Pond	Calgary	Alta 36 00	18 75		
Junetown	Brockville	O 63 00	27 00		
Juniper Mount	South Cape Breton	N.S. 18 05	18 75		
†† Juniper Island	Peterborough, E.R.	O 211 00	67 00		5 00

* Including \$7 arrears forward.

† Including \$15 night allowance.

‡ Including \$5 night allowance.

†† Summer office.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Jura.....	Lambton, E.R.....O	15 50	18 75		
Juvenile Settlement.....	Sunbury & Queen's. N.B	21 23	18 75		
K AKABEKA.....	Thunder Bay & Rainy R.O	125 85	43 50		3 75
Kaladar Station.....	Lennox & Addington..O	66 08	36 00		2 50
Kaleida.....	Lisgar.....M	81 00	18 75		
<i>a</i> Kalmar.....	Thunder Bay & Rainy R.O	25 00	2 08		
<i>b</i> Kaministikwia.....	Thunder Bay & Rainy R.O	48 00			
Kananaskis.....	Calgary.....Alta	65 00	45 00		3 75
Kanes.....	Gloucester.....N.B	11 50	18 75		
Kansas.....	Calgary.....Alta	90 20	39 00		
Kaposvar.....	Assa. East.....Sask	11 00	18 75		
Karsdale.....	Annapolis.....N.S	85 70	37 50		3 75
Katepwe.....	Qu'Appelle.....Sask	21 00	21 00		
Katevale.....	Stanstead.....Q	130 60	50 00		3 75
Katrine.....	Parry Sound.....O	80 16	30 00		
<i>a</i> Katrine.....	Portage la Prairie.....M	13 00	2 08		
Katrine Station.....	Parry Sound.....O	107 27	48 75		3 75
Katrinthal.....	Assa. West.....Sask	10 00	18 75		
Kay Settlement.....	Westmoreland.....N.B	2 00	18 75		
Keating.....	Dist. of Vancouver...P.C	50 00	28 50		
<i>a</i> Keatley.....	Sask.....Sask	8 00	2 08		
Keats.....	Westmoreland.....N.B	11 00	18 75		
Kedron.....	King's & Albert.....N.B	6 00	18 75		
Keefers.....	Yale & Caribou.....B.C	62 05	33 00		
Keelerville.....	Frontenac.....O	17 00	18 75		
Keelerville.....	Assa. West.....Sask	62 50	30 00		
Keenansville.....	Simcoe, S.R.....O	60 00	30 00		
Kegaska.....	Chicoutimi & Saguenay Q	8 25	18 75		
Keirsteadville.....	King's & Albert.....N.B	15 48	18 75		
Keith.....	Compton.....Q	18 73	18 75		
Keith.....	King's & Albert.....N.B	8 50	18 75		
Keithley Creek.....	Yale & Caribou.....B.C	41 70	18 75		
Keldon.....	Dufferin.....O	75 10	25 50		
Kells.....	Nipissing.....O	35 06	18 75		
Kelly's Cross.....	Queen's.....P.E.I	40 55	22 50		
Kelly's Cove.....	Yarmouth.....N.S	21 87	18 75		
Kelso.....	Huntingdon.....Q	91 50	42 00		3 75
Kelso.....	Halton.....O	56 99	31 50		
Kelvin.....	Brant.....O	169 50	52 50		3 75
<i>c</i> Kelvin.....	Macdonald.....M		0 95		
<i>d</i> Kelvington.....	Mackenzie.....Sask	42 67	14 58		
Kelvin Grove.....	Prince.....P.E.I	11 25	18 75		
Kelvin Grove.....	Huntingdon.....Q	28 90	18 75		
Kemble.....	Grey, N.R.....O	197 00	85 50	3 00	7 50
Kemnay.....	Brandon.....M	142 75	73 50		7 50
Kempt.....	Shelburne & Queen's. N.S	84 46	63 00		3 75
Kempt Road.....	Richmond.....N.S	12 64	18 75		
Kempt Road Hill.....	Bonaventure.....Q	6 01	18 75		
Kempt Station.....	Rimouski.....Q	31 27	21 00		
Kempt Shore.....	Hants.....N.S	111 90	39 75		3 75
Kempt Town.....	Colchester.....N.S	29 16	18 75		
<i>e</i> Kemptville Junction.....	Grenville.....O	5 50	4 16		
Kendal.....	Durham.....O	174 20	75 50		6 25
Kenlis.....	Qu'Appelle.....Sask	180 86	93 75		7 50

a Opened 1-3-07.*b* Opened 11-3-07.*c* Closed 14-7-06.*d* Opened 1-9-06.*e* Opened

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kenlock.....	Inverness..... N.S.	66 00	22 50	12 00	
Kennaway.....	Victoria & Haliburton.O	18 75	18 75		
Kennebecasis Island.....	King's & Albert..... N.B.	13 25	18 75		
Kennell.....	Assa. West..... Sask	29 50	18 75		
Kenneth.....	Carleton..... N.B.	24 18	18 75		
Kennetcook Corner.....	Hants..... N.S.	116 10	50 00		3 75
Kennicott.....	Perth, S.R..... O	23 00	18 75		
Kennington Cove.....	South Cape Breton... N.S.	16 00	18 75		
Kénogami.....	Chicoutimi & Saguenay Q	10 00	18 75		
Kensington.....	Huntingdon..... Q	85 94	41 25		3 75
Kensington Prairie.....	New Westminster.... B.C.	16 80	18 75		
Kent Centre.....	Kent, W.R..... O	62 24	21 00		
Kent Junction.....	Kent..... N.B.	42 00	18 75		
Kent Lake.....	Kent..... N.B.	25 90	18 75		
a Kenville.....	Dauphin..... M	25 05	4 16		
Keohan.....	King's & Albert..... N.B.	18 00	18 75		
Kepler.....	Frontenac..... O	35 25	18 75		
Kerfoot.....	Portage la Prairie... M	44 09	18 75		
Kerrowgare.....	Pictou..... N.S.	40 40	21 00		
Kerry.....	King's & Albert..... N.B.	18 75	18 75		
Kersley.....	Yale & Caribou..... B.C.	66 70	29 50		
Kertch.....	Lambton, W.R..... O	112 96	36 00		* 8 75
Keswick Ridge.....	York..... N.B.	71 45	25 50	4 67	
Ketch Harbour.....	Halifax..... N.S.	19 00	18 75		
Keward.....	Grey, S.R..... O	14 50	18 75		
Kewstoke.....	Inverness..... N.S.	12 25	18 75		
Keyser.....	Middlesex, N.R..... O	78 00	24 50		
Khiva.....	Huron, S.R..... O	40 06	18 75		
Kilbain.....	Huntingdon..... Q	35 50	18 75		
Kilbride.....	Halton..... O	121 70	58 50		3 75
Kildare.....	Prince..... P.E.I.	21 00	18 75		
Kildare Capes.....	Prince..... P.E.I.	12 20	18 75		
Kilfoil.....	Carleton..... N.B.	15 00	18 75		
Kilgorie.....	Dufferin..... O	5 00	18 75		
Kilkenny Lake.....	South Cape Breton... N.S.	1 00	18 75		
Killaloe.....	Renfrew, S.R..... O	62 81	33 00		
Killam's Mills.....	Westmoreland..... N.B.	31 95	18 75		
Killarney.....	Algoma, E.R..... O	200 45	71 50	26 25	6 25
Killeen.....	Wellington, S.R..... O	18 43	18 75		
Killowen.....	Argenteuil..... Q	18 75	18 75		
Killowen.....	Carleton..... N.B.	27 00	18 75		
Kilmanagh.....	Peel..... O	25 85	18 75		
Kilmarnock.....	Lanark, S.R..... O	24 89	18 75		
Kilmartin.....	Middlesex, W.R..... O	13 00	18 75		
Kilmaurs.....	Carleton..... O	28 72	18 75		
Kilwinning.....	Sask..... Sask	53 64	18 75		
Kilworth Bridge.....	Middlesex, W.R..... O	45 19	18 75		
Kilworthy.....	Muskoka..... O	130 28	45 00	7 50	3 75
Kimball.....	Lambton, W.R..... O	34 00	18 75		
Kimball.....	Alta..... Alta	68 22	30 00		
Kimberley.....	Mégantic..... Q	13 00	18 75		
Kimbo.....	Lincoln..... O	22 40	18 75		
Kinbrae.....	Assa. East..... Sask	10 45	31 25		
Kincardine.....	Victoria..... N.B.	29 80	18 75	7 50	
b Kincorth.....	Assa. W..... Sask	15 67	14 58		
Kingarf.....	Bruce, N.R..... O	66 42	31 50		
Kingarth.....	York..... N.B.	27 76	18 75		
Kingsborough.....	King's..... P.E.I.	33 71	18 75		

a Opened 1-2-07.

b Opened 1-9-06.

* Including \$5 arrears rent.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kingcome Inlet.....	Comox-Atlin.....B.C	19 95	18 75		
King Corner.....	Mégantic.....Q	12 25	18 75		
King Creek.....	York, N.R.....O	7 25	18 75		
Kinghurst.....	Grey, S.R.....O	4 00	18 75		
Kinglake.....	Norfolk.....O	94 80	36 00		
Kingross.....	Inverness.....N.S	19 25	18 75		
Kingsbridge.....	Huron, W.R.....O	93 96	41 25		3 75
Kingsbury.....	Lunenburg.....N.S	41 15	18 75		
Kingscote.....	Grey, E.R.....O	37 00	18 75		
Kingscourt.....	Lambton, E.R.....O	30 00	18 75		
Kingscroft.....	Stanstead.....Q	58 10	24 00		
Kingscroft.....	Sunbury & Queen's...N.B	17 00	18 75		
Kingssey.....	Drummond.....Q	61 26	28 00		
Kingsford.....	Hastings, E.R.....O	54 17	27 00		
King's Head.....	Pictou.....N.S	22 05	18 75		
Kingsley.....	Lisgar.....M	23 00	18 75		
Kingsley.....	York.....N.B	6 00	18 75		
eKingsmere.....	Wright.....Q	40 00	33 00		
Kingsmill.....	Elgin, E.R.....O	134 61	48 75	10 50	3 75
Kingston.....	Queen's.....P.E.I	44 35	18 75		
Kingston Mills.....	Frontenac.....O	36 50	18 75	5 25	
Kingston Station.....	Kingston.....O	+	+		
Kingston Village.....	King's.....N.S	137 91	43 00		3 75
lKingsview.....	Sask.....Sask	43 99	10 41		
Kingsville.....	Inverness.....N.S	17 00	18 75	3 00	
Kingsville.....	Kootenay.....B.C	15 00	19 84		
King's Wharf.....	Victoria & Haliburton..O	22 00	18 75		
Kinkora.....	Perth, N.R.....O	68 00	35 00		2 50
Kinkora.....	Prince.....P.E.I	83 25	33 00	5 00	
Kinlock.....	Queen's.....P.E.I	15 48	18 75		
Kinloss.....	Bruce, S.R.....O	136 50	60 00	13 50	3 75
Kinlough.....	Bruce, S.R.....O	87 90	39 00	3 75	3 75
Kinosota.....	Dauphin.....M	45 17	22 50	2 25	
Kinross.....	Queen's.....P.E.I	49 00	18 75	2 25	
Kinsale.....	Ontario, S.R.....O	121 24	52 50		3 75
Kinsman's Corners.....	King's.....N.S	193 97	91 50		7 50
Kinsmore.....	Brandon.....M	6 00	18 75		
Kintail.....	Huron, W.R.....O	177 99	70 00		6 25
Kintore.....	Victoria.....N.B	63 17	22 50	3 75	
Kintyre.....	Elgin, W.R.....O	41 73	18 75		
Kipling.....	Nipissing.....O	32 00	18 75		
Kipiegun.....	Selkirk.....M	23 95	18 75		
Kirby.....	Durham.....O	36 00	18 75		
Kirkdale.....	Drum'd & Arthabaska.Q	78 18	37 50		3 75
Kirkella.....	Brandon.....Man	143 09	†81 75	335 00	3 75
Kirkhill.....	Glenarry.....O	95 73	42 00		3 75
Kirkhill.....	Cumberland.....N.S	12 00	18 75		
Kirkland.....	Carleton.....N.B	70 21	31 50		
Kirkmount.....	Pictou.....N.S	8 25	18 75		
Kirk's Ferry.....	Wright.....Q	48 20	18 75		
Kirkpatrick.....	Sask.....Sask	16 50	18 75		
Kirkwall.....	Wentworth.....O	39 40	30 00		
Kirkwood.....	Northumberland...N.B	25 95	18 75		
Kiskisink.....	Portneuf.....Q	42 37	36 00		
Kissina.....	Assa, East.....Sask	10 33	18 75		
Kitamaat.....	Comox-Atlin.....B.C	110 24	27 50		
Kitchener.....	Kootenay.....B.C	78 23	50 00		3 75

l Opened 1-11-06. e Summer office. † Including \$18.75 night allowance. ‡ For Revenue, etc., see Appendix C under Kingston sub-offices, etc.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>b</i> Kitscoty.....	Strathcona.....	Alta 37 00	2 08		
<i>a</i> Kitselas.....	Comox-Atlin.....	B.C. 29 66	10 41		
Kleefeld.....	Provencher.....	M. 38 35	18 75		
Klock.....	Nipissing.....	O. 24 00	31 25		
Klnane.....	Yukon.....	20 00	\$		
Knapdale.....	Middlesex, W.R.....	O. 7 00	18 75		
Knatchbull.....	Halton.....	O. 17 96	18 75		
Knee Hill Valley.....	Strathcona.....	Alta 87 66	42 50	3 75	3 75
Knightington.....	Renfrew, N.R.....	O. 35 95	18 75		
Knightville.....	King's & Albert.....	N.B. 21 25	18 75		
Knowlesville.....	Carleton.....	N.B. 34 15	18 75		
Knowlton Landing.....	Brome.....	Q. 95 65	33 00		3 75
Knoxford.....	Carleton.....	N.B. 46 53	18 75	4 50	
Knoydart.....	Antigonishe.....	N.S. 18 48	18 75		
Kohler.....	Haldimand.....	O. 110 00	60 00		3 75
Kokanee.....	Kootenay.....	B.C. 45 20	18 75		
Koksilah.....	Nanaimo.....	B.C. 41 68	18 75		
Kola.....	Brandon.....	M. 28 22	18 75		
Kolapore.....	Grey, E.R.....	O. 47 61	21 00		
Kolbeck.....	Cumberland.....	N.S. 13 00	18 75		
Kolin.....	Assa. East.....	Sask 6 25	18 75		
Kolomea.....	Edmonton.....	Alta 10 75	18 75		
<i>b</i> Komamo.....	Selkirk.....	M. 20 00	2 08		
Korah.....	Algoma, W.R.....	O. 18 75	18 75		
Kossuth.....	Waterloo, S.R.....	O. 60 46	29 00		
Kouchibouguac Beach.....	Kent.....	N.B. 8 60	18 75		
Krakow.....	Edmonton.....	Alta 26 85	18 75		
Kristnes.....	Mackenzie.....	Sask 56 75	24 00	5 00	
Kronau.....	Assa. West.....	Sask 265 26	52 50	2 25	3 75
Kualt.....	Yale & Cariboo.....	B.C. 304 87	121 50		11 25
Kuhryville.....	Perth, N.R.....	O. 35 00	18 75		
Kuper Island.....	Nanaimo.....	B.C. 69 50	37 50		3 75
Kuroki.....	Mackenzie.....	Sask 125 00	†57 10		3 75
Kurtzville.....	Perth, N.R.....	O. 68 50	31 50		
Kuskonook.....	Kootenay.....	B.C. 51 70	18 75		
Kutawa.....	Humboldt.....	Sask 163 11	72 00	4 75	7 50
Kyle.....	Humboldt.....	Sask 15 50	18 75		
L LA BALEINE.....	Charlevoix.....	Q. 12 50	18 75		
La Barre.....	Chicoutimi & Saguenay.....	Q. 31 00	18 75		
La Barrière.....	Berthier.....	Q. 86 50	34 50		3 75
La Butte.....	Bonaventure.....	Q. 7 00	18 75		
Laberge.....	Châteauguay.....	Q. 18 00	18 75		
La Broquerie.....	Provencher.....	M. 148 85	66 00	33 75	3 75
L'Acadie.....	St. John & Iberville.....	Q. 133 00	56 25		3 75
L'Acadie-Station.....	St. John & Iberville.....	Q. 40 65	18 75		
Lac-à-la-Croix.....	Chicoutimi & Saguenay.....	Q. 12 00	18 75		
Lac à Laurent.....	Chicoutimi & Saguenay.....	Q. 4 88	18 75		
La Carrière.....	Bagot.....	Q. 33 50	18 75		
Lac aux Sables.....	Portneuf.....	Q. 120 09	52 50		3 75
Lac Bellemare.....	Three R. & St Maurice.....	Q. 105 13	39 00		3 75
Lac des Commissaires.....	Chicoutimi & Saguenay.....	Q. 18 04	18 75		
Lac des Ecorces.....	Labelle.....	Q. 67 76	29 00		
Lac Clair.....	Chicoutimi & Saguenay.....	Q. 7 23	18 75		
†Lac-Charlebois.....	Terrebonne.....	Q. 62 00	28 00		

\$ Salary, etc., entered in Auditor General's Report. †† Including \$13.60 night allowance. *a* Opened 1-11-06, *b* Opened 1-3-07, ‡ Summer Office.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lac du Bonnet.....	Selkirk ..	560 34	220 50		22 50
La Chapelle.....	Two Mountains....	29 00	18 75		
Lachenaie.....	L'Assomption.....	59 00	18 75		
La Chevrolière.....	Portneuf.....	228 00	†102 00	85 50	7 50
Lachine Rapids.....	Jacques Cartier....	18 00	18 75		
Lac la Biche.....	Edmonton.....	23 00	18 75		
†Lac-la-Pêche.....	Champlain.....	61 00	25 00		
Lac Manitou.....	Terrebonne.....	57 00	18 75		
†Lac Manitou, Sud...	Terrebonne.....	10 00	25 00		
Lac Mercier.....	Terrebonne.....	163 15	66 00		7 50
Lac Nantel.....	Terrebonne.....	100 67	33 00		3 75
Lacolle Station.....	St. John & Iberville..	90 20	40 50		3 75
La Conception Station	Labelle.....	18 00	26 25	2 50	
Laconia.....	Lunenburg.....	8 00	18 75		
Lac Rond.....	Labelle.....	18 43	18 75		
Lac Sainte Anne.....	Edmonton.....	91 35	22 50	2 25	
Lac Saint Joseph.....	Portneuf.....	102 75	37 50		3 75
Lac Sec.....	Chicoutimi & Saguenay	22 97	18 75		
Lac-Windigo.....	Labelle.....	28 75	18 75		
La Décharge.....	Chicoutimi & Saguenay	42 10	21 00		
La Descente des Femmes	Chicoutimi & Saguenay	20 60	18 75		
Ladd's Mills.....	Stanstead.....	35 39	21 00		
Ladstock.....	Humboldt.....	51 33	18 75		
Lady Bank.....	Grey, E.R.....	17 25	18 75		
Lady-smith.....	Lambton, W.R.....	24 50	18 75		
Ladywood.....	Selkirk.....	26 39	18 75		
Lafontaine.....	Simcoe, E.R.....	136 12	66 00		6 25
Lagacé.....	Bonaventure.....	100 02	36 00	5 25	3 75
Laganière.....	Portneuf.....	12 50	18 75		
Laggan.....	Glengarry.....	87 36	42 50		3 75
Laggan.....	Pictou.....	14 50	18 75		
Laggan.....	Calgary.....	561 50	229 50		22 50
La Guerre.....	Huntingdon.....	40 50	21 25		
La Have Island.....	Lunenburg.....	78 23	36 00		3 75
Laird.....	Algoma, W.R.....	23 00	18 75		
Lajord.....	Qu'Appelle.....	136 30	37 50		3 75
Lake.....	Hastings, W.R.....	18 95	18 75		
Lake Ainslie Chapel.....	Inverness.....	4 00	18 75		
Lake Ainslie (W. Side).	Inverness.....	10 00	18 75		
Lake Ainslie (E. Side).	Inverness.....	23 51	18 75		
Lake Ainslie (S. Side).	Inverness.....	6 00	18 75		
Lake Annis.....	Yarmouth.....	43 45	15 75		
αLac des Îles.....	Labelle.....	8 00	2 08		
Lac Humqui.....	Rimousqui.....	510 00			
Lake Aylmer.....	Richmond & Wolfe....	53 15	22 50		
Lake Baker.....	Victoria.....	24 53	18 75		
Lake Beauport.....	Québec.....	110 50	49 50		3 75
Lakeburn.....	Westmoreland.....	16 30	18 75		
Lake Cayamont.....	Pontiac.....	17 00	18 75		
Lake Centre.....	Humboldt.....	21 30	18 75		
Lake Charles.....	Grey, N.R.....	27 65	18 75		
Lake Clear.....	Renfrew, S.R.....	18 45	18 75		
Lakedale.....	Guy'sborough.....	19 50	18 75		
Lake de May.....	Strathcona.....	10 25	18 75		
Lake Dore.....	Renfrew, N.R.....	18 75	18 75		
Lake Edward.....	Victoria.....	17 00	18 75		
αLac Edward.....	Québec.....	293 81	*121 40		11 25

†Including \$27 night allowance. α Opened 1-3-07. α Credit for new office not yet opened.
 α Opened 27-3-07. *Including \$1.50 night allowance. ‡ Summer Office.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		§ cts.	§ cts.	§ cts.	§ cts.
Lake Egnont.....	Halifax.....N.S	7 25	18 75		
Lakefield.....	Argenteuil.....Q	73 80	28 50		
Lake Frances.....	Macdonald.....M	39 32	21 00		
cLake Francis Sta.....	Macdonald.....M	7 00			
Lake George.....	York.....N.B	40 21	18 75		
Lake George.....	King's.....N.S	24 13	18 75		
Lake George.....	Yarmouth.....N.S	13 00	18 75		
Lakehurst.....	Peterborough, W.R.....O	112 15	39 00		3 75
Lake Killarney.....	Cumberland.....N.S	12 48	18 75		
Lakeland.....	Portage la-Prairie.....M	20 68	18 75		
Lakelands.....	Cumberland.....N.S	9 00	18 75		
Lake La Rose.....	Annapolis.....N.S	6 25	18 75		
Lakelet.....	Huron, E.R.....O	113 18	40 00		2 50
Lake Munro.....	Annapolis.....N.S	18 75	18 75		
Lake Opinicon.....	Frontenac.....O	20 61	18 75		
dLake Park.....	Sask.....Sask	7 45	17 56		
Lake Paul.....	King's.....N.S	9 10	18 75		
Lake Pleasant.....	Annapolis.....N.S	35 00	18 75		
Lake Ramsay.....	Lunenburg.....N.S	10 25	18 75		
Lake Road.....	King's & Albert.....N.B	6 00	18 75		
Lake Road.....	Colchester.....N.S	6 50	18 75		
Lake St Charles.....	Quebec.....Q	6 25	18 75		
Lake St Mary.....	Wright.....Q	100 75	39 00	6 00	3 75
aLakeside.....	Jacques-Cartier.....Q	186 40	112 50		3 75
Lakeside.....	Oxford, N.R.....O	148 52	63 75		3 75
Lakeside.....	Yarmouth.....N.S	12 00	18 75		
Lake Stream.....	Kent.....N.B	9 25	18 75		
Laketon.....	Kent.....N.B	13 50	18 75		
Lake-Uist.....	Richmond.....N.S	15 00	18 75		
Lakevale.....	Antigonishe.....N.S	22 93	18 75		
Lake Valley.....	Assa. West.....Sask	18 44	18 75		
Lake Verd.....	Queen's.....P.E.I	13 00	18 75		
Lakeview.....	King's.....N.S	59 25	18 75		
Lakeview.....	Argenteuil.....Q	27 39	18 75		
Lakeview.....	Sunbury & Queen's.....N.B	18 95	18 75		
Lakeview.....	Elgin, E.R.....O	76 00	36 00		3 75
aLake View House.....	Portneuf.....Q	30 25	25 00		
Lakeville.....	Carleton.....N.B	88 05	40 50		3 75
Lakeville.....	King's.....N.S	179 92	96 00	2 25	7 50
Lakeville.....	King's.....P.E.I	29 10	18 75		
Lakeville Corner.....	Sunbury & Queen's.....N.B	20 50	18 75		
Lake Weedon.....	Richmond & Wolfe.....Q	164 00	80 00		7 50
Lake William.....	Megantic.....Q	9 00	18 75		
Lakewood.....	St. John.....N.B	13 05	18 75		
Lalonde.....	Prescott.....O	20 91	18 75		
La Macaza.....	Labelle.....Q	71 70	34 50		3 75
aLake St. Joseph Hotel.....	Portneuf.....Q		25 00		
bLakeview.....	Strathcona.....Alta	29 00	2 08		
La-Mare.....	Charlevoix.....Q	26 00	18 75		
L'Amaroux.....	York, S.R.....O	41 49	18 75		
La Miche.....	Montmorency.....Q	16 75	18 75		
Lamlash.....	Grey, S.R.....O	38 68	18 75		
Lammermoor.....	Lanark, N.R.....O	30 45	18 75		
Lamon.....	Middlesex, N.R.....O	19 25	18 75		
cLamont.....	Edmonton.....Alta	404 64	*303 25		20 00
L'Amoureux.....	Edmonton.....Alta	29 81	18 75	2 25	
Lancelot.....	Muskoka.....O	35 26	18 75		

a Summer office.

b Opened 1-3-07.

c Opened 27-3-07.

d Closed 14-3-07.

e Opened 1-8-06.

* Including \$8 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Landerkin.....	Grey, S.R.....O	10 00	18 75		
Landestrew.....	Assa. East.....Sask	1 50	18 75		
Landor.....	Colchester.....N.S	10 00	18 75		
Landreville.....	Beauharnois.....Q	15 00	18 75		
Landry.....	Gloucester.....N.B	12 00	18 75		
Lands End.....	King's & Albert.....N.B	11 75	18 75		
Lanes.....	Huron, W.R.....O	40 19	22 50		
Lanesville.....	Colchester.....N.S	9 00	18 75		
Lang.....	Peterborough, E.R.....O	136 13	64 50	3 75	3 75
Langbank.....	Lambton, W.R.....O	41 09	24 25		
Langevin.....	Dorchester.....Q	143 80	58 50		3 75
Langevin.....	Assa. West.....Alta	13 50	18 75		
Langford.....	Brant.....O	22 50	18 75		
Langley Prairie.....	New Westminster.....B.C	184 24	54 00	3 75	3 75
Langman.....	Simcoe, N.R.....O	14 05	18 75		
Langside.....	Bruce, S.R.....O	59 51	24 00		
Langstaff.....	York, C.R.....O	33 50	18 75		
Langvale.....	Souris.....M	18 75	18 75		
a Lanigan.....	Humboldt.....Sask	35 00	2 08		
Lanoieville.....	Richelieu.....Q	54 75	36 00		2 50
Lanoraie Station.....	Joliette.....Q	5 00	18 75		
Lansdowne.....	Carleton.....N.B	22 01	18 75		
Lansdowne.....	Digby.....N.S	25 75	18 75		
Lansdowne-Station.....	Pictou.....N.S	113 20	60 00	6 75	3 75
L'Anse à Brillant.....	Gaspé.....Q	34 50	18 75		
L'Anse à Giles.....	L'Islet.....Q	57 11	37 50		3 75
b L'Anse à Giles Stn.....	L'Islet.....Q	25 65	12 50		
L'Anse à la Barbe.....	Bonaventure.....Q	65 31	*34 50		
L'Anse à la Cabane.....	Gaspé.....Q	17 96	18 75		
L'Anse à la Louise.....	Gaspé.....Q	85 83	48 00		3 75
L'Anse à Beaufils.....	Gaspé.....Q	114 00	43 50		3 75
L'Anse au Foin.....	Chicoutimi & Saguenay.....Q	81 00	36 00	2 25	
L'Anse à Vallean.....	Gaspé.....Q	18 93	18 75		
L'Anse Saint Jean.....	Chicoutimi & Saguenay.....Q	97 81	41 25	3 00	3 75
Lansing.....	York, S.R.....O	86 99	36 00		3 75
Lantz.....	Lunenburg.....N.S	35 52	18 75		
La Passe.....	Renfrew, N.R.....O	92 75	24 00		
b Lapeyrière.....	Gaspé.....Q	15 00	12 50		
La Petite Rivière Saint François.....	Charlevoix.....Q	74 70	32 00	2 50	
La Plaine.....	Terrebonne.....Q	49 89	18 75		
La Plante.....	Gloucester.....N.B	21 45	18 75		
La Présentation.....	St. Hyacinthe.....Q	58 50	46 50		3 75
Lapland.....	Lunenburg.....N.S	18 23	18 75		
L'Archevêque.....	Richmond.....N.S	11 09	18 75		
Lardo.....	Kootenay.....B.C	128 23	47 00	6 00	2 50
L'Ardoise.....	Richmond.....N.S	150 44	57 75		3 75
L'Ardoise Highlands.....	Richmond.....N.S	10 50	18 75		
La Renaudière.....	Montmagny.....Q	41 00	18 75		
Larkin.....	Hastings, E.R.....O	18 75	18 75		
Laroche.....	Brome.....Q	10 25	18 75		
Larochelle.....	Mégantic.....Q	10 60	18 75		
La Rochelle.....	Provencher.....M	17 95	18 75		
c Larose Station.....	Argenteuil.....Q	5 00	+ 8 70	1 63	0 51
Larry's River.....	Guysborough.....N.S	100 45	45 00		3 75
L'Artifice.....	Châteauguay.....Q	31 00	18 75		
La Salette.....	Norfolk.....O	99 32	45 00		3 75
La Salle.....	Macdonald.....M	141 82	69 00	4 50	7 50

* Including \$9 night allowance.
\$2.40 night allowance.

a Opened. 1-3-07. b Opened 1-10-06.

c Closed 13-8-06. † Including

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lascelles.....	Wright.....	Q 86 52	37 50		3 75
L'Ascension....	Montcalm.....	Q 118 50	39 00		3 75
Laskay.....	York, N.R.....	O 122 00	72 50		6 25
Lasswade.....	Peterborough, E.R.....	O 45 25	18 75		
Last Chance.....	Yukon.....	Q 17 70	\$		
Last Mountain.....	Humboldt.....	Sask 57 37	18 75		
Latchford Bridge.....	Renfrew, S.R.....	O 11 00	18 75		
Laterrière.....	Chicoutimi & Saguenay.....	Q 33 93	26 50		
Latimer.....	Frontenac.....	O 45 85	18 75		
Lattie's Brook.....	Hants.....	N.S 50 44	18 75		
La Tuque.....	Champlain.....	Q 145 37	33 00	2 25	
Launching Place.....	King's.....	P.E.I 17 14	18 75		
Lauretta.....	Prince.....	P.E.I 14 00	18 75		
Laurel.....	Argenteuil.....	Q 18 72	18 75		
Laurence.....	Montcalm.....	Q 37 30	18 75		
Laurier.....	Huron, W.R.....	O 33 18	*33 25		
Laurier.....	Lotbinière.....	Q 73 40	32 00		2 50
Lauvina.....	Sunbury & Queen's.....	N.B 11 23	18 75		
Laval.....	Montmorency.....	Q 29 95	18 75		
La Vallée.....	Thunder Bay & Rainy- River.....	O 211 19	**100 26		7 50
Lavaltrie Station.....	Joliette.....	Q 34 00	22 50		
Lavant.....	Lanark, N.R.....	O 19 98	18 75		
Lavant Station.....	Lanark, N.R.....	O 103 56	54 00	7 50	3 75
Lavender.....	Dufferin.....	O 46 86	24 00		
Lavinia.....	Marquette.....	M 7 00	18 75		
La Vernière.....	Gaspé.....	Q 5 25	18 75		
La Visitation.....	Yamaska.....	Q 65 45	22 50		
Lawfield.....	Sunbury & Queen's.....	N.B 18 25	18 75		
Lawrence Station.....	Charlotte.....	N.B 96 00	37 50	2 25	3 75
Lawrence Station.....	Elgin, W.R.....	O 179 48	61 50		3 75
Lawrencetown.....	Halifax.....	N.S 30 75	18 75		
Lawson.....	Sunbury & Queen's.....	N.B 23 75	18 75		
Lawson.....	Simcoe, E.R.....	O 27 48	12 50		
Layton.....	Ontario, N.R.....	O 57 74	25 50		
Leadbury.....	Huron, S.R.....	O 81 60	37 50		3 75
Leadville.....	Brome.....	Q 15 00	18 75		
Leamington.....	Cumberland.....	N.S 22 56	18 75		
Learned Plain.....	Compton.....	Q 36 50	18 75		
Leaside Junction.....	York, S.R.....	O 37 10	22 00		
Leaskdale.....	Ontario, N.R.....	O 79 15	24 00		
Leavitt.....	Alta.....	Alta 20 55	18 75		
Lebanon.....	Wellington, N.R.....	O 31 00	18 75		
Leblanc.....	Westmoreland.....	N.B 30 00	18 75		
Le Blancville.....	Westmoreland.....	N.B 3 00	18 75		
a Laval.....	Strathcona.....	Alta 235 13	†56 98		3 75
b Laurence.....	Albe.ta.....	Alta 63 73	14 58		
d Lawler.....	Mackenzie.....	Sask 28 08	8 33		
c Laxdal.....	Humboldt.....	Sask 23 00	4 16		
Le Bouthillier.....	Gloucester.....	N.B 42 51	18 75		
Le Bras.....	Beauce.....	Q 54 10	24 25		
Leclair.....	Pontiac.....	Q 24 06	18 75		
Leclercville.....	Lotbinière.....	Q 121 27	43 00		3 75
Ledge.....	Charlotte.....	N.B 44 00	18 75		
Lee Avenue.....	York, S.R.....	O +	+		

* Including \$12 night allowance, of which \$4 is arrears.
of which \$2.76 is arrears.

† Including \$11.98 night allowance.
General's report. a Late Dinwoodie. b Opened 1-9-06.

‡ For Revenue, &c., see Appendix C under Toronto sub-offices.

** Including \$20.76 night allowance,
\$ Salary, &c., entered in Auditor
c Opened 1-2-07. d Opened 1-12-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Leeburn.....	Algoma, W.R.....	O 24 73	18 75		
Leeds.....	Leeds.....	O 25 96	18 75		
Leesboro.....	Middlesex, E.R.....	O 32 30	21 00		
Lee Valley.....	Algoma, E.R.....	O.....	18 75		
Lefaiwe's Corners.....	Simcoe, E.R.....	O 17 65	18 75		1 25
Legal.....	Edmonton.....	Alta 101 25	26 00		1 25
Leger Brook.....	Westmoreland.....	N.B. 23 21	18 75		
Legere.....	Northumberland.....	N.B. 11 00	18 75		
Legere Corner.....	Westmoreland.....	N.B. 46 00	18 75		
Légerville.....	Kent.....	N.B. 24 75	18 75		
Leggatt.....	Dufferin.....	O 24 59	18 75		
Lemster.....	Lennox & Addington.....	O 12 75	18 75		
Leitche's Creek.....	North Cape Breton & Victoria.....	N.S. 15 50	18 75	2 25	
Leith.....	Grey, N.R.....	O 137 74	46 50		3 75
Leitrim.....	Russell.....	O 55 60	21 00		
Leland.....	Frontenac.....	O 8 00	18 75		
Lemay.....	Wright.....	Q 13 26	18 75		
Lemesurier.....	Mégantic.....	Q 46 22	22 50		
Lemieux.....	Prescott.....	O 126 89	51 00	2 25	3 75
Lemieux.....	Nicolet.....	Q 32 45	18 75		
Leminster.....	Hants.....	N.S. d 6 00			
Lemonville.....	York, N.R.....	O 62 22	34 50		2 50
Lena.....	Souris.....	M 129 45	18 75		
Lenora Lake.....	Humboldt.....	Sask 18 00	18 75		
a Lennox.....	Souris.....	M.....	3 12		
Lennox Ferry.....	Richmond.....	N.S. 36 00	18 75	15 00	
Leofeld.....	Humboldt.....	Sask 140 77	73 50	2 25	7 50
Leonard.....	Russell.....	O 95 08	39 00		3 75
Leonardville.....	Charlotte.....	N.B. 75 00	30 00		
Leopold.....	Argenteuil.....	Q 23 73	18 75		
Leoville.....	Prince.....	P.E.I. 27 25	18 75		
Le Petit Bois Franc.....	Témiscouata.....	Q 17 95	18 75		
Lequille.....	Annapolis.....	N.S. 107 18	52 50		3 75
Leroy.....	Camberland.....	N.S. 9 45	18 75		
Lerwick.....	Victoria.....	N.B. 20 25	18 75		
Les Chenaux.....	Montmorency.....	Q 24 15	+30 75		
Les Dalles.....	Montcalm.....	Q 17 00	18 55		
Les Fonds.....	Lotbinière.....	Q 60 50	30 00		
Les Grandes Bergeronnes.....	Chicoutimi & Saguenay.....	Q 76 45	30 00		
Les Grands Déserts.....	Quebec.....	Q 17 95	18 75		
Leskard.....	Durham.....	O 106 71	41 25	3 00	3 75
Leslie.....	Gaspé.....	Q 33 15	21 00	2 25	
b Leslieville.....	Strathcona.....	Alta 33 00	6 25		
Les Petites Bergeronnes.....	Chicoutimi & Saguenay.....	Q 17 95	18 75		
Les Petites Bergeronnes Ouest.....	Chicoutimi & Saguenay.....	Q 10 70	18 75		
Lessard.....	Beauce.....	Q 24 29	18 75		
Les Saules.....	Québec.....	Q 41 92	18 75		
Lesser Slave Lake.....	Athabasca.....	66 17	26 50		
L'Etang.....	Charlotte.....	N.B. 23 25	24 25		
L'Etete.....	Charlotte.....	N.B. 105 00	42 00		3 75
Lett.....	Renfrew, S.R.....	O 1795	18 75		
Letterkenny.....	Renfrew, S.R.....	O 3 25	18 75		
Lever.....	Charlotte.....	N.B. 23 50	18 75		
Lewis Bay West.....	South Cape Breton.....	N.S. 3 00	18 75		
Lewis Cove Road.....	Richmond.....	N.S. 11 30	18 75		
Lewisham.....	Muskoka.....	O 68 85	35 00		2 50

† Including \$12 night allowance. ‡ Including \$9 special forward allowance. a Closed 15-8-06.
 b Opened 1-1-07. d Credit for new office not yet opened.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lewis Head	Shelburne & Queen's. N.S.	36 71	18 75		
Lewis Mills	Hants. N.S.	8 25	18 75		
Lewis Mountain	Westmoreland N.B.	11 50	18 75		
Lewis Mountain	Inverness. N.S.	8 00	18 75		
Lewiston	Halifax. N.S.	123 82	63 00		3 75
Lewisville	Strathcona. Alta.	68 54	34 50	c 35 00	3 75
Lewisville	Westmoreland N.B.	326 50	41 25	2 25	3 75
Lexington	Inverness. N.S.	12 50	18 75		
Libbytown	Stanstead. Q.	24 46	18 75		
Libau	Selkirk. M.	10 00	18 75		
Lidford	Marquette. M.	2 00	18 75		
Lidstone	Dauphin. N.S.	17 93	18 75		
Lifford	Durham. O.	55 23	30 00		
Lille	Alberta. Alta.	442 79	* 423 00		26 25
Lillyfield	Selkirk. M.	38 94	18 75		
^b Lillies	Brockville. O.	6 25			
Lily	Cumberland. N.S.	29 73	18 75		
Lily Bay	Dauphin. N.S.	32 65	18 75		
Lily Lake	Algoma, E.R. O.	6 25	18 75		
Lily Oak	Grey, E.R. O.	8 95	18 75		
Lily Plain	Sask. Sask.	32 95	18 75		
Lily Vale	Colchester. N.S.	7 50	18 75		
Lime Bank	Russell. O.	28 20	18 75		
Lime Hill	King's & Albert. N.B.	5 60	18 75		
Lime Hill	Inverness. N.S.	11 70	† 27 75		
Limehouse	Halton. O.	123 42	48 75		3 75
Limekiln	York. N.B.	10 00	18 75		
Lime Lake	Hastings, E.R. O.	22 85	18 75		
Lime Rock	Pictou. N.S.	15 20	18 75		
Linestone	Carleton. O.	12 00	18 75		
L'Immaculée Conception	Bonaventure. S. Q.	9 00	18 75		
Lincoln	Sunbury & Queen's. N.B.	23 22	18 75		
Lincoln	Queen's. P.E.I.	14 75	18 75		
Linda	Compton. Q.	23 00	18 75		
Lindell	New Westminster. B.C.	9 76	18 75		
Linden	Cumberland. N.S.	83 96	34 50		3 75
Linden Valley	Victoria & Haliburton. O.	68 66	32 00		
Lindenwood	Grey, N.R. O.	12 50	18 75		
Lindsay	Carleton. N.B.	18 25	18 75		
Lineboro'	Stanstead. Q.	18 75	18 75		
Lineham	Calgary. Alta.	39 97	18 75		
Lingan	South Cape Breton. N.S.	117 50	40 50		3 75
Lingan Road	South Cape Breton. N.S.	12 50	18 75		
Liuk	Nipissing. O.	349 56	18 75		
Linkletter	Prince. P.E.I.	17 50	18 75		
Linton	York, N.R. O.	40 00	18 75		
Linton's	Sunbury & Queen's. N.B.	22 50	18 75		
Lintrathen	Macdonald. M.	24 50	18 75		
^a Linville	Carleton. N.B.	26 00	17 73		
Linwood	Antigonish. N.S.	52 90	24 00		
Lippettott	Assa. East. Sask.	10 00	18 75		
Lisbon	Perth, N.R. O.	19 12	18 75		
Lisburn	Bruce, S.R. O.	15 00	18 75	3 75	
Liscombe Mills	Guysborough. N.S.	112 18	56 25	2 25	3 75
Lisgar	Peel. O.	39 75	21 00		
Lisgar Station	Drum'nd & Arthabaska. Q.	147 00	72 50		7 50
Lisle	Simcoe, S.R. O.	233 57	92 00		7 50

^a Opened 16-7-'06. ^b Opened 25-3-'07. ^c Including \$5 arrears forward. * Including \$85.75 arrears of salary for five months ended June 30, '06. † Including \$9 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
L'Islet Station	L'Islet Q	112 55	42 00		3 75
Lismore	Pictou N.S	38 25	18 75		
Lisson	King's & Albert . . . N.B	10 50	18 75		
Litchfield	Annapolis N.S	19 25	18 75		
<i>a</i> Listerville	Carleton N.B	13 25	18 75		
<i>b</i> Little Bow	Alberta Alta	7 00	2 08		
Little Aldouane	Kent N.B	39 96	18 75		
Little Bartibog	Northumberland . . . N.B	6 00	18 75		
Little Bass River	Colchester N.S	58 75	37 50	2 25	3 75
Little Beach	St. John N.B	10 25	18 75		
Little Branch	Northumberland . . . N.B	31 10	18 75		
Little Bras d'Or (S. side)	N. Cap. Bret. & Vic. . N.S	9 00	18 75		
Little Bras d'Or Bridge	N. Cap. Bret. & Vic. . N.S	11 68	18 75	*5 00	
Little Brook	Digby N.S	72 55	37 50		
Little Brook Station	Digby N.S	40 75	18 75	15 00	
Little Cape	Westmoreland N.B	45 00	18 75		
Little Dover	Guysborough N.S	13 00	18 75		
Little Forks	Cumberland N.S	47 66	29 75		
Little Forks	Kent N.B	13 85	18 75		
Little Harbour	King's P.E.I	12 75	18 75		
Little Harbour	Pictou N.S	13 98	18 75	2 25	
Little Judique	Inverness N.S	25 98	18 75		
Little Judique Ponds	Inverness N.S	13 00	18 75		
Little Lake	Sunbury & Queen's . . N.B	38 73	18 75		
Little Lepreaux	Charlotte N.B	43 50	18 75		
Little Liscombe	Guysborough N.S	15 00	18 75		
Little Lorraine	South Cape Breton . . N.S	12 45	18 75		
Little Mabou	Inverness N.S	8 00	18 75		
Little Métis Station	Rimonski Q	88 37	+50 00		2 50
Little Narrows	N. Cap. Bret. & Vic. . N.S	12 50	18 75		
Little Pabos	Gaspé Q	86 50	+46 50		3 75
Little Pierre Jacques	Prince P.E.I	32 23	18 75		
Little Plume	Assa West Alta	32 37	18 75		
Little Pond	N. Cap. Bret. & Vic. . N.S	8 00	18 75		
Little Pond	King's P.-E.I	19 51	18 75		
Little Port L'Hébert	Shelburne & Queen's . N.S	6 25	18 75	2 25	
Little Rapids	Algoma, E. R. O	77 00	33 00		
Little Rideau	Prescott O	31 98	21 25		
Little Ridge	King's & Albert . . . N.B	4 00	18 75		
Little Ridgeton	Charlotte N.B	18 00	18 75		
Little River Chaloupe	Chicoutimi & Saguen'y . Q	12 20	+31 25		
Little River, Chéticamp	Inverness N.S	17 00	18 75		
Little River, East	Gaspé Q	102 92	45 00	2 25	3 75
Little River, West	Gaspé Q	74 66	+37 50		
Little River	Cumberland N.S	44 93	18 75		
Little River	Digby N.S	118 25	45 00		3 75
Little River Harbour	Yarmouth N.S	4 00	18 75		
Little Rocher	King's & Albert . . . N.B	34 74	18 75		
Little Sands	King's P.E.I	41 20	18 75		
Little Shemogue	Westmoreland N.B	47 75	18 75		
Little Shippigan	Gloucester N.B	17 95	18 75		
Little Tancook	Lunenburg N.S	17 32	18 75		
Little Tignish	Prince P.E.I	7 25	18 75		
Littlewood	Middlesex, W. R. . . . O	32 20	18 75		
Little York	Queen's P.E.I	69 40	25 50	9 00	
Living Spring	Wellington, N. R. . . . O	20 30	18 75		
Livingstone	Alta Alta	127 59	49 50		3 75

†Including \$9 night allowance.

‡Including \$12.50 night allowance of which \$5 is arrears.

* \$5 arrears forward.

a Late Mars Hill.*b* Opened 1-3-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		§ cts.	§ cts.	§ cts.	§ cts.
Livingstone Cove.....	Antigonish.....N.S.	9 00	18 75	2 25	
Livingstone Creek.....	Algoma, E.R.....O	96 15	42 50		3 75
Llewellyn.....	Assa, East.....Sask	40 47	25 50		
Lloyd.....	Lanark, N.R.....O	14 00	18 75		
Lobethal.....	Assa, West.....Sask	40 67	19 84		
Lobo.....	Middlesex, N.R.....O	106 00	52 50		3 75
Lochaber Bay.....	Labelle.....Q	83 59	31 50		
Lochaber Mines.....	Halifax.....N.S.	26 71	18 75		
Lochalsh.....	Huron, W.R.....O	126 85	57 00		3 75
Loch Ban.....	Inverness.....N.S.	16 50	18 75		
Loch Broom.....	Pictou.....N.S.	19 75	18 75		
Lochend.....	Calgary.....Alta	28 70	18 75		
Lochiel.....	Glengarry.....O	144 75	63 00		3 75
Loch Katrine.....	Antigonish.....N.S.	45 67	18 75		
Loch Lomond, West.....	Richmond.....N.S.	48 00	18 75	2 25	
Loch Lomond, West.....	Richmond.....N.S.	14 00	18 75		
Loch Monar.....	Macdonald.....M	17 96	22 50		
Lochside.....	Richmond.....N.S.	32 88	18 75		
Loch Winnock.....	Renfrew, S.R.....O	28 95	18 75		
Locke Road.....	Prince.....P.-E.I	14 23	18 75		
a Lockhart.....	Strathcona.....Alta	30 32	14 58		
Lockhartville.....	King's.....N.S.	93 00	36 00		2 50
Lockport.....	Selkirk.....M	123 25	45 00	7 50	3 75
Locksley.....	Renfrew, N.R.....O	19 20	18 75		
Locksley Station.....	Renfrew, N.R.....O	10 45	18 75		
Lockton.....	Peel.....O	51 70	30 25		2 50
Locust Hill.....	York, C.R.....O	134 58	47 50		3 75
Lodore.....	Lanark, N.R.....O	6 00	18 75		
Logan.....	Strathcona.....Alta	34 25	18 75	15 00	
Loganton.....	Assa, West.....Sask	99 67	25 50		3 75
Loganville.....	Pictou.....N.S.	37 50	23 25		
Logberg.....	Assa, East.....Sask	48 40	18 75		
Log Cabin.....	Comox-Atlin.....B.C	58 00	**		
Logierait.....	Lambton, W.R.....O	29 00	18 75		
Logoch.....	Marquette.....M	7 25	18 75		
Log Valley.....	Assa, West.....Sask	52 45	18 75		
Lombardy.....	Leeds.....O	167 42	75 00		7 50
Londonderry.....	King's & Albert.....N.B	2 00	18 75		
Londonderry Station.....	Colchester.....N.S.	98 07	48 00		3 75
Lone Tree.....	Marquette.....M	29 59	18 75		
Long Bay.....	Algoma, E.R.....O	38 00	18 75	2 25	
*Long Branch.....	York, C.R.....O	50 00	40 00		
Longburn.....	Portage la Prairie.....M	24 06	18 75		
Long Creek.....	Queen's.....P.-E.I	20 44	18 75		
Long Creek.....	Sunbury & Queen's.....N.B	21 00	18 75		
Long Island.....	King's.....N.S.	14 30	18 75		
Long Island Main.....	North Cape Breton & Victoria.....N.S.	7 25	18 75		
Long Lake.....	Frontenac.....O	62 00	25 50		
Longlaketon.....	Assa, West.....Sask	17 95	18 75		
Long Point.....	Inverness.....N.S.	46 48	22 50	3 00	
Long Point.....	King's & Albert.....N.B	30 50	18 75		
Long Point.....	Leeds.....O	33 96	18 75		
Long Point-of-Mingan.....	Chicoutimi & Saguenay.....Q	30 50	+32 00		
Long Reach.....	King's & Albert.....N.B	50 08	21 00		
Long Ridge.....	Strathcona.....Alta	30 44	18 75		
Long River.....	Queen's.....P.-E.I	64 00	24 00		

a Opened 1-9-06. **Salary, &c., entered in Auditor General's Report. * Summer Office.
 †Including \$12.50 night allowance of which \$5 is arrears. ‡Including \$4.50 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Long's Cove	King & Albert. N.B.	17 93	18 75		
Long Settlement	Carleton	12 00	18 75		
Longwood	Middlesex, W.R. O	43 00	27 00		
Lonsdale	Hastings, E.R. O	175 00	61 50		3 75
Lonsdale	King's & Albert N.B.	8 50	18 75		
Loon Creek	Assa. West. Sask	15 00	24 00	2 25	
Loon Lake	Peterborough, E.R. O	5 00	18 75		
Lord Mills	Grenville	6 00	18 75		
Loree	Grey, E.R. O	22 00	18 75		
Lorenz	Peterborough, W.R. O	25 00	18 75		
Loretto	Simcoe, S.R. O	116 96	34 50	3 75	3 75
Loretto	Provencher	124 12	43 50		3 75
Lorimer Lake	Parry Sound. O	18 00	18 75		
Lorlie	Qu'Appelle	19 53	30 00		
Lorne	Restigouche	6 00	18 75		
Lorne	Bruce, N.R. O	20 75	18 75		
Lorne	Pictou	32 85	18 75		
Lorne House	Charlevoix	130 00	74 00		5 00
Lorne Park	Peel	100 30	48 00		3 75
Lornevale	Colchester	22 79	18 75		
Lorne Valley	King's	10 50	18 75		
Lorneville	Cumberland	53 12	24 00		
Lorneville	St. John	61 68	28 50		
Lornhill	Humboldt	46 41	18 75		
Lorrainville	Pontiac	99 36	33 00	2 25	3 75
Lost River	Argenteuil	83 73	33 00	3 00	
c Lost River	Humboldt	10 00			
Lot 1	Prince	2 00	18 75		
" 4	Prince	98 28	48 00	9 00	3 75
" 6	Prince	26 25	18 75		
" 10	Prince	9 97	18 75		
" 11	Prince	20 75	18 75		
" 12	Prince	161 30	82 50		7 50
" 14	Prince	20 00	18 75		
" 16	Prince	15 00	18 75		
" 30	Queen's	9 25	18 75		
" 67	Queen's	16 69	18 75		
Lothair	Brandon	27 73	18 75		
Lothian	Huron, W.R. O	21 13	18 75		
Lotus	Durham	83 50	37 00		2 50
Louisa	Argenteuil	6 00	18 75		
Louis Creek	Yale & Caribou	11 00	18 75		
Louisdale	Richmond	36 31	18 75		
Louise	Grey, S.R. O	56 70	22 50		
Louisville	Kent, E.R. O	68 80	31 50		
Louisville	Pictou	18 50	18 75		
Loulay	Labelle	15 77	18 75		
Lourdes	Mégantic	85 56	43 59		3 75
Lourdes	Pictou	72 90	33 00		3 75
Lourdes du Blanc Sablon	Chicoutimi & Saguenay Q		18 75		
Lovat	Bruce, S.R. O	28 50	18 75		
Lovat	Pictou	6 25	18 75		
b Lovell	Sask	9 75			
Loving	Simcoe, E.R. O	66 90	31 50		
Lovett	Northumberland, E.R. O	73 35	30 00		
Lowbanks	Haldimand	139 00	62 00		3 75
a Loveland	Strathcona	38 67	16 66		

a Opened 1-8-06.

c Opened 25-3-07.

b Closed 31-5-06.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lowell.....	King's & Albert.....N.B.	6 00	18 75		
Lower Abouggoggin.....	Westmoreland.....N.B.	16 25	18 75		
Lower Barney's River.....	Pictou.....N.S.	26 40	21 25		
Lower Bedeque.....	Prince.....P.E.I.	20 00	18 75		
Lower Blomidon.....	King's.....N.S.	20 83	18 75		
Lower Branch.....	Lunenburg.....N.S.	12 00	18 75		
Lower Brighton.....	Carleton.....N.B.	44 20	18 75		
Lower Burlington.....	Hants.....N.S.	48 00	21 25		
Lower Caledonia.....	Guysborough.....N.S.	34 25	††27 75		
Lower Cambridge.....	Sunbury & Queen's.....N.B.	29 61	18 75		
Lower Canard.....	King's.....N.S.	77 25	36 00		3 75
Lower Cape.....	King's & Albert.....N.B.	20 15	18 75		
Lower Caverhill.....	York.....N.B.	33 75	18 75		
Lower Church Street.....	King's.....N.S.	29 67	18 75		
Lower Cove.....	Cumberland.....N.S.	61 50	28 75		
Lower Coverdale.....	King's & Albert.....N.B.	10 00	18 75		
Lower Derby.....	Northumberland.....N.B.	37 93	18 75		
Lower Dominion.....	Yukon.....	41 50	+		
Lower Dumfries.....	York.....N.B.	19 59	18 75		
Lower East Chezzetcook.....	Halifax.....N.S.	18 75	18 75		
Lower Economy.....	Colchester.....N.S.	71 71	*45 00		2 50
Lower Eel Brook.....	Yarmouth.....N.S.	12 10	18 75		
Lower Five Islands.....	Colchester.....N.S.	53 00	††40 50	3 00	
Lower Fort Garry.....	Selkirk.....M.	85 71	46 50	3 75	3 75
Lower Foster Settlement.....	Lunenburg.....N.S.	35 01	18 75		
Lower Freetown.....	Prince.....P.E.I.	36 25	25 50		
Lower French Village.....	York.....N.B.	17 50	18 75		
Lower Gagetown.....	Sunbury & Queen's.....N.B.	16 42	18 75		
Lower Granville.....	Annapolis.....N.S.	112 68	66 00		7 50
Lower Greenfield.....	Carleton.....N.B.	13 20	18 75		
Lower Hamilton.....	Prince.....P.E.I.	27 00	18 75		
Lower Hayneville.....	York.....N.B.	22 40	18 75		
Lower Hillsdale.....	Inverness.....N.S.	6 25	18 75		
Lower Ireland.....	Mégantic.....Q.	52 00	24 00		
Lower Jordan Bay.....	Shelburne & Queen's.....N.S.	34 21	18 75		
Lower La Have.....	Lunenburg.....N.S.	37 98	18 75		
Lower Line, Queensbury.....	York.....N.B.	13 00	18 75		
Lower Maccan.....	Cumberland.....N.S.	22 26	18 75		
Lower Meagher's Grant.....	Halifax.....N.S.	42 34	18 75		
Lower Middle River.....	North Cape Breton and Victoria.....N.S.	3 25	18 75		
Lower Millstream.....	King's & Albert.....N.B.	96 00	39 00	3 75	3 75
Lower Montague.....	King's.....P.E.I.	26 45	18 75		
Lower Mount Thom.....	Pictou.....N.S.	17 95	18 75		
Lower Nappan.....	Northumberland.....N.B.	39 86	**20 25		
Lower Neguac.....	Northumberland.....N.B.	112 17	43 50		3 75
Lower Newcastle.....	Northumberland.....N.B.	37 00	18 75		
Lower Northfield.....	Lunenburg.....N.S.	10 28	18 75		
Lower Ohio.....	Shelburne & Queen's.....N.S.	13 93	18 75		
Lower Onslow.....	Colchester.....N.S.	66 78	31 50		
Lower Poquiock.....	York.....N.B.	13 00	18 75		
Lower Prince William.....	York.....N.B.	49 90	27 00		
Lower Prospect.....	Halifax.....N.S.	3 75	†23 25		
Lower Queensbury.....	York.....N.B.	24 25	18 75		
Lower Ridge.....	King's & Albert.....N.B.	19 00	18 75		
Lower River Hebert.....	Cumberland.....N.S.	15 00	18 75		
Lower River Inhabitants.....	Richmond.....N.S.	44 23	18 75	75	

†† Including \$9 night allowance.

* Including \$7.50 night allowance.

‡ Including \$4.50

night allowance.

** Including \$2 special salary.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lower Rose Bay.....	Lunenburg.....N.S.	225 94	39 00		3 75
Lower Sackville.....	Halifax.....N.S.	46 67	18 75		
Lower Salmon Creek.....	Sunbury & Queen's..N.B.	20 06	18 75		
Lower Sandy Point.....	Shelburne & Queen's..N.S.	21 50	18 75		
Lower Sapin.....	Kent.....N.B.	7 00	18 75		
Lower Saulnierville.....	Digby.....N.S.	41 28	24 00		
Lower Selmah.....	Hants.....N.S.	64 00	27 00		
Lower Shag Harbour.....	Shelburne & Queen's..N.S.	12 28	18 75		
Lower Shinimecas.....	Cumberland.....N.S.	35 00	18 75		
Lower Ship Harbour.....	Halifax.....N.S.	37 33	18 75		
Lower Ship Harbour, East.....	Halifax.....N.S.	39 92	18 75		
Lower Southampton.....	York.....N.B.	66 68	25 50	5 25	
Lower South River.....	Antigonishe.....N.S.	44 98	18 75	2 25	
Lower St. Mary's.....	York.....N.B.	11 00	18 75		
Lower Turtle Creek.....	King's & Albert.....N.B.	7 21	18 75		
Lower Wakefield.....	Carleton.....N.B.	13 00	18 75		
Lower Washabuck.....	North Cape Breton & Victoria.....N.S.	10 00	18 75		
Lower Wedge.....	Yarmouth.....N.S.	97 46	41 25		3 75
Lower Wentworth.....	Cumberland.....N.S.	18 73	18 75		
Lower West Jeddore.....	Halifax.....N.S.	32 35	18 75		
Lower West Pubnico.....	Yarmouth.....N.S.	30 70	18 75		
Lower West River.....	Antigonishe.....N.S.	4 00	18 75		
Lower Whitehaven.....	Guysborough.....N.S.	69 60	28 50		
Lower Windsor.....	Carleton.....N.B.	21 69	18 75		
Lower Woodstock.....	Carleton.....N.B.	24 90	18 75		
Loweton.....	Qu'Appelle.....Sask.	9 25	18 75		
Low Point.....	Inverness.....N.S.	35 30	18 75		
Lowville.....	Halton.....O.	119 25	58 50		3 75
Loyal.....	Huron, W.R.....O.	60 50	34 50		3 75
Lozier Settlement.....	Gloucester.....N.B.	34 00	18 75		
Lucas.....	Marquette.....M.	18 75	18 75		
Lucasville.....	Lambton, W.R.....O.	51 59	18 75		
Lucasville.....	Halifax.....N.S.	32 24	18 75		
Lucerne.....	Wright.....Q.	45 00	21 00		
Lucil.....	Dufferin.....O.	25 30	18 75		
Ludlow.....	Northumberland.....N.B.	65 62	28 50		
Lulu Island.....	New Westminster.....B.C.	17 50	18 75		
Lumby.....	Yale & Cariboo.....B.C.	171 50	55 50	7 50	3 75
Lumley.....	Huron, S.R.....O.	23 82	18 75		
Lumsden's Mills.....	Pontiac.....Q.	304 84	126 00		11 25
Lund.....	Comox-Atlin.....B.C.	127 48	42 00		3 75
Lundar.....	Dauphin.....M.	67 50	36 00	1 25	3 75
Lundy.....	Guysboro.....N.S.	9 50	18 75		
Lurgan.....	Bruce, S.R.....O.	18 25	18 75		
Luskville.....	Wright.....Q.	80 15	35 00		2 50
Lutes Mountain.....	Westmoreland.....N.B.	80 00	30 00		
Luton.....	Elgin, E.R.....O.	79 92	19 50		
a Luxemburg.....	Sask.....Sask.	52 94	14 58		
Lynch.....	Victoria.....N.B.	28 50	18 75		
Lynch's Corner.....	King's & Albert.....N.B.	8 50	18 75		
Lyndale.....	King's.....P.E.I.	5 00	18 75		
Lyndon.....	Alta.....Alta.	65 24	49 00		2 50
Lynn.....	Colchester.....N.S.	19 75	18 75		
Lynn Creek.....	Vancouver City.....B.C.	38 85	18 75		
Lynnfield.....	Charlotte.....N.B.	47 43	18 75		
Lynn Valley.....	Norfolk.....O.	99 25	43 50		3 75
Lynnville.....	Norfolk.....O.	53 34	24 75		

a Late Redberry. Opened 1-9-06.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lyons	Elgin, E.R. O	101 50	45 00		
Lysander	Megantic	57 70	26 25		
Lytleton	Northumberland. N.B.	5 00	18 75		
McADAM'S LAKE.	North Cape Breton and Victoria				
McAlpine	Prescott	5 00	18 75		
McArras Brook	Antigonish	81 72	27 00		
McArthur's Mills	Hastings, E.R. O	17 10	18 75		
McAulay's	North Cape Breton and Victoria	59 56	31 50		
McBean	Wright	13 20	18 75	2 25	
McCallum's Settlement	Colchester	17 00	18 75	2 25	
McClure	Colchester	10 50	18 75		
McCool	Nipissing	46 49	18 75	12 00	
McCormack	Inverness	5 18	18 75		
McCormick	Glengarry	17 50	18 75		
McCreary	Lambton, E.R. O	27 40	18 75		
McCreary	Lanark, N.R. O	25 45	18 75		
McCreary	Dauphin	46 00	(e) 34 75		
McCrimmon	Glengarry	297 74	121 50		11 25
McDonald's Corner	Sunbury & Queen's. N.B.	97 64	49 00		3 75
McDonald Hills	Qu'Appelle	38 95	18 75		
McDonald's Point	Sunbury & Queen's. N.B.	65 15	22 50		
McDougall	Renfrew, S.R. O	37 50	18 75		
McEachen Mills	Inverness	55 07	18 75		
McElwain	York	3 00	18 75		
McFarlane Lake	Nipissing	19 00	18 75		
McGarry	Lanark, S.R. O	31 55	18 75		
McGrath Cove	Halifax	28 00	18 75		
McGrath Mountain	Pictou	24 69	18 75		
McGuigan	Kootenay	2 00	18 75		
McInnes	Middlesex, N.R. O	30 12	18 75		
McIntyre	Grey, E.R. O	46 86	21 00		
McIntyre's Lake	Richmond	167 25	48 00		3 75
McIntyre's Mountain	Inverness	21 25	18 75	2 25	
McIver	Bruce, N.R. O	11 00	18 75		
McKee	Pontiac	16 00	18 75		
McKee's Mills	Kent	125 15	63 50	0 25	3 75
McKendrick	Restigouche	37 00	18 75	2 25	
McKenzie	Lisgar	10 98	18 75		
McKenzie Lake	Nipissing	10 00	18 75		
McKenzie's Corner	Carleton	11 64	18 75		
McKinlay	Carleton	25 39	18 75		
McKinnon's Brook	Inverness	7 50	18 75		
McKinnon's Harbour	North Cape Breton and Victoria	4 00	18 75		
McLarty	Algoma, W.R. O	52 26	25 50	6 75	
McLaughlin Road	Kent	28 95	18 75		
McLean	Frontenac	15 50	18 75		
McLean	Kent	28 46	18 75		
McLeanville	North Cape Breton and Victoria	15 26	18 75		
McLellan's Brook	Pictou	18 48	18 75		
McLellan's Mountain	Pictou	40 00	18 75		
McLeod	Richmond	8 00	18 75		
	Richmond	11 50	18 75		

(e) Including \$16 night allowance \$4 of which is arrears.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
McLeod Mills	Kent..... N.B	56 90	33 00		
McLeod's Crossing	Compton..... Q	35 40	24 25		
McMillan	Restigouche..... N.B	6 50	18 75		
McMillan's Corners	Stormont..... O	23 25	18 75	3 00	
McMurdo	Kootenay..... B.C	7 00	18 75		
McMurrich	Parry Sound..... O	34 05	18 75		
McNab	Lincoln..... O	118 00	39 00		3 75
McNab's Cove	Richmond..... N.S	23 23	18 75		
McNairn	Kent..... N.B	15 08	18 75		
McNamee	Northumberland..... N.B	32 75	18 75		
McNeill's Mills	Prince..... P.E.I	14 73	18 75		
McNeill's Vale	North Cape Breton and Victoria..... N.S	9 25	18 75		
McNeily's	Annapolis..... N.S	11 25	18 75		
McNutt's Island	Shelburne & Queen's N.S	19 50	18 75		
McTaggart	Qu'Appelle..... Sask	483 95	157 50	2 25	15 00
McTavish	Provencher..... M	8 00			
McPhail	Lanark, S.R..... O	12 44	18 75		
McPhee Corner	Hants..... N.S	14 00	18 75		
McPherson	Antigonishe..... N.S	20 00	18 75		
McPherson's Ferry	Richmond..... N.S	42 50	18 75		
McPherson's Mills	Pictou..... N.S	33 50	18 75		
McQuade	Westmoreland..... N.B	6 10	18 75		
McReynold's Corners	Grenville..... O	29 21	17 81		
McVicar	Bruce, N.R..... O	28 30	21 25		
McWilliams	Middlesex, E.R..... O	15 30	18 75		
Mabee	Norfolk..... O	53 50	27 50		
Mabel	Argenteuil..... Q	18 73	18 75		
Mabel Lake	Yale & Cariboo..... B.C	23 39	18 75		
Mabou Coal Mines	Inverness..... N.S	37 44	21 25		
Mabou Harbour	Inverness..... N.S	20 00	18 75		
Mabou Harbour Mouth	Inverness..... N.S	13 25	18 75		
MacCue	Lanark, S.R..... O	43 90	21 00		
Macdonald	Lennox & Addington..... O	15 90	18 75		
MacDougall's	Westmoreland..... N.B	86 71	45 00		3 75
MacDougall	Prince..... P.E.I	31 25	18 75		
Mace's Bay	Charlotte..... N.B	78 58	33 75		3 75
Macewan	Alta..... Alta	43 61	18 75		
Macfarlane	Humboldt..... Sask	65 33	18 75		
Macinquac	York..... N.B	20 00	18 75		
MacIntosh Mills	Brockville..... O	22 64	18 75		
Mackey's Station	Nipissing..... O	72 62	48 00		3 75
Mackville	King's & Albert..... N.B	5 20	18 75		
MacMillan	Oxford, N.R..... O	38 60	18 75		
Macdon	Wellington, N.R..... O	6 55	18 75		
Macville	Peel..... O	48 61	25 50		
Maddington Falls	Drum'nd & Arthabaska Q	1 7 50	73 50		7 50
Maddock	Prince..... P.E.I	71 00	30 00	2 25	
Mader's Cove	Lunenbourg..... N.S	45 65	21 00		
Madford	Brandon..... M	47 92	24 00		
Maiking	Huron, W.R..... O	14 50	18 75		
Maiking	Dauphin..... M	117 25	†† 78 60		3 75
Magenta	Rouville..... Q	8 00	18 75		
Maguire	Middlesex, N.R..... O	95 14	61 50		3 75
Magoon's Point	Stanstead..... Q	15 95	18 75		
Magpie	Chicoutimi & Saguen'y. Q	31 20	†31 25		

† Including \$12.50 night allowance of which \$5 is arrears.

†† Including \$21.60 night allowance, \$5 of which is arrears.

(a) Opened 15-7-06. (b) Opened 11-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Magundy.....	York..... N.B.	20 69	18 75		
Mahaffy.....	Perth, S.R..... O	27 26	18 75		
Maidstone.....	Essex, N.R..... O	147 10	67 50		3 75
a Maidstone.....	Sask..... Sask	370 01	71 25		7 50
Mailhot.....	Mégantic..... Q	18 30	18 75		
Main River.....	Kent..... N.B.	48 00	24 00		
Main Stream.....	Carleton..... N.B.	19 21	18 75		
Mair's Mills.....	Simcoe, N.R..... O	7 25	18 75		
Maitland.....	Annapolis..... N.S.	79 90	31 50		
Maitland Forks.....	Lunenburg..... N.S.	8 00	18 75		
Majuba Hill.....	New Westminster..... B.C.	8 25	18 75		
Makaroff.....	Marquette..... M	82 55	*48 00	4 00	3 75
Malaga Gold Mines.....	Shelburne & Queen's N.S.	45 13	30 00		
Malagash Centre.....	Cumberland..... N.S.	20 75	18 75		
Malagash.....	Cumberland..... N.S.	13 00	18 75		
Malagash Point.....	Cumberland..... N.S.	46 76	23 25		
Malagawatch.....	Inverness..... N.S.	16 00	+27 75	3 75	
Malakoff.....	Carleton..... O	97 40	45 00		3 75
Malakoff.....	Westmoreland..... N.B.	9 00	18 75		
Malby.....	Mackenzie..... Sask	11 95	18 75		
Mal Bay.....	Gaspé..... Q	101 55	+66 50		3 75
Malcolm.....	Bruce, S.R..... O	37 50	25 50		
Malignant Cove.....	Antigonishe..... N.S.	17 75	18 75	7 50	
Malden.....	Westmoreland..... N.B.	12 50	18 75		
Malmaison.....	Missisquoi..... Q	42 00	+30 25	22 50	
Malone.....	Hastings, W.R..... O	85 16	36 00		2 50
Malta.....	Muskoka..... O	10 45	18 75		
Malton.....	Peel..... O	174 26	66 00		3 75
Malvern.....	York, C.R..... O	109 10	36 00		3 75
Malvina.....	Compton..... Q	64 10	30 00		
Malwood.....	Carleton..... O	42 85	19 50		
Mamette Lake.....	Yale & Cariboo..... B.C.	16 55	18 75		
Manche d'Épée.....	Gaspé..... Q	18 90	18 75		
Manchester.....	Ontario, S.R..... O	124 92	60 00		3 75
Manda.....	Brandon..... M	12 25	18 75		
Mandal.....	Humboldt..... Sask	122 63	18 75		
Mandeville.....	Maskinongé..... Q	60 00	27 00		
Mandeville.....	Parry Sound..... O	17 99	18 75		
Manfred.....	Strathcona..... Alta	32 04	18 75		
Manganese Mines.....	Colchester..... N.S.	15 25	18 75		
Manhard.....	Brockville..... O	40 70	18 75		
Manicouagan.....	Chicoutimi & Saguenay. Q	36 00	+35 00		
Manion.....	Lanark, S.R..... O	77 89	31 50	6 75	
§ Manoir Richelieu.....	Charlevoix..... Q		0 80		
Manners Sutton.....	York..... N.B.	70 90	33 00		2 50
Mannheim.....	Waterloo, S.R..... O	50 50	24 00		
Mannhurst.....	King's & Albert..... N.B.	12 50	18 75		
Manotick Station.....	Russell..... O	39 00	18 75	2 25	
Mansewood.....	Halton..... O	51 36	23 25		
Mansfield.....	Cumberland..... N.S.	10 27	18 75		
b Manson.....	Marquette..... M	16 00	4 16		
§ Manson Creek.....	Comox-Atlin..... B.C.		25 00		
Manuels.....	Northumberland..... N.B.	17 46	18 75		
Manvers Station.....	Durham..... O	92 89	37 50		3 75
Maple Bay.....	Nanaimo..... B.C.	45 25	18 75		
Maple Green.....	Restigouche..... N.B.	17 00	18 75		
Maple Grove.....	Middlesex, E.R..... O	36 25	28 00		

* Including \$15 night allowance.
allowance, of which \$5 is arrears.

† Including \$9 night allowance.
(a) Late Sayers.

‡ Including \$12.50 night
(b) Opened 1-2-07. § Summer Office.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maple Grove	Hants..... N.S	32 25	18 75		
Maple Hill	Bruce, S.R..... O	24 00	18 75		
Maple Hill	Megantic..... Q	40 26	21 00		
Maplehurst	Carleton..... N.B	19 71	18 75		
Maple Island	Parry Sound..... O	85 95	34 00	2 25	
Maple Lake	Victoria & Haliburton. O	36 82	18 75	2 25	
Maple Lake Station	Parry-Sound..... O	157 91	83 00		7 50
Maple Lane	Grey, S.R..... O	17 00	2 08		
Maple Leaf	Compton..... Q	16 20	18 75		
Maple Leaf	King's..... P.E.I	11 75	18 75		
Maple Lodge	Middlesex, N.R..... Q	72 00	21 00		
Maplemore	Huntingdon..... Q	13 50	18 75		
Maple Plains	Prince..... P.E.I	4 50	18 75		
Maple Ridge	Muskoka..... O	10 50	18 75		
Maple Ridge	Pontiac..... Q	29 93	18 75		
Maple Ridge	York..... N.B	23 88	18 75		
Maple Ridge	Antigonish..... N.S	6 00	18 75		
Mapleton	Elgin, E.R..... O	87 22	33 00		
Mapleton	King's & Albert..... N.B	14 25	18 75		
Mapleton	Cumberland..... N.S	18 75	18 75		
Maple Valley	Simcoe, N.R..... O	75 00	43 50		3 75
Maple View	Northumberland, E.R. O	43 71	18 75		
Maple View	Victoria..... N.B	20 41	18 75		
Maplewood	Oxford, N.R..... O	49 14	33 00		
Maplewood	York..... N.B	16 40	18 75		
Maquapit Lake	Sunbury & Queen's..... N.B	17 15	18 75		
Mar	Bruce, N.R..... O	62 20	28 50	3 75	
Mara	Yale & Cariboo..... B.C	146 70	54 00		3 75
Marathon	Carleton..... O	42 50	21 00		
Maravilla	Souris..... M	12 31	18 75		
Marbleton Station	Richmond & Wolfe..... Q	21 75	18 75		
Marburg	Norfolk..... O	33 00	18 75		
Marceauville	Bellechasse..... Q	26 50	18 75		
Marcelin	Sask..... Sask	96 66	48 00	3 75	3 75
March	Carleton..... O	30 48	18 75		
a Marchand	Provencher..... Man	17 08	3 33		
Marcil	Bonaventure..... Q	36 70	18 75		
Marchbank	King's & Albert..... N.B	13 00	18 75		
Marchhurst	Carleton..... O	18 01	18 75		
Marchmont	Simcoe, E.R..... O	47 95	22 50		
Marconi	Assa, East..... Sask	6 25	18 75		
Marden	Wellington, S.R..... O	74 01	31 00		
Margaree Forks	Inverness..... N.S	120 68	†61 50	10 50	3 75
Margaree Island	Inverness..... N.S	2 00	18 75		
Margaret	Souris..... M	255 15	123 75		11 25
Margate	Prince..... P.E.I	70 00	39 50		3 75
Margo	Mackenzie..... Sask	97 04	†32 35		
Maria Capes	Bonaventure..... Q	101 73	33 00		
Maria de Kent	Kent..... N.B	12 25	18 75		
Maria East	Bonaventure..... Q	71 61	22 50		
Mariahill	Assa, East..... Sask	8 00	18 75		
Maria Bridge	King's..... P.E.I	12 80	18 75	2 25	
Marie Joseph	Guysborough..... N.S	153 40	63 00		3 75
Marleton	Assa, West..... Sask	34 20	24 00		
Marigot	Lotbinière..... Q	18 95	18 75		
Marion Bridge	South Cape Breton..... N.S	81 60	24 00	18 75	
Marion Bridge Road	South Cape Breton..... N.S	5 00	18 75		

† Including \$15.00 night allowance. †† Including \$13.60 night allowance. a Opened 1-12-06.
b Opened 1-3-07.

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APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maritana.....	Huntingdon..... Q	42 56	18 75		
Markerville.....	Strathcona..... Alta	209 91	82 50	6 00	7 50
Markhamville.....	King's..... N.B.	21 80	18 75	2 25	
Markland.....	Dauphin..... M	30 95	18 75		
<i>b</i> Markineh.....	Assa. West..... Sask	92 00	12 50		
<i>d</i> Marlborough.....	Assa. West..... Sask	20 54	15 47		
Marlington.....	Stanstead..... Q	24 05	18 75		
Marlow.....	Beauce..... Q	35 64	21 25		
Marmion.....	Grey, S.R..... O	66 78	27 00		
Marney.....	Marquette..... M	17 75	18 75		
<i>c</i> Marnoch.....	Huron, E.R..... O	30 94	12 50		
Marquette.....	Macdonald..... M	205 92	94 50		7 50
Marringhurst.....	Souris..... M	20 25	18 75		
Marriott's Cove.....	Lunenburg..... N.S.	58 32	30 00		
Marttown.....	King's..... N.B.	9 23	18 75		
Marsboro'.....	Compton..... Q	51 20	†37 50		
Marsh.....	Pictou..... N.S.	19 05	18 75		
Marsh Bridge.....	St. John..... N.B.	†	†		
Marsh Brook.....	Inverness..... N.S.	9 95	18 75		
Marshall's Town.....	Digby..... N.S.	54 85	24 00		
Marshdale.....	Pictou..... N.S.	15 10	18 75		
Marshes (West Bay).....	Inverness..... N.S.	25 00	*25 50		
Marshfield.....	Queen's..... P.E.I.	44 19	18 75		
Marshfield.....	Essex, S.R..... O	20 00	18 75		
Marshland.....	Dauphin..... M	16 00	18 75		
Marshville.....	Pictou..... N.S.	21 54	18 75		
Marshy Hope.....	Pictou..... N.S.	51 00	25 50	2 25	
Marsouins.....	Gaspé..... Q	38 38	18 75		
Marston.....	Norfolk..... O	12 00	18 75		
Martel Corners.....	Russell..... O	20 20	18 75		
Martin.....	Queen's..... P.E.I.	17 55	18 75		
Martin's.....	Victoria..... N.B.	33 00	18 75		
Martins.....	Strathcona..... Alta	30 02	18 75		
Martindale.....	Wright..... Q	61 63	25 50		
Martin's Lake.....	Pontiac..... Q	18 95	18 75		
Martin's Point.....	Lunenburg..... N.S.	39 35	24 00		
Martin's River.....	Lunenburg..... N.S.	79 28	28 50		
Martinvale.....	King's..... P.E.I.	15 00	18 75		
Martock.....	Hants..... N.S.	27 00	18 75		
Marvelville.....	Russell..... O	53 22	18 75		
Marvin.....	King's & Albert..... N.B.	12 50	18 75		
Marwayne.....	Strathcona..... Alta	48 30	18 75		
Maryfield.....	Assa. East..... Sask	41 49	18 75		
Mary Hill.....	Dauphin..... M	24 07	18 75	12 00	
Maryland.....	Pontiac..... Q	77 90	52 50	18 00	3 75
Maryvale.....	Antigonishe..... N.S.	11 90	18 75	2 25	
Mascarene.....	Charlotte..... N.B.	25 45	18 75		
Masouche Rapids.....	L'Assomption..... Q	32 25	18 75		
Masham Mills.....	Wright..... Q	182 75	66 00	6 00	3 75
Maskawata.....	Brandon..... M	6 20	18 75		
Maskinongé.....	Maskinongé..... Q	26 00	18 75		
Masonville.....	Middlesex, E.R..... O	60 70	18 75		
Massie.....	Grey, E.R..... O	81 50	45 00		3 75
Mass Town.....	Colchester..... N.S.	57 20	26 25		
Mastai.....	Quebec..... Q	113 85	64 00		6 25

†† Including \$12 night allowance. * Including \$6.75 night allowance. *b* Opened 1-10-06¹
c Closed 1-1-07. *d* Closed 19-1-07. † For Revenue, etc. see Appendix C under St. John, N.B. sub-
offices, etc.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Matawatchan.....	Renfrew, S.R.....	O 70 66	28 50		
Matheson.....	North Cape Breton & Victoria.....	N.S. 6 35	18 75		
Mathien.....	Beauce.....	Q 11 00	18 75		
Mattatall Lake.....	Colchester.....	N.S. 14 00	18 75		
Mattie.....	Guysborough.....	N.S. 24 90	18 75		
Maud.....	Yale & Cariboo.....	B.C. 19 37	41 50		3 75
Maugerville.....	Sunbury & Queen's.....	N.B. 94 65	41 50	7 50	3 75
Mavillette.....	Digby.....	N.S. 74 97	36 00		3 75
Mawcook.....	Shefford.....	Q 45 50	22 50		
Maxiamville.....	Prince.....	P.E.I. 12 15	18 75		
Maxwell.....	Carleton.....	N.B. 40 38	18 75		
Maxwellton Station.....	Digby.....	N.S. 16 30	18 75		
May Bank.....	Huntingdon.....	Q 28 75	18 75		
Mayerville.....	Russell.....	O 18 45	18 75		
Mayfair.....	Middlesex, W.R.....	O 67 00	39 00		3 75
Mayfield.....	Antigonish.....	N.S. 21 00	18 75		
Mayfield.....	Peel.....	O 59 25	22 25		
Mayfield.....	Queen's.....	P.E.I. 62 12	33 00		
Maymont.....	Sask.....	Sask 278 25	63 00	7 50	3 75
Maynard.....	Grenville.....	O 25 65	18 75		
Mayville.....	Strathcona.....	Alta 87 45	24 00		
Mayton.....	Calgary.....	Alta 113 75	41 25	2 00	3 75
Mayne.....	Brandon.....	M 10 00	18 75		
Mayo.....	Labelle.....	Q 49 00	22 25		
Mayook.....	Kootenay.....	B.C. 115 00	25 50		
Maywood.....	Victoria, City.....	B.C. +	+		
*Meach Lake.....	Wright.....	Q 15 00	25 00		
Meadow.....	King's & Albert.....	N.B. 13 00	18 75		
Meadow Creek.....	Alta.....	Alta 57 62	30 00		
Meadow Lea.....	Macdonald.....	M 19 25	18 75		
Meadows.....	Charlotte.....	N.B. 67 07	32 00	3 00	
Meadows.....	Macdonald.....	M 42 61	18 75		
Meadows Road.....	Cape Breton south.....	N.S. 5 50	18 75		
Meadowvale.....	Selkirk.....	M 8 75	18 75		
Meadowvale.....	Annapolis.....	N.S. 5 00	18 75		
Meadowville Station.....	Pictou.....	N.S. 114 70	66 00	9 00	7 50
Meagher's Grant.....	Halifax.....	N.S. 98 88	40 50		3 75
Meat Cove.....	North Cape Breton & Vic- toria.....	N.S. 9 25	18 75		
Mechanic's Settlement.....	King's & Albert.....	N.B. 41 16	18 75		
Mecumona.....	Parry Sound.....	O 80 80	19 50	3 75	
Medford.....	King's.....	N.S. 30 82	18 75		
Medford.....	Victoria.....	N.B. 29 89	18 75		
Medina.....	Oxford, N.R.....	O 71 57	28 50		
Meads ville.....	Assa, West.....	Sask 42 64	18 75		
Meeting Creek.....	Strathcona.....	Alta 44 65	18 75		
Meig's Corners.....	Missisquoi.....	Q 39 69	18 75		
Meiklefield.....	Pictou.....	N.S. 12 80	18 75		
Meiseners.....	Lunenburg.....	N.S. 11 00	18 75		
Mekiwin.....	Portage la Prairie.....	M 17 42	18 75		
Melancthon.....	Dufferin.....	O 117 35	76 50		7 50
Melanson.....	King's.....	N.S. 27 00	18 75		
Melboro'.....	Richmond & Wolfe.....	Q 34 25	18 75		
Melbourne.....	Portage la Prairie.....	M 23 70	18 75		
Melbourne Ridge.....	Richmond & Wolfe.....	Q 31 80	21 25		
Melcombe.....	Leeds.....	O 52 70	18 75		
Meldrum Bay.....	Algoma, E.R.....	O 171 35	72 50		6 25

* Summer office. ‡ For revenue, &c., see Appendix C, under Victoria, B.C., sub-offices, &c.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Melford	Inverness	N.S. 42 30	18 75	8 25	
Melgund	Wellington, N.R.	O 16 00	21 00		
Melocheville	Beauharnois	Q 55 41	18 75		
Melrose	Hastings, E.R.	O 91 41	49 50		3 75
Melrose	Guysborough	N.S. 60 00	†39 00	10 50	
Melrose	Westmoreland	N.B. 101 68	34 50		3 75
Melrose	Selkirk	M 4 00	18 75		
Melton	Dauphin	M 20 28	18 75		
Melville	Inverness	N.S. 13 00	18 75		
Melville	Prince Edward	O 52 55	26 00		
Melville Cross	Peel	O 81 25	33 00		
a Melvin	Dundas	O 6 00	2 08		
Memel	King's & Albert	N.B. 13 23	18 75		
Memramcook East	Westmoreland	N.B. 20 00	18 75		
Memramcook West	Westmoreland	N.B. 153 80	60 00		3 75
Menard Corner	St. John's & Iberville ..	Q 13 75	18 75		
Menardville	St. John's & Iberville ..	Q 16 48	18 75		
Menie	Northumberland, E. R. O	117 70	57 00		3 75
Menofield	Mackenzie	Sask 18 75			
Menteith	Brandon	M 27 70	18 75		
Meota	Sask	Sask 124 97	48 00		3 75
Mercer	King's & Albert	N.B. 1 20	18 75		
Mercier	Montmagny	Q 46 48	18 75	7 50	
Meredith	Charlotte	N.B. 6 25	18 75		
Meridian	Assa, East	Sask 31 96	18 75		
Merivale	Carleton	O 47 09	22 50		
Mermaid Farm	Queen's	P.E.I. 8 26	18 75		
Merton	Halton	O 56 80	42 00		3 75
Methven	Brandon	M 171 35	82 50		12 50
Meteghan Station	Digby	N.S. 108 97	54 00		3 75
Metgermette	Dorchester	Q 38 00	18 75		
Metlakatla	Comox Atlin	B.C. 298 10	123 75		11 25
Metropolitan	Perth, S.R.	O 27 75	18 75		
Metz	Wellington, N.R.	O 31 15	18 75		
Mewassin	Edmonton	Alta 116 70	28 50		
Mieversburg	Northumberland, E.R. O	70 16	26 25		
Micaville	Lanark, S. R.	O 52 20	25 50	2 25	
Michael's Bay	Algoma, E.R.	O 27 00	18 75		
Michaud	Victoria	N.-B. 37 98	21 00		
Michipicoten Harbour	Algoma, W. R.	O 31 00	29 00		
Michipicoten River	Algoma, W. R.	O 122 50	47 50		3 75
Micksburg	Renfrew, N. R.	O 112 00	46 50		3 75
Micmac Gold Mines	Lunenburg	N.S. 35 00	18 75		
Middle Barney's River	Pictou	N.S. 17 23	18 75		
Middleboro'	Cumberland	N.S. 55 92	19 50		
Middle Beaver Bank	Halifax	N.S. 18 75	18 75		
Middle Cape	South Cape Breton ..	N.S. 16 50	18 75		
Middle Caraqueet	Gloucester	N.B. 43 00	22 50		
Middle Church	Selkirk	M 67 35	50 50		3 75
Middle Country Harbour	Guysborough	N.S. 16 50	†28 75		
Middle Coverdale	King's & Albert	N.B. 21 00	18 75		
Middle East Pubnico	Yarmouth	N.S. 81 00	30 00		
Middlefield	Shelburne & Queen's ..	N.S. 28 95	18 75	10 50	
Middle Hainesville	York	N.B. 19 25	18 75		
Middle La Have Ferry	Lunenburg	N.S. 24 69	18 75		
Middle Manchester	Guysborough	N.S. 18 00	18 75		
Middlemarch	Elgin, W. R.	O 84 08	30 00		

† Including \$15 night allowance. †† Including \$10 night allowance, summer, 1906.

a Opened 1-3-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Middlemiss.....	Middlesex, W.R..... O	172 96	75 50		6 25
Middle Ohio.....	Shelburne & Queen's.. N.S	21 00	18 75		
Middle River.....	North Cape Breton and Victoria..... N.S	46 73	18 75		
Middle Sackville.....	Halifax..... N.S	7 30	18 75	2 25	
Middlesex.....	King's & Albert..... N.B	16 40	18 75		
Middle Simonds.....	Carleton..... N.B	70 00	30 00		
Middle Southampton.....	York..... N.B	53 20	27 00		
Middleton.....	Prince..... P.E.I	22 48	18 75		
Middleton.....	Westmoreland..... N.B	17 00	18 75		
Middleton.....	Antigonishe..... N.S	14 00	18 75		
Midford.....	Parry Sound..... O	24 00	18 75		
Midgell.....	King's..... P.E.I	19 75	18 75		
Midgie Station.....	Westmoreland..... N.B	51 50	27 00	8 25	
Midhurst.....	Simcoe, N.R..... O	116 00	37 50		3 75
Midland.....	King's & Albert..... N.B	27 50	18 75		
Mid Lothian.....	Parry Sound..... O	32 70	19 50		
Midville Branch.....	Lunenburg..... N.S	33 76	18 75		
Midway.....	King's & Albert..... N.B	11 13	18 75		
Miguasba.....	Bonaventure..... Q	18 51	18 75		
Miguasha West.....	Bonaventure..... Q	0 25	18 75		
<i>b</i> Miguick.....	Portneuf..... Q		6 25		
Milburn.....	King's..... P.E.I	13 45	18 75		
Milby.....	Sherbrooke..... Q	46 35	22 50		
<i>d</i> Milden.....	Assa, W..... Sask	14 00	4 16		
Milletta.....	Stanstead..... Q	23 21	18 75		
Milford.....	Prince Edward..... O	134 00	63 00		3 75
Milford.....	Annapolis..... N.S	80 00	33 00	2 25	3 75
Milford.....	St. John..... N.B	123 77	52 50	5 25	3 75
Milford Bay.....	Muskoka..... O	158 75	66 00		3 75
Milford Haven Bridge.....	Guysborough..... N.S	17 42	18 75		
Militia Point.....	Inverness..... N.S	9 00	18 75		
Milkish.....	King's & Albert..... N.B	19 00	18 75		
Millanville.....	Mégantic..... Q	10 10	18 75		
Millar's Corners.....	Grenville..... O	62 54	42 50		3 75
<i>a</i> Millarton.....	Bruce, N.R..... O	24 50	14 58		
Millbank.....	Northumberland..... N.B	24 50	18 75		
Mill Bridge.....	Hastings, E.R... O	127 20	52 50		3 75
Mill Brook.....	Pictou..... N.S	23 50	18 75		
Mill Brook.....	Sunbury & Queen's.. N.B	25 48	18 75		
Millbrook Station.....	Durham..... O	217 70	78 00		7 50
Millbrook.....	Selkirk..... M	15 87	18 75		
Mill Cove.....	Lunenburg..... N.S	24 51	18 75		
Mill Cove.....	Sunbury & Queen's.. N.B	36 71	18 75		
Mill Cove.....	Queen's..... P.E.I	7 25	18 75		
Mill Creek.....	North Cape Breton and Victoria..... N.S	8 00	18 75		
Mill Creek.....	Macdonald..... M	10 25	18 75		
Milledgeville.....	St. John..... N.B				
<i>c</i> Miller.....	Sask..... Sask	8 00	2 08		
Miller Lake.....	Bruce, N.R..... O	33 10	27 50		
Miller's Creek.....	Hants..... N.S	60 00	29 50		
Mille Vaches.....	Chicoutimi & Saguenay Q	62 22	40 50		3 75
Millfield.....	Mégantic..... Q	22 05	18 75	2 25	
Mill Grove.....	Wentworth..... O	147 25	67 50		7 50
Mill Haven.....	Lennox & Addington.. O	73 25	27 00		
Milliken.....	York, C.R..... O	127 22	48 00		3 75

a Re-opened 1-9-06. *b* Closed 30-9-06. *c* Opened 1-3-07. *d* Opened 1-2-07. * For Revenue, etc., see Appendix C under St. John (N.B.) sub-office, &c.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Millington.....	Brome.....	Q 81 78	41 25		3 75
Millington.....	Ontario, N.R.....	O 39 00	18 75		
Million.....	Dauphin.....	M 9 00	2 08		
Mill River.....	Prince.....	P.E.I 81 00	**57 50	13 50	3 75
Mill River East.....	Prince.....	P.E.I 20 00	18 75		
Mill Road.....	Lunenburg.....	N.S 6 30	18 75		
Mill Settlement.....	Sunbury & Queen's.....	N.B 12 70	18 75		
Millside.....	New Westminster.....	B.C 235 57	36 00		3 75
Millstream.....	Bonaventure.....	Q 55 28	21 00		
Millstream.....	King's & Albert.....	N.B 114 25	46 50	6 75	3 75
Millstream.....	Nanaimo.....	B.C 11 00	18 75		
Millsville.....	Pictou.....	N.S 93 46	41 25		3 75
Milltown Cross.....	King's.....	P.E.I 23 75	18 75		
Millvale.....	Queen's.....	P.E.I 8 00	18 75		
Mill View.....	Queen's East.....	P.E.I 84 40	34 50	4 50	3 75
Millville.....	King's.....	N.S 89 70	31 50		
Millville.....	Qu'Appelle.....	Sask 21 25	18 75		
Millville Boularderie.....	North Cape Breton and Victoria.....	N.S 55 00	* 36 00		
Millward.....	Calgary.....	Alta 30 00	12 00		
Millwood.....	Marquette.....	M 201 91	78 75	2 25	7 50
Milnerton.....	Strathcona.....	Alta 53 20	21 00		
Milne's Landing.....	Nanaimo.....	B.C 57 92	36 00		3 75
Milsap.....	Lennox & Addington.....	O 20 00	18 75		
Milton East.....	Shefford.....	Q 72 50	36 00		2 50
Milton Station.....	Queen's.....	P.E.I 37 00	18 75	2 25	
Mimneshash.....	Prince.....	P.E.I 26 50	18 75		
Mimosa.....	Wellington, S.R.....	O 54 65	23 00		
Mina.....	Northumberland, W.R.....	O 19 47	18 75		
Minasville.....	Hants.....	N.S 47 00	25 25		
Minburn.....	Strathcona.....	Alta 57 00	12 50		
Mindenoya.....	Algoma, E.R.....	O 113 63	70 50		7 50
Mine Centre Station.....	Thunder Bay and Rainy River.....	O 238 70	* 109 26		7 50
Mineral.....	Carleton.....	N.B 19 15	18 75		
Mineral Rock.....	South Cape Breton.....	N.S 5 55	18 75		
Mineral Springs.....	Wentworth.....	O 38 62	18 75		
Minerve.....	Labelle.....	Q 57 44	22 50		
Mimett.....	Muskoka.....	O 237 50	88 50		7 50
Mineville.....	Halifax.....	N.S 7 00	18 75		
Mingan.....	Chicoutimi & Saguenay.....	Q 12 91	+ 31 25	5 00	
Mink Cove.....	Digby.....	N.S 47 80	22 50		
Minnewakan.....	Dauphin.....	M 59 60	24 00	15 00	
†Minnicoganashine.....	Muskoka.....	O 178 10	64 00		5 00
Mimiehill.....	Grey, N.R.....	O 30 00	18 75		
Minnitaki.....	Thunder Bay and Rainy River.....	O 17 25	18 75		
Minto.....	Pictou.....	N.S 18 00	18 75		
Minto.....	Hastings, W.R.....	O 39 20	21 00		
Minton.....	Stanstead.....	Q 18 87	18 75		
Minudie.....	Cumberland.....	N.S 90 29	44 75		3 75
Miquelon.....	Richmond & Wolfe.....	Q 16 51	18 75		
Mira-Gut.....	South Cape Breton.....	N.S 33 70	22 50	6 00	
Mirabel.....	Two Mountains.....	Q 68 20	25 50		
Miranda.....	Missisquoi.....	Q 17 50	18 75		

a Opened 1-10-06. b Closed 31-10-06. c Including \$20.76 night allowance, \$2.76 of which is arrears.
 c, Opened 1-3-07. * Including \$9 night allowance. ** Including \$10 night allowance summer 1905
 and \$10 night allowance summer 1906. † Including \$12.50 night allowance, \$5 of which is arrears.
 ‡ Summer office.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Misco Centre.....	Gloucester.....N.B.	19 75	18 75		
Miscouche.....	Prince.....P.E.I.	200 30	90 00	11 25	7 50
Miscou Harbour.....	Gloucester.....N.B.	44 39	21 00	2 25	
Miscoon Lighthouse.....	Gloucester.....N.B.	26 25	18 75		
Misère.....	Charlevoix.....Q	24 81	* 23 25		
Mispec.....	St. John.....N.B.	119 00	43 50		3 75
Mississippi Station.....	Frontenac.....O	126 17	52 50		3 75
Mistawasis.....	Sask.....Sask	80 98	41 25	5 25	3 75
Mitchell River.....	King's.....P.E.I.	24 50	18 75		
Mitchell Bay.....	Halifax.....N.S.	8 15	18 75		
Mitchell's Bay.....	Kent, W.R.....O	42 00	21 00		
Mitchell Settlement.....	Restigouche.....N.B.	4 50	18 75		
Mitchell Square.....	Simcoe, N.R.....O	85 40	37 50		3 75
Mitchell Station.....	Drummond & Arthabaska Q	190 35	51 00		3 75
Mitchellville.....	Leeds.....O	39 50	26 25		
d Mitchellview.....	Mackenzie.....Sask	7 00	2 08		
Mizonette.....	Gloucester.....N.B.	43 73	18 75		
Mochelle.....	Annapolis.....N.S.	36 40	18 75		
Moe's River.....	Compton.....Q	79 00	37 50		3 75
Moffat.....	Halton.....O	65 00	30 00		
Moffat.....	Qu'Appelle.....Sask	109 85	81 00	6 00	7 50
Moirs.....	Hastings, W.R.....O	138 19	75 00	3 00	7 50
Moisie.....	Chicoutimi & Saguenay Q	50 22	+ 56 25		
Moline.....	Marquette.....M	17 00	18 75		
Molson.....	Selkirk.....M	110 71	37 50	56 25	
Molstad.....	Strathcona.....Alta	542 36	66 00		3 75
Moltke.....	Bruce, S.R.....O	24 65	18 75		
Monaghan.....	Queen's.....P.E.I.	19 00	18 75		
Monalea.....	Argenteuil.....Q	5 00	18 75		
Monck.....	Wellington, N.R.....O	32 80	18 75		
Moncrieff.....	Huron, E.R.....O	76 75	22 50		
Moncton Road.....	Westmoreland.....N.B.	5 00	18 75		
a Mond.....	Algoma, E.R.....O	138 21	18 20		
Monetville.....	Nipissing.....O	80 82	30 00		
Monemore.....	Hastings, E.R.....O	3 30	18 75		
Mongenais.....	Vaudreuil.....Q	63 02	27 00		
Mongolia.....	York, C.R.....O	61 98	21 00		
Monk Road.....	Hastings, W.R.....O	5 00	18 75		
Monk's Head.....	Antigonishe.....N.S.	6 25	18 75		
Mono Centre.....	Dufferin.....O	69 61	37 50	2 25	3 75
c Monominto.....	Provencher.....M	9 00	4 16		
Monsell.....	Muskoka.....O	5 00	18 75		
Montagne Gold Mines.....	Halifax.....N.S.	26 50	18 75		
Montagne Ronde.....	Beauce.....Q	8 34	18 75		
Montcalm.....	Montcalm.....Q	101 25	64 50		3 75
Montclair.....	Wright.....Q	134 51	75 00		7 50
Mont Dufresne.....	Richmond & Wolfe.....Q	11 45	18 75		
Monteagle Valley.....	Hastings, E.R.....O	58 40	24 00		
Monte Creek.....	Yale & Cariboo.....B.C.	250 39	109 50	21 00	11 25
Montefiore.....	Souris.....M	11 70	18 75		
Montgomery.....	Assa, East.....Sask	37 25	26 25		
Monticello.....	King's.....P.E.I.	19 00	18 75		
Montigny.....	Labelle.....Q	9 15	18 75		
Mont Louis.....	Gaspé.....Q	135 21	61 50		3 75
Montmarre.....	Qu'Appelle.....Sask	30 89	18 75		
Montmorency East.....	Montmorency.....Q	39 75	18 75		
Montmorency, Falls.....	Québec.....Q	186 56	75 00	13 50	6 25

* Including \$4.50 night allowance. + Including \$37.50 special salary allowance. a Opened 9-7-06.
c Opened 1-2-07. d Opened 1-3-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mont Nebo	Sask.	13 50	18 75		
Montpellier	Labelle	59 57	33 75		3 75
c Montreal	Sub. Offices No. 15 ..	*	*		
Montreal, River	Nipissing	129 67	93 75		7 50
Montreal Sud	Chambly & Verchères ..	43 00	18 75		
Montrose	Colchester	47 10	21 00		
Montrose	Welland	21 50	18 75		
Montrose	Prince	40 00	36 00		2 50
Montrose	Portage la Prairie	24 15	18 75		
Mont Saint Hilaire	Rouville	85 00	33 00		
Mont St. Pierre	Gaspé	22 53	18 75		
b Monval	Strathcona	12 00	8 33		
Moon Falls	Parry Sound	33 75	18 75		
† Moon River	Parry Sound	41 00	31 00		
Moonstone	Simcoe, E.R.	121 19	91 50		7 50
Mooresburg	Grey, S.R.	55 80	30 00	2 25	
Moore's Mills	Charlotte	109 00	46 50	15 00	3 75
Mooresville	Middlesex, N.R.	57 30	27 00		
Moose Brook	Hants	35 79	18 75		
Moosehead	Halifax	25 50	19 50		
Moose Horn Bay	Dauphin	10 66	18 75		
Mooseland	Halifax	63 10	+ 33 75		
Moose River	Pictou	14 50	18 75		
Moose River	Cumberland	13 00	18 75		
Moose River	Bagot	49 84	18 75		
Moose River Gold Mines	Halifax	78 64	39 00		2 50
Moran	Northumberland	19 65	18 75		
Morar	Antigonishe	13 25	18 75		
Moraviantown	Kent, E.R.	14 00	18 75		
Moray	Middlesex, N.R.	40 42	21 25		
Morehead	Pontiac	27 50	18 75		
Morehouse	Northumberland	44 98	21 00		
Morell East	King's	5 00	18 75		
Morell Rear	King's	12 50	18 75		
Morganston	Northumberland, E.R.O	173 44	73 50		7 50
Morganville	Digby	20 50	18 75		
Morigeau	Montmagny	63 70	25 50		
Morin	Bellechasse	6 00	18 75		
† Morinus	Muskoka	78 90	33 00		
Morinville	Edmonton	254 35	75 00	2 25	7 50
Morley	Grey, N.R.	15 00	18 75		
Morley	Calgary	197 91	99 00	4 50	7 50
a Moropano	Souris		4 16		
Morrisdale	King's	26 91	18 75		
Morris Island	Yarmouth	5 00	18 75		
Morrison	Inverness	12 00	18 75		
Morrison Lake	Muskoka	7 00	18 75		
Morrison Station	Terrebonne	55 93	18 75		
Morrissey	Kootenay	43 86	80 00		6 25
b Morse	Assa, West	56 76	8 33		
Morristown	Antigonishe	22 10	18 75		
Morristown	King's	8 00	18 75		
Morrisville	Algoma, E.R.	16 75	18 75		
Mortimer's Point	Muskoka	110 61	48 75		3 75
† Morton Park	York, N.R.	45 00	25 00		
Morton's Corner	Lunenburg	13 00	18 75		
Morvan	Antigonishe	13 00	18 75		

* For revenue, &c., See Appendix C. under Montreal sub-offices, &c.
 † Summer office. a Closed 1-9-06. b Opened 1-12-06. c Opened 1-12-06.

† Including \$7.50 night allow-
 ance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Morven.....	Lennox & Addington..O	61 00	22 50		
Mosborough.....	Wellington, S.R.....O	66 42	32 00		
Mosher's Corner.....	Annapolis.....N.S	14 25	18 75		
Mosherville.....	Hants.....N.S	56 25	22 50		
Mosquito Harbour.....	Comox-Atlin.....B.C	127 97	18 75		
Moss Glen.....	King's & Albert.....N.B	4 00	18 75		
Mosside.....	Lambton, E.R.....O	70 35	28 50		
Moss Lake.....	Mackenzie.....Sask	15 70	18 75		
Mossleigh.....	Calgary.....Alta	17 56	18 75		
Mossley.....	Middlesex, E.R.....O	85 90	43 50		3 75
Mossman's Grant.....	Lunenburg.....N.S	51 06	21 00		
Motherwell.....	Perth, S.R.....O	106 97	45 00		3 75
Moulie's River.....	Kent.....N.B	66 70	25 50		
Moulin Basinet.....	Joliette.....Q	9 75	18 75		
Moulin Chaurette.....	Three Riv. & St-MauriceQ	168 33	52 50		3 75
Moulin Desbiens.....	Chicoutimi & SaguenayQ	26 25	21 00		
Moulin Dubois.....	Drumond & ArthabaskaQ	12 45	18 75		
Moulin Fontaine.....	Richmond & Wolfe...Q	21 66	18 75		
Moulin Lacroix.....	Montcalm.....Q	18 75	18 75		
Moulin Mignault.....	Rimouski.....Q	3 96	18 75		
Moulin Tardif.....	Richmond & Wolfe...Q	34 14	18 75		
Moulin Têtu.....	Lotbinière.....Q	25 45	18 75		
Moulton.....	Haldimand.....O	79 53	30 00		
Mound.....	Calgary.....Alta	43 07	18 75		
Mountain Brook.....	Restigouche.....N.B	17 25	18 75		
Mountain Dale.....	King's & Albert.....N.B	12 00	18 75		
Mountain Gap.....	Dauphin.....M	6 25	18 75		
Mountain House.....	Strathcona.....Alta	22 70	18 75		
Mountain Mill.....	Alta.....Alta	27 50	18 75		
Mountain Road.....	Pictou.....N.S	12 50	18 75		
Mountain Road.....	Dauphin.....M	17 00	18 75		
Mountain Side.....	Humboldt.....Sask	11 00	18 75		
Mountain View.....	Prince Edward.....O	86 00	34 00		2 50
Mountain View.....	Alta.....Alta	190 68	69 00		7 50
Mount Albion.....	Wentworth.....O	24 01	18 75		
Mount Albion.....	Queen's.....P.E.I	54 46	24 00		
Mount Buchanan.....	Queen's.....P.E.I	15 79	18 75		
Mount Carmel.....	Prince.....P.E.I	51 50	26 25		
Mount Carmel.....	Huron, E.R.....O	127 56	42 00		3 75
Mount Charles.....	Peel.....O	20 05	18 75		
Mount Chesney.....	Frontenac.....O	34 95	18 75		
Mount Denison.....	Hants.....N.S	50 75	25 50		
Mount Dennis.....	York, S.R.....O	71 50	25 50		
Mount Hamilton.....	Wentworth.....O	83 00	6 25		
Mount Hanly.....	Annapolis.....N.S	106 00	51 00		3 75
Mount Healy.....	Haldimand.....O	33 70	18 75		
Mount Hebron.....	King's & Albert.....N.B	4 14	18 75		
Mount Herbert.....	Queen's.....P.E.I	5 00	18 75		
Mount Hope.....	Bruce, N.R.....O	20 50	18 75		
Mount Hope.....	King's.....P.E.I	13 75	18 75		
Mount Horeb.....	Victoria & Haliburton.O	40 00	18 75		
Mount Irwin.....	Peterborough, W.R...O	43 99	18 75		
Mount Johnson.....	Saint Jean & Iberville.Q	140 25	54 00		3 75
Mount Joy.....	York, C.R.....O	14 00			
Mount Julien.....	Peterborough, E.R...O	108 00	37 50		3 75
Mount Lehman.....	New Westminster...B.C	97 75	36 00		3 75
Mount Loyal.....	Montcalm.....Q	18 20	18 75		
Mount Maple.....	Argenteuil.....Q	7 00	7 08		

a Closed 13-8-06, re-opened 1-2-07.

b Opened 1-1-07.

c Opened 18-3-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		£ cts.	£ cts.	£ cts.	£ cts.
Mount Middleton.	King's & Albert. N.B.	11 10	18 75		
Mount Murray.	Charlevoix. Q	82 00	25 50		
Mount Nemo.	Halton. O	35 52	18 75		
Mount Oscar.	Vaudreuil. Q	38 95	18 75		
Mount Pisgah.	King's & Albert. N.B.	18 18	18 75		
Mount Pleasant.	Prince. P.E.I.	14 46	18 75		
Mount Pleasant.	Cumberland. N.S.	12 50	18 75		
Mount Pleasant.	Carleton. N.B.	50 10	22 50		
Mount Robson.	Dorchester. Q	6 00	18 75		
Mount Rose.	Annapolis. N.S.	14 70	18 75		
Mount Royal.	Prince. P.E.I.	15 00	18 75		
Mount Royal.	Macdonald. M	25 00	38 25		2 50
Mount Royal Vale.	Jacques Cartier. Q	34 00	18 75		
Mount Ryan.	Queen's. P.E.I.	10 00	18 75		
Mount St Louis.	Simcoe, E.R. O	99 50	36 00		3 75
Mount St Patrick.	Renfrew, S.R. O	86 80	37 50	2 25	3 75
Mount Salem.	Elgin, E.R. O	88 55	27 00		
Mountsberg.	Wentworth. O	60 00	22 50		
Mount Thom.	Pictou. N.S.	15 80	18 75		
Mount Tolmie.	Nanaimo. B.C.	119 00	45 00		
Mount Vernon.	Brantford. O	162 14	75 00		6 25
Mount Vernon.	Queen's. P.E.I.	15 05	18 75		
Mount View.	Wellington, N.R. O	11 00	18 75		
Mount View.	Westmoreland. N.B.	6 00	18 75		
Mountville.	King's & Albert. N.B.	12 00	18 75		
Mount Whatley.	Westmoreland. N.B.	38 81	32 00		
Mount William.	Pictou. N.S.	4 20	18 75		
Mount Wolf.	Peel. O	25 52	18 75		
Mount Young.	Inverness. N.S.	4 00	18 75		
Mount Zion.	Inverness. N.S.	2 50	8 33		
Mouth of Jemseg.	Simbury & Queen's. N.B.	58 59	27 00		
Mouth of Keswick.	York. N.B.	87 32	30 00		
Mouth of St Francis.	Victoria. N.B.	2 00	18 75		
Mowbray.	Lisgar. M	169 29	57 00	2 25	3 75
Muddy Creek.	Prince. P.E.I.	44 00	18 75		
Muir.	Oxford, S.R. O	34 65	18 75		
Muir Kirk.	Kent, E.R. O	161 20	72 00		7 50
Muldoon.	Pontiac. Q	106 81	41 25	3 75	3 75
Mulgrave.	Welland. O	40 81	18 75		
Mull.	Kent, W.R. O	157 70	61 50	3 00	3 75
Mull River.	Inverness. N.S.	13 60	18 75		
Mullifarry.	Middlesex, N.R. O	21 68	18 75		
Mulmur.	Dufferin. O	39 00	24 00		
Mulock.	Mackenzie. Sask.	28 01	18 75	3 60	
Mulock.	Grey, S.R. O	30 90	18 75		
a Mundare.	Edmonton. Alta.	180 45	18 75	1 25	
Mundleville.	Kent. N.B.	32 73	18 75		
Muniac.	Victoria. N.B.	73 75	39 00		3 75
Munro.	Perth, S.R. O	88 00	30 00	6 00	
Munroe.	New Westminster. B.C.	46 00	18 75		
Munroe Bridge.	Inverness. N.S.	11 00	18 75		
Munroe Mills.	Glenarry. O	53 85	21 00		
Munro Siding.	Algoma, E.R. O	219 78	70 50		7 50
Munster.	Carleton. O	124 68	45 00		3 75
Murchison.	Marquette. M		18 75		
Murchison.	Nipissing. O	16 50	18 75		
Murchyville.	Halifax. N.S.	12 48	18 75		

a Opened 1-10-06.

b Closed 31-10-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Murillo	Thunder Bay & Rainy- River.....O	360 26	114 00		11 25
Murphy.....	Grey, N. R.....O	14 00	18 75		
Murphy.....	Inverness.....N.S	10 00	18 75		
Murray.....	Northumberland, E.R..O	163 99	63 00		3 75
Murray Corner.....	Westmoreland.....N.B	38 00	18 75		
Murrayfield.....	Pictou.....N.S	16 00	18 75		
Murray Harbour, North.....	King's.....P.E.I	76 97	36 00		3 75
Murray Harbour, West.....	King's.....P.E.I	75 50	25 50		
Murray Park.....	Macdonald.....M	11 54	18 75		
Murray Road.....	Westmoreland.....N.B	23 95	18 75		
Murray Valley.....	Calgary.....Alta	2 00	18 75		
Murvale.....	Frontenac.....O	29 50	18 75		
Mushaboom.....	Halifax.....N.S	20 00	†26 25		
Muskoka Falls.....	Muskoka.....O	29 93	18 75		
Musquash.....	St. Jean.....N.B	63 50	42 00		3 75
Musselyville.....	Bonaventure.....Q	21 18	18 75		
Mutrie.....	Qu'Appelle.....Sask	20 33	18 75		
Mutton Bay.....	Chicoutimi & Saguenay.Q	12 50	18 75		
Myer's Cave.....	Frontenac.....O	10 25	18 75		
Myer's Point.....	Halifax.....N.S	4 00	18 75		
Myrehall.....	Hastings, E.R.....O	12 00	18 75		
Myrtle.....	Ontario, S.R.....O	130 49	57 50		3 75
Myrtle Station.....	Ontario, S.R.....O	140 00	60 00		3 75
Mystic.....	Missisquoi.....Q	109 50	40 50		3 75
NAAS HARBOUR.....	Comox-Atlin.....B.C	7 00	27 00		
Nackawick.....	York.....N.B	36 19	18 75		
Nahun.....	Yale & Caribou.....B.C	44 33	27 00		
Nail Pond.....	Prince.....P.E.I	8 00	18 75		
Naim.....	Middlesex, N.R.....O	70 52	27 00		
Namao.....	Edmonton.....Alta	93 08	33 75	3 75	3 75
Namur.....	Labelle.....Q	130 00	61 50		3 75
Nancy.....	Maskinongé.....Q	7 40	18 75		
Nanoose Bay.....	Comox-Atlin.....B.C	18 45	18 75		
Nantyr.....	Simcoe, S.R.....O	135 50	48 75		3 75
Naphan.....	Hastings, E.R.....O	27 25	18 75		
Nappan.....	Cumberland.....N.S	25 63	18 75		
Napperton.....	Middlesex, N.R.....O	33 30	18 75		
d Narrow Lake.....	Sask.....Sask	11 00	4 16		
Narva.....	Bruce, S.R.....O	17 00	18 75		
Nashville.....	York, C.R.....O	76 27	33 75		3 75
Nashwaak Bridge.....	York.....N.B	143 47	46 50		3 75
Nashwaaksis.....	York.....N.B	88 00	49 00		3 75
Nashwaak Village.....	York.....N.B	49 62	22 50		
Nasonworth.....	York.....N.B	23 50	18 75		
Natashquan.....	Chicoutimi & Saguenay.Q	44 10	†48 00	1 50	
Natika.....	Humboldt.....Sask	20 00	18 75		
Naughton.....	Algoma, E.R.....O	45 00	41 25		2 50
Neapolis.....	Calgary.....Alta	61 35	30 00		
Necum Teuch.....	Halifax.....N.S	47 34	23 75	2 25	
a Negusville.....	Sask.....Sask	12 65	12 50		
b Needles.....	Kootenay.....B.C	37 50	24 00		
c Neelin.....	Souris.....Man	65 00	10 41		
Neelby.....	Assa, East.....Sask	51 45	18 75		

† Including \$15 night allowance. †† Including \$7.50 night allowance. a Opened 1-10-06. b Late
Fire Valley. c Opened 1-11-06. d Opened 1-2-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Neewin.....	Mackenzie..... Sask	72 60	21 09		
Neguac.....	Northumberland..... N.B.	97 77	31 50		
Neil's Harbour.....	North Cape Breton & Vic- toria..... N.S.	60 04	30 00		
Neilsonville.....	Quebec..... Q.	48 00	21 25		
Nelles Corners.....	Haldimand..... O.	208 26	106 50	19 50	11 25
Nelson.....	Halton..... O.	117 31	51 00		3 75
Nelson.....	Lisgar..... M.	18 25	18 75		
Nelson Reserve.....	Northumberland..... N.B.	6 50	18 75		
Nenagh.....	Grey, S.R..... O.	14 70	18 75		
Nerepis Station.....	King's & Albert..... N.B.	104 86	36 00	3 75	3 75
Nerissa.....	Guysboro'..... N.S.	5 25	18 75		
Nes.....	Selkirk..... M.	90 46	30 00		
Nesham.....	Humboldt..... Sask	11 00	18 75		
Nestleton.....	Durham..... O.	129 78	76 00		7 50
Netherby.....	Welland..... O.	73 91	39 00		3 75
Net of Lakes.....	Mackenzie..... Sask	6 25	18 75		
Nettly Lake.....	Selkirk..... M.	17 93	18 75		
New Acadie.....	King's..... P.E.I.	12 36	18 75		
New Albany.....	Annapolis..... N.S.	59 27	24 00	3 00	
New Alberni.....	Comox-Atlin..... B.C.	152 30	63 75		3 75
New Annan.....	Prince..... P.E.I.	23 85	18 75		
New Argyle.....	Queen's..... P.E.I.	7 16	18 75		
Newark.....	Oxford, S.R..... O.	38 50	18 75		
New Armagh.....	Lotbinière..... Q.	33 90	22 50		
New Bandon.....	Gloucester..... N.B.	49 25	21 00		
Newbliss.....	Leeds..... O.	44 75	18 75		
New Boston.....	South Cape Breton..... N.S.	1 50	18 75		
Newboyne.....	Leeds..... O.	25 46	18 75		
Newbridge.....	Huron, E.R..... O.	104 00	49 50	3 75	3 75
Newburg.....	Carleton..... N.B.	8 00	18 75		
Newburg.....	Assa, West..... Alta.	23 28	18 75		
Newburg Junction.....	Carleton..... N.B.	57 40	22 50	7 50	
Newburn.....	Lunenburg..... N.S.	19 20	18 75		
New Canaan.....	Essex, S.R..... O.	59 69	51 00		3 75
New Canaan.....	Sunbury & Queen's..... N.B.	6 00	18 75		
New Canada.....	Lunenburg..... N.S.	33 18	18 75		
New Carlow.....	Hastings, E.R..... O.	22 05	18 75		
Newcastle Bridge.....	Sunbury & Queen's..... N.B.	100 25	46 50		3 75
Newcomb.....	Lunenburg..... N.S.	10 00	18 75	6 00	
Newcomb Corner.....	Halifax..... N.S.	60 05	19 50		
New Cornwall.....	Lunenburg..... N.S.	36 96	18 75		
New Credit.....	Brant S.R..... O.	11 00	18 75		
New Cumberland.....	Lunenburg..... N.S.	8 00	18 75		
New Denmark.....	Victoria..... N.B.	39 87	26 50	2 25	
New Dominion.....	Queen's..... P.E.I.	24 21	18 75		
New Dublin.....	Brockville..... O.	91 78	22 25		
New Edinburgh.....	Digby..... N.S.	36 75	18 75		
Newellton.....	Shelburne & Queen's..... N.S.	74 07	33 00		3 75
New Elm.....	Lunenburg..... N.S.	5 30	18 75		
New Erin.....	Huntingdon..... Q.	32 50	22 50		
New Finland.....	Assa, East..... Sask	40 70	21 00		
New Flos.....	Simcoe, N.R..... O.	95 50	34 00		2 50
New France.....	Antigonishe..... N.S.	7 00	18 75		
New Gairloch.....	Pictou..... N.S.	18 75	18 75		
New Grafton.....	Shelburne & Queen's..... N.S.	31 28	18 75		
New Harbour.....	Guysborough..... N.S.	19 90	18 75	6 00	
New Harbour West.....	Guysborough..... N.S.	47 21	22 50		
New Harmony.....	King's..... P.E.I.	1 00	18 75		

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
New Harris.....	North Cape Breton & Vic- toria..... N.S.	5 00	18 75		
New Harris Forks.....	North Cape Breton & Vic- toria..... N.S.	5 00	18 75	2 25	
<i>b</i> New Hastings.....	Assa. East..... Sask	6 00	14 58		
New Haven.....	Queen's..... P.E.I.	55 62	22 50	7 50	
New Haven.....	North Cape Breton & Vic- toria..... N.S.	43 25	18 75		
New Hillsdale.....	Sask..... Sask	47 73	18 75	1 25	
Newholm.....	Muskoka..... O	23 75	18 75		
New Holstein.....	Qu'Appelle..... Sask	7 25	18 75		
New Horton.....	King's & Albert..... N.B.	11 00	18 75		
New Ireland.....	Mégantic..... Q	26 32	18 75	4 50	
New Jersey.....	Northumberland..... N.B.	31 00	27 25		
New Jerusalem.....	Sunbury & Queen's..... N.B.	53 75	22 50		
New London.....	Queen's..... P.E.I.	79 05	40 50	3 75	3 75
New Lunnon.....	Edmonton..... Alta	23 00	18 75		
Newmanville.....	Grenville..... O	14 00	18 75		
New Market.....	York..... N.B.	10 75	18 75		
New Maryland.....	York..... N.B.	2 25	18 75		
New Mexico.....	Compton..... Q	11 00	18 75		
New Minas.....	King's..... N.S.	64 25	31 50		
<i>c</i> New Osgoode.....	Humboldt..... Sask	10 00	2 08		
New Ottawa.....	Sask..... Sask	70 10	18 75	1 75	
New Oxley.....	Alta..... Alta	12 00	18 75		
New Park.....	Durham..... O	22 85	18 75		
New Perth.....	King's..... P.E.I.	43 50	21 00		
New Perth West.....	King's..... P.E.I.	50 50	18 75		
Newport.....	Brantford..... O	17 00	18 75		
Newport.....	Gaspé..... Q	94 55	†63 00		3 75
Newport.....	King's & Queen's..... P.E.I.	20 75	18 75		
Newport Corner.....	Hants..... N.S.	43 00	18 75		
Newport Station.....	Hants..... N.S.	127 77	67 50	120 00	3 75
New Richmond Centre.....	Bonaventure..... Q	17 95	18 75		
New River Mills.....	Charlotte..... N.B.	29 73	18 75		
New Rockland.....	Richmond & Wolfe..... Q	55 25	26 50		
New Ross.....	Dundas..... O	9 20	18 75		
New Ross Road.....	King's..... N.S.	13 12	18 75		
Newry.....	Perth, N.R..... O	96 20	49 00		3 75
New Salem.....	Cumberland..... N.S.	74 78	31 50		
New Sarepta.....	Strathcona..... Alta	33 78	18 75		
New Sarum.....	Elgin, E.R..... O	83 50	46 50		3 75
<i>a</i> New Scotland.....	Kent, E.R..... O	60 81	16 66		
New Scotland.....	Westmoreland..... N.B.	12 50	18 75		
New Sydenham.....	Macdonald..... M	14 22	18 75		
Newton.....	Prince..... P.E.I.	8 00	18 75		
Newton Cross.....	Queen's..... P.E.I.	15 50	18 75		
Newton Mills.....	Colchester..... N.S.	74 19	33 00		3 75
Newtonville.....	King's..... N.S.	19 00	18 75		
New Town.....	Guysborough..... N.S.	45 28	18 75		
New Town.....	King's & Albert..... N.B.	95 94	44 00	2 25	3 75
New Tusket.....	Digby..... N.S.	38 44	25 50		
New Victoria.....	South Cape Breton..... N.S.	35 05	18 75		
Newville.....	Cumberland..... N.S.	119 88	46 50		3 75
New Warren.....	Qu'Appelle..... Sask	100 76	18 75		
New Wiltshire.....	Queen's..... P.E.I.	96 16	43 50	13 50	3 75
New Yarmouth.....	Cumberland..... N.S.	3 00	18 75		
New Zealand.....	King's..... P.E.I.	11 95	18 75		

a Opened 1-8-06. *b* Opened 1-2-07. *†* Including \$15 night allowance. *c* Opened 1-3-07.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
New Zion.....	Sunbury & Queen's. N.B	18 00	18 75		
Nichabau.....	Pontiac..... Q	26 23	18 75		
Nichollsville.....	King's..... N.S	11 25	18 75		
Nicolet Falls.....	Richmond & Wolfe.... Q	64 35	25 50		
Nicolston.....	Simcoe, S.R..... O	32 50	18 75		
Nicomekl.....	New Westminster... B.C	26 60	22 50		
Nicomini.....	New Westminster... B.C	61 20	45 00		3 75
Nictau.....	Victoria..... N.B	32 50	21 00		
Nictaux South.....	Annapolis..... N.S	12 00	18 75		
Nictaux West.....	Annapolis..... N.S	24 75	18 75		
Nigado.....	Gloucester..... N.B	58 50	21 25		
Nile.....	Huron, W.R..... O	88 65	41 25		3 75
Nilestown.....	Middlesex, E.R..... O	72 10	37 50	2 25	
Nine Mile Creek.....	Queen's..... P.E.I	13 10	18 75		
Nine Mile River.....	Hants..... N.S	52 46	22 50		
Nipissing Junction.....	Nipissing..... O	64 11	31 50		
Nithburg.....	Perth, N.R..... O	30 75	18 75		
Niverville.....	Provencher..... M	135 80	90 00		7 50
Nixon.....	Norfolk..... O	71 81	46 00		3 75
Nixon.....	King's & Albert..... N.B	12 50	18 75		
Nober.....	Norfolk..... O	121 33	45 00		3 75
Noel Road.....	Hants..... N.S	6 00	18 75		
Noel Shore.....	Hants..... N.S	47 33	18 75		
Noelton.....	Calgary..... Alta	44 81	21 00		
Nogies Creek.....	Peterboro..... O	20 00	18 75		
a Nokomis.....	Humboldt..... Sask	49 06	16 66		
Nolalu.....	Thunder Bay and Rainy River..... O	76 00	18 75		
Norborough.....	Prince..... P.E.I	14 75	18 75		
Norden.....	Humboldt..... Sask	10 75	18 75		
Nordin.....	Northumberland..... N.B	91 69	28 50		
Norgate.....	Dauphin..... M	17 95	18 75		
Norham.....	Northumberland, E.R.. O	104 25	58 50		3 75
Normandale.....	Norfolk..... O	44 80	22 50		
Normandin Nord.....	Chicoutimi & Saguenay Q	22 57	18 75		
Norris Lake.....	Selkirk..... M		18 75		
North Ainslie.....	Inverness..... N.S	18 95	18 75		
North Alton.....	King's..... N.S	9 10	18 75		
Northam.....	Prince..... P.E.I	44 82	34 50	3 00	3 75
Northampton.....	Carleton..... N.B	21 25	18 75		
North Beaver Bank.....	Halifax..... N.S	15 75	18 75		
North Bedeque.....	Prince..... P.E.I	36 63	18 75		
North Branch.....	Russell..... O	10 50	18 75		
North Brook.....	Lennox & Addington.. O	129 08	48 75		3 75
North Bruce.....	Bruce, N.R..... O	83 05	*48 00	3 75	3 75
North Buxton.....	Kent, W.R..... O	63 00	30 00		
North Carleton.....	Prince..... P.E.I	43 45	18 75		
North Claremont.....	Ontario, S.R..... O	71 84	33 00		3 75
North Clarendon.....	Pontiac..... Q	24 35	18 75		
North Corner.....	King's..... N.S	38 73	18 75		
Northcote.....	Renfrew, S.R..... O	86 00	40 50		3 75
North Earlton.....	Colchester..... N.S	19 75	18 75		
North East Harbour.....	Shelburne & Queen's. N.S	118 20	48 00	3 00	3 75
c North East Mabou.....	Inverness..... N.S	6 00	4 16		
North East Margaree.....	Inverness..... N.S	91 96	48 75	21 00	3 75
d North Ekfrid.....	Middlesex, W.R..... O	14 00	2 68		
North Esk Boom.....	Northumberland..... N.B	9 25	18 75		

a Opened 1-8-06.
allowance.

c Opened 1-2-07. Late Burke.

d Opened 1-3-07.

* Including \$9 night

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>b</i> Northfield	Stormont	O 24 53	15 83		
Northfield	Sunbury & Queen's	N.B. 12 25	18 75		
Northfield	Lunenburg	N.S. 29 98	19 50		
Northfield, Queen's	Shelburne & Queen's	N.S. 24 75	18 75		
Northfield	Nanaimo	B.C. 67 64	37 50		3 75
Northfield Centre	Brant	O 54 40	22 50		
Northfield Farm	Wright	Q 27 91	18 75		
Northfield Station	Stormont	O 99 63	40 50		3 75
North Forks of Salmon Creek	Sunbury & Queen's	N.B. 14 20	18 75		
North Framboise	Richmond	N.S. 18 95	18 75		
North Georgetown	Châteauguay	Q 26 85	20 25		
North Glanford	Wentworth	O 59 35	31 50		
North Gore	Argenteuil	Q 14 50	18 75		
North Grant	Antigonish	N.S. 12 00	18 75		
North Greenville	Cumberland	N.S. 19 23	18 75		
North Gut, St. Anne	North Cape Breton and Victoria	N.S. 13 00	18 75		
North Harbour, Cape North. . . .	North Cape Breton and Victoria	N.S. 15 00	*20 25		
North Highlands	Inverness	N.S. 6 25	18 75		
North Hill	Compton	Q 19 25	18 75		
North Intervale	Guysborough	N.S. 16 00	18 75		
North Kemptville	Yamonth	N.S. 30 01	18 75		
North Keppel	Grey, N.R.	O 71 06	34 50		3 75
North Kingston	King's	N.S. 42 10	21 00	2 25	
North Lake	King's	P.E.I. 13 20	18 75		
North Lake	York	N.B. 55 38	27 00		
North Low	Wright	Q 47 76	18 75		
North Lunenburg	Stormont	O 107 15	38 00		3 75
North Malden	Essex, S.R.	O 45 58	18 75		
North Mara	Ontario, N.R.	O 12 25	18 75		
North Middleboro	Cumberland	N.S. 27 00	18 75		
North Milton	Queen's	P.E.I. 9 25	18 75		
Northminster	Strathcona	Sask. c7 00			
North Montague	Lanark, S.R.	O 19 75	18 75		
North Mountain	Dundas	O 18 71	18 75		
North Mountain	King's	N.S. 12 00	18 75		
<i>a</i> North Ogden	Guysborough	N.S. 7 00	12 50		
North Onslow	Pontiac	Q 34 72	19 50		
North Osgoode	Russell	O 20 00	18 75		
North Pelham	Welland	O 107 22	47 00		3 75
North Pinnacle	Missisquoi	Q 22 65	18 75		
North Port	Prince Edward	O 145 75	63 00		3 75
North Range Corner	Digby	N.S. 67 36	26 25	9 00	
North Renons	Northumberland	N.B. 25 93	18 75		
North Rideau	Carleton	O 21 25	18 75		
North Ridge	Essex, S.R.	O 65 14	28 00		
North River	Queen's	P.E.I. 45 25	22 25	3 75	
North River	Colchester	N.S. 35 25	24 00		
North River Bridge	North Cape Breton and Victoria	N.S. 61 60	+44 50	2 25	3 75
North River Centre	North Cape Breton and Victoria	N.S. 17 50	+23 25		
Northrup	King's & Albert	N.B. 16 00	18 75		
North Rustico	Queen's	P.E.I. 93 30	30 00		
North St. Eleonors	Prince	P.E.I. 29 23	18 75		
North Saanich	Nanaimo	B.C. 26 09	18 75		

b Closed 1-10-06; Re-opened 1-12-06. * Including \$1.50 night allowance. † Including \$4.50 night allowance.
a Opened 1-10-06. *c* Credit for new office not yet opened.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
North Saler.....	Hants..... N.S.	0 20	18 75		
North Seneca.....	Wentworth..... O	3 00	18 75		
North Seguin.....	Parry Sound..... O	33 50	21 25		
North Shore.....	Cumberland..... N.S.	21 00	18 75		
North Shore.....	North Cape Breton and Victoria..... N.S.	6 00	†23 75		
North Shore of St. Margaret Bay...	Halifax..... N.S.	41 50	21 25		
North Springfield.....	Annapolis..... N.S.	86 25	33 75		3 75
North Stanbridge.....	Missisquoi..... Q	101 21	48 75		3 75
North Stoke.....	Richmond & Wolfe.... Q	7 50	18 75		
North Stukely.....	Shefford..... Q	259 40	75 00		7 50
North Sutton.....	Brome..... Q	5 00	18 75		
North Tay.....	York..... N.B.	23 21	18 75		
North Tryon.....	Prince..... P.E.I.	111 25	49 50		3 75
North Valley.....	Stormont..... O	7 00	18 75		
Northview.....	Victoria..... N.B.	18 15	18 75		
Northville.....	King's..... N.S.		18 75		
North Wallace.....	Cumberland..... N.S.	19 00	18 75		
North West.....	Lunenburg..... N.S.	8 75	18 75		
North West Arm.....	South Cape Breton.. N.S.	18 17	18 75	7 50	
North West Bridge.....	Northumberland..... N.B.	61 00	31 50		2 50
North West Cove.....	Lunenburg..... N.S.	17 49	18 75		
North West Harbour.....	Shelburne & Queen's.. N.S.	34 52	18 75		
North Winchester.....	Dundas..... O	29 25	18 75		
North Wolfestown.....	Richmond & Wolfe.... Q	17 25	18 75		
Northwood.....	Kent, W.R..... O	152 50	58 50		3 75
Norton.....	Assa, W..... Alta	12 00	4 16		
Norton Creek.....	Châteauguay..... Q	49 00	21 00		
Norton Dale.....	York..... N.B.	21 73	18 75		
Nortonville.....	Peel..... O	16 50	18 75		
Norway.....	York, S.R..... O	413 73	102 00		11 25
Norway Bay.....	Pontiac..... Q	46 00	25 00		
Norway House.....	Keewatin..... O	136 05	49 50		3 75
Norwood.....	Yarmouth..... N.S.	40 98	18 75		
Notre Dame.....	Kent..... N.B.	112 62	46 50	3 75	3 75
a Notre Dame de l'Esperance.....	Chambly & Vercheres.. Q	45 91	16 66		
Notre Dame de l'Île Verte.....	Temiscouata..... Q	27 95	18 75		
Notre Dame de la Merci.....	Montcalm..... Q	21 50	18 75		
Notre Dame de la Paix.....	Labelle..... Q	137 50	43 50		3 75
Notre Dame de Rimouski.....	Rimouski..... Q	90 00	51 00		3 75
Notre Dame de Savoie.....	Strathcona..... Alta	27 45	18 75		
Notre Dame du Lac.....	Nipissing..... O	11 00	18 75		
Notre Dame du Pont Main.....	Labelle..... Q	22 00	18 75		
Notre Dame du Portage.....	Temiscouata..... Q	134 65	*76 25		3 75
Notre Dame du Rosaire.....	Montmagny..... Q	79 77	30 00		
Nouvelle.....	Bonaventure..... Q	65 06	31 50		
Noyan.....	Missisquoi..... Q	111 15	52 50		3 75
b Noyes Crossing.....	Edmonton..... Alta	19 67	14 58		
Nudell Bush.....	Dundas..... O	11 00	18 75		
Nutby.....	Colchester..... N.S.	16 50	18 75		
Nutt's Corners.....	Missisquoi..... Q	21 25	18 75		
Nyanza.....	North Cape Breton and Victoria..... N.S.	99 08	†39 00		
OAK BANK.....	Selkirk..... M	138 65	63 00	2 25	3 75
Oak Bay.....	Charlotte..... N.B.	121 00	60 00	2 25	3 75

* Including \$20 summer season allowance. † Including \$12 night allowance. †† Including \$5 night allowance. a Opened 1-8-'06. b Opened 1-9-'06. d Summer office. e Opened 1-2-'07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		§ cts.	§ cts.	§ cts.	§ cts.
Oak Bay Mills.....	Bonaventure.....Q	77 50	37 50		3 75
Oak Bluff.....	Macdonald.....M	40 04	18 75		
Oakbrae.....	Dauphin.....M	16 40	18 75		
Oakburn.....	Marquette.....M	126 14	*42 00		
Oakdale.....	Lambton, W.R.....O	104 86	51 00		3 75
Oakfield.....	Halifax.....N.S	108 20	36 00		2 50
c Oak Grove.....	Renfrew, S.R.....O	15 00	12 50		
Oakham.....	Sunbury & Queen's, N.B.	39 57	18 75		
Oak Hammock.....	Selkirk.....M	5 00	18 75		
Oak Heights.....	Northumberland, W.R.O	44 00	21 25		
Oakhill.....	Victoria & Haliburton, O	6 00	18 75		
Oakhill.....	Charlotte.....N.B	34 39	18 75	2 25	
Oak Lake.....	Peterborough, E.R.....O	19 25	18 75		
Oakland.....	Lunenburg.....N.S	9 25	18 75		
Oakland.....	Carleton.....N.B	11 25	18 75		
Oakland.....	Portage la Prairie.....M	94 00	28 50		
Oak Leaf.....	Leeds.....O	42 75	18 75		
Oakley.....	Assa, East.....Sask	18 25	18 75		
Oaknook.....	Dauphin.....M	12 00	18 75		
Oak Park.....	Shelburne & Queen's, N.S	21 50	18 75		
Oak Point.....	Macdonald.....M	223 38	64 50	33 00	5 75
Oak Ridges.....	York, N.R.....O	27 15	25 50		
Oakville.....	Carleton.....N.B	18 75	18 75		
Oates.....	Frontenac.....O	21 57	18 75		
Obau.....	Richmond.....N.S	14 00	18 75		
Oceanic.....	Comox Atlin.....B.C	27 48	18 75		
a Ocean View.....	Queen's.....P.E.I	13 00	8 33		
O'Connell.....	Ontario, N.R.....O	72 62	24 00		
O'Connor.....	Thunder Bay & Rainy River.....O	24 46	18 75		
Oconto.....	Frontenac.....O	22 91	18 75		
Odell.....	Middlesex, E.R.....O	20 00	18 75		
Odelltown.....	St. John's & Iberville, Q		30		
Odin.....	Colchester.....N.S	14 81	18 75		
O'Farrell.....	Dorchester.....Q	25 00	18 75		
Ogden.....	Guysborough.....N.S	30 50	18 75	1 50	
Ogdensburg.....	Argenteuil.....Q	33 75	18 75		
Ogilvie.....	King's.....N.S	6 60	18 75		
Ogilvie's.....	King's & Albert.....N.B	16 56	18 75		
Ogilvie Station.....	Portage la Prairie.....M	82 90	37 50		3 75
Ohaton.....	Strathcona.....Alta	88 78	14 58	1 75	
Ohio.....	Antigonishe.....N.S	23 00	18 75		
+Ohlen.....	Assa, East.....Sask	9 70	15 00		
Ohrrville.....	Strathcona.....Alta	16 44	18 75		
Oil City.....	Alta.....Alta	6 00	21 00		
Ojibwa.....	Essex, N.R.....C	101 00	36 00		3 75
Okanagon.....	Yale & Caribou.....B.C	40 00	18 75		
Okanagon Falls.....	Yale & Caribou.....B.C	61 32	31 50		
Okanagon Landing.....	Yale & Caribou.....B.C	207 19	87 00		7 50
fOkanagon Mission.....	Yale & Caribou.....B.C	47 00	35 41		1 25
Olalla.....	Yale & Caribou.....P.C	80 93	55 50		3 75
Oldcastle.....	Essex, N.R.....O	41 06	18 75		
Old Chelsea.....	Wright.....Q	83 94	36 00		2 50
Old Fort Bay.....	Chicoutimi & Saguenay Q	1 00	18 75		
Oldham.....	Halifax.....N.S	100 25	37 50		3 75
Old Harry.....	Gaspe.....Q	16 70	18 75		
Old Lake Road.....	Temiscouata.....Q	82 28	31 50		

* Including \$12 night allowance.
f Re-opened 1-8-06.

+ Closed 1-12-06.

a Opened 1-12-06.

c Closed 1-10-'06.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
O'Leary Road.....	Prince.....P.E.I	15 00	18 75		
Oleskiw.....	Provencher.....M	30 00	10 41		
Olinville.....	Sunbury & Queen's...N.B	18 15	18 75		
Olipphant.....	Bruce, N.R.....O	37 58	18 75		
Olive.....	Macdonald.....M	6 25	18 75		
Oliver.....	Middlesex, E.R.....O	28 71	18 75		
Oliver.....	Stanstead.....Q	91 47	41 25		3 75
Oliver.....	Colchester.....N.S	22 10	18 75		
Oliver.....	Assa, W.....Sask	80 69	12 50		
Oliver.....	Wellington, N.R.....O	97 85	51 00		3 75
Olscamp.....	Champlain.....Q	10 00	18 75		
Olsen Creek.....	Alta.....Alta	18 00	18 75		
Omega.....	Sask.....Sask	10 00			
Ompah.....	Frontenac.....O	84 30	50 00		1 25
Oneida.....	Haldimand.....O	21 00	18 75		
O'Neil.....	Westmoreland...N.B	5 00	18 75		
O'Neil's Corners.....	Huntingdon.....Q	17 75	18 75		
Onion Lake.....	Edmonton.....Sask	88 89	33 75	2 25	3 75
Onaway.....	Edmonton.....Alta	31 75	18 75		
Onslow Mountain.....	Colchester.....N.S	6 25	18 75		
Onslow Station.....	Colchester.....N.S	100 46	39 00		3 75
Opawaka.....	Lisgar.....M	4 00	18 75		
Ophir.....	Algoma, W.R.....O	34 50	18 75	2 25	
Orange Valley.....	Parry Sound.....O	10 00	18 75		
Oranmore.....	Parry Sound.....O	18 48	18 75		
Orcadia.....	Mackenzie.....Sask	58 50	18 75		
Oregon Glen.....	North Cape Breton and Victoria.....N.S	2 00	18 75		
*Orchard Beach.....	York, N.R.....O	45 00	40 00		
Orford Centre.....	Sherbrooke.....Q	31 00	18 75		
Oriel.....	Oxford, S.R.....O	26 20	18 75		
Orient.....	Russell.....O	47 95	18 75		
Orkney.....	Wentworth.....O	66 80	30 00		
Orland.....	Northumberland, E.R..O	56 00	43 00		2 50
Orleans.....	Russell.....O	156 35	60 00	5 25	3 75
Ormond.....	Dundas.....O	144 63	63 00		3 75
Ormsby.....	Hastings, E.R.....O	135 47	67 50	2 25	6 25
Ormstown Station.....	Châteauguay.....Q	140 00	60 00		3 75
Oro Station.....	Simcoe, N.R.....O	93 52	45 00		3 75
Orr Lake.....	Simcoe, E.R.....O	70 85	24 50		
Orrwold.....	Marquette.....M	30 94	18 75	2 25	
c Orton.....	Alberta.....Alta	14 00	2 08		
Ortonville.....	Victoria.....N.B	30 95	18 75		
Orwell.....	Queen's.....P.E.I	83 60	48 00	19 00	3 75
Orwell Cove.....	Queen's.....P.E.I	45 20	18 75		
Osaca.....	Durham.....O	18 00	18 75		
Osborne.....	Lambton, W.R.....O	54 00	25 50		
Osman.....	Middlesex, W.R.....O	25 48	18 75		
Oso Station.....	Frontenac.....O	78 62	33 00		
Ospringe.....	Wellington, S.R.....O	91 53	61 00		3 75
Ossa.....	Qu'Appelle.....Sask	13 00	18 75		
Ossian.....	Lambton, W.R.....O	25 73	18 75		
Ostrander.....	Oxford, S.R.....O	77 00	34 50		3 75
Ostrea Lake.....	Halifax.....N.S	24 71	18 75		
O'Sullivan's Corners.....	York, S.R.....O	39 10	29 50		
Oswald.....	Macdonald.....M	86 55	33 00		3 75
Otis.....	Chicoutimi & Saguenay Q.	17 70	18 75		

* Summer office.

a Opened 1-10-06.

b Opened 1-11-06.

c Opened 25-3-07.

d Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ottawa Brook	North Cape Breton and Victoria.....N.S.	15 75	18 75		
Ottawa, sub-office No. 10.....	City of Ottawa.....O	\$	\$		
Ottawa South.....	Carleton.....O	271 00	108 00		11 25
Ottawa West.....	Carleton.....O	28 00	18 75		
Otter.....	New Westminster.....B.C.	45 35	18 75		
Otter Brook.....	Co'chester.....N.S.	49 50	23 00		
Otter Creek.....	Hastings, E.R.....O	11 50	18 75		
Otterburne.....	Provencher.....M	165 19	61 50		3 75
Otter Point.....	Nanaimo.....B.C.	19 95	18 75	15 00	
Otthon.....	Assa, East.....Sask	17 00	18 75		
Otto.....	Dauphin.....M	54 45	24 00		
Ouatchouan.....	Chicoutimi & Saguenay Q	47 38	41 00		2 50
Ouimet.....	Thunder Bay & Rainy River.....O	82 45	30 00	6 00	
Oungah.....	Kent, W.R.....O	47 50	18 75		
Oustic.....	Wellington, S.R.....O	55 28	27 00		
Outlook.....	Algoma, W.R.....O	20 66	10 41		
Outlet.....	Leeds.....O	26 04	18 75		
Outram.....	Annapolis.....N.S.	11 25	18 75		
c Outremont Junction.....	Jacques Cartier.....Q	78 95	33 75		3 75
Ouvry.....	Kent, W.R.....O	117 38	40 50		3 75
Ovenstown.....	Sask.....Sask	71 34	18 75		
Overton.....	Lennox & Addington, O	18 75	18 75		
Overton.....	Yarmouth.....N.S.	26 60	18 75		
Owl's Head Harbour.....	Halifax.....N.S.	37 92	21 25		
Oxbow.....	Victoria.....N.B.	26 60	18 75		
Oxenden.....	Grey, N.R.....O	92 50	58 50	3 75	3 75
Oxford Centre.....	Oxford, S.R.....O	82 77	25 50		
Oxford Junction.....	Cumberland.....N.S.	95 48	52 50		3 75
aOwenbrook.....	Peterborough, E.R.....O	22 16	16 66		
Oxford Station.....	Grenville.....O	65 01	25 50	3 56	
Oxley.....	Essex, S.R.....O	152 56	52 50		3 75
Oxmead.....	Grey, N.R.....O	16 00	18 75		
Oyama.....	Yale & Cariboo.....B.C.	24 07	18 75		
Oyster Bed Bridge.....	Queen's.....P.E.I	64 21	28 50		
Oyster Ponds.....	Guysborough.....N.S.	24 00	18 75		
Painsec.....	Westmoreland.....N.B.	15 00	18 75		
Painswick.....	Simcoe, S.R.....O	128 45	43 50		3 75
Pakan.....	Edmonton.....Alta	122 56	45 00	2 25	3 75
Palmer Rapids.....	Renfrew, S.R.....O	153 98	57 00	4 50	3 75
Palmer Road.....	Prince.....P.E.I	24 46	18 75		
Pana.....	Russell.....O	52 51	18 75		
Panet.....	Montmagny.....Q	20 20	18 75		
Panmure.....	Carleton.....O	94 19	30 00		
Paquette Station.....	Essex, N.R.....O	24 50	18 75		
Paquetville.....	Gloucester.....N.B.	75 01	27 00		
Paradis.....	Lotbinière.....Q	38 51	18 75		
Parc Lafontaine (sub).....	Maisonneuve.....Q	*	*		
Parc Laval.....	Laval.....Q	96 04	19 50		
Paré.....	Portneuf.....Q	62 96	33 00		
Parents.....	Victoria.....N.B.	57 22	18 75		
Parham.....	Frontenac.....O	214 58	78 00	6 75	7 50

§ For Revenue, etc., see Appendix C. Ottawa sub-office, etc. † Including \$1.25 arrears forward.
a Opened 1-8-06. b Opened 1-11-06. c Closed 1-1-07. * For Revenue, etc., see Appendix C, under
Montreal sub-offices, etc.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Paris.....	Yukon.....	84 10	\$		
Parisville.....	Lotbinière..... Q	71 87	28 50		
Park.....	Sask..... Sask	27 00	30 00		
Park Avenue (sub office).....	St. Lawrence..... Q	*	*		
Parkbeg.....	Assa. West..... Sask	100 55	41 25		3 75
Park Corner.....	Queen's..... P.E.I	19 87	18 75		
Parkdale.....	Lunenburg..... N.S	49 75	18 75		
Parkdale.....	Selkirk..... M	44 36	18 75		
Parker.....	Wellington, N.R..... O	94 55	42 50		3 75
Parker Road.....	King's..... N.S	4 00	18 75		
Parker's Cove.....	Annapolis..... N.S	35 45	18 75		
Parker's Ridge.....	York..... N.B	38 00	18 75		
Park Head.....	Bruce, N.R..... O	102 17	46 00		3 75
Parkhouse.....	Hastings, E.R..... O	32 62	18 75		
Parkhurst.....	Lotbinière..... Q	48 31	25 50	16 50	
Parkin.....	Assa. East..... Sask	15 00	18 75		
Parkindale.....	King's & Albert..... N.B	54 50	21 00		
Parkinson.....	Algoma, E.R..... O	12 50	18 75		
l Parkland.....	Alberta..... Alta	25 00	2 08		
Park's Creek.....	Lunenburg..... N.S	120 70	34 50		3 75
Parkside.....	Sask..... Sask	42 85	18 75		
Parksville.....	Comox-Atlin..... B.C	79 18	30 00	3 75	
Parlee Settlement.....	King's & Albert..... N.B	12 95	18 75		
Parma.....	Lennox & Addington..... O	38 75	23 00	5 25	
Parrsboro' Shore.....	Cumberland..... N.S	33 00	18 75		
Partridge Hill.....	Edmonton..... Alta	23 50	18 75		
a Pascal.....	Sask..... Sask	55 00	4 16		
Passekeag.....	King's & Albert..... N.B	50 91	18 75		
Pasqua.....	Assa. West..... Sask	142 70	78 00	3 00	7 50
Paswegin.....	Humboldt..... Sask	138 02	†47 00		
Paterson.....	Kootenay..... B.C	70 04	21 25		
Patience.....	Strathcona..... Alta	16 74	18 75		
Patterson Settlement.....	Sunbury & Queen's..... N.B	18 73	18 75		
Patton.....	Algoma, E.R..... O	45 87	18 75		
Paudash.....	Victoria & Haliburton..... O	9 25	18 75		
Pauline.....	Rouville..... Q	21 70	18 75		
Paulson.....	Yale & Cariboo..... B.C	50 53	44 50		3 75
Pavilion.....	Yale & Cariboo..... B.C	46 61	26 25		
Paynton.....	Sask..... Sask	388 33	48 75	13 33	3 75
Peabody.....	Grey, S.R..... O	36 70	21 25		
Peace River Crossing.....	Athabaska..... Sask	31 54	18 75	3 75	
Peacock.....	Humboldt..... Sask	117 44	33 75		3 75
Pearceley.....	Parry Sound..... O	17 00	18 75		
Pearceton.....	Missisquoi..... Q	58 66	26 25		
Peardonville.....	New Westminster..... B.C	31 45	18 75		
Pearl Park.....	Assa. East..... Sask	6 25	18 75		
Pearsonville.....	King's & Albert..... N.B	15 00	18 75		
Peas Brook.....	Guysborough..... N.S	16 25	†23 25		
Pechet.....	Qu'Appelle..... Sask	48 25	18 75		
Peebles.....	Oxford, S.R..... O	11 30	18 75		
Peel.....	Carleton..... N.B	105 32	53 50	24 00	3 75
Peepabun.....	Dufferin..... O	13 25	18 75		
Pefferlaw.....	York, N.R..... O	253 71	66 00	2 80	7 50
Peggy's Cove.....	Halifax..... N.S	18 63	18 75		
Pekisko.....	Alta..... Alta	79 30	30 00		
Pelee Island, South.....	Essex, S.R..... O	16 25	18 75		

* For Revenue, etc., see Appendix C, under Montreal sub-offices, etc. † Including \$20 night allowance \$5 of which is arrears. a Opened 1-2-07. l Opened 1-3-07. § Salary entered in Auditor General's Report. ‡ Including \$4.50 night allowance.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pelham Centre.....	Welland.....O	96 25	65 00		3 75
Pelham Union.....	Welland.....O	23 44	18 75		
6 Pelham Corners.....	Welland.....O	38 00	2 08		
Pelletier Mills.....	Victoria.....N.B	30 84	18 75		
Pelly.....	Yukon District	41 20	+		
Pembina.....	Edmonton.....Alta	26 22	18 75		
Pembroke.....	Hants.....N.S	66 01	32 00		2 50
Pembroke.....	Carleton.....N.B	1 00	18 75		
Pembroke Shore.....	Yarmouth.....N.S	2 50	18 75		
Pemberton Meadows.....	Yale & Cariboo.....B.C	15 45	18 75		
Pendennis.....	Brandon.....M	147 95	58 50		3 75
Pender Island.....	Nanaimo.....B.C	87 44	45 00		3 75
Pengarth.....	Assa. West.....Sask	49 50	18 75	3 00	
Peniac.....	York.....N.B	42 47	18 75		
Peninsula Gaspé.....	Gaspé.....Q	72 00	35 00		
§ Peninsular Park.....	Simcoe, S. R.....O		0 80		
Pennant.....	Halifax.....N.S	12 25	18 75		
Pennfield.....	Charlotte.....N.B	83 45	26 25		
Pennfield Centre.....	Charlotte.....N.B	39 40	18 75		
Pennfield Ridge.....	Charlotte.....N.B	60 00	33 00	34 50	3 75
a Pennock.....	Assa. East.....Sask	11 50	14 58		
Penrith.....	Brandon.....M	17 18	18 75		
Pennryn.....	Northumberland, E.R.O	17 00	18 75		
Pentecost River.....	Chicoutimi & Saguenay.Q	116 63	++ 59 75	2 25	3 75
Pentland.....	Wellington, S.R.....O	10 00	18 75		
Penville.....	Simcoe, S.R.....O	51 46	22 50		
Perch Station.....	Lambton, W.R.....O	22 74	18 75		
Percival.....	Assa. East.....Sask	53 47	29 00		
Percy.....	Assa. East.....Sask	32 71	18 75		
Peribonca.....	Chicoutimi & Saguenay.Q	117 36	47 50	3 75	3 75
Perivale.....	Algoma, E.R.....O	17 03	18 75		
Perkins.....	Wright.....Q	208 78	69 50		6 25
Perley.....	Assa. East.....Sask	27 95	18 75		
c Petit.....	Chicoutimi & Saguenay.Q	10 00	4 16		
Pern.....	Dufferin.....O	76 56	39 00		2 50
Perrault.....	Renfrew, S.R.....O	15 00	18 75		
Perretton.....	Renfrew, N.R.....O	18 59	18 75		
Perrott Settlement.....	Annapolis.....N.S	6 00	18 75		
Perryboro'.....	Compton.....Q	14 00	18 75		
Perry Settlement.....	King's & Albert.....N.B	8 00	18 75		
d Perry Siding.....	Kootenay.....B.C	16 00	2 08		
Perry Station.....	Welland.....O	83 75	46 50		3 75
Perry's Point.....	King's & Albert.....N.B	61 46	29 00		
Perrytown.....	Durham.....O	40 00	21 00		
Perryville.....	Sunbury & Queen's.....N.B	8 25	18 75		
Perth Road.....	Frontenac.....O	171 00	57 00	3 75	3 75
Perthuis.....	Portneuf.....Q	31 00	22 50		
Petawawa.....	Renfrew, N.R.....O	285 08	75 00		6 25
Peter's Brook.....	North Cape Breton and Victoria.....N.S	9 20	18 75		
Petersburg.....	Waterloo, S.R.....O	129 30	60 00	48 00	6 25
Peter's Mills.....	Kent.....N.B	16 25	18 75		
Petersen.....	Victoria.....N.B	9 50	18 75		
Peterson's Corners.....	Victoria & Haliburton.O	11 00	18 75	2 25	
Peter's Road.....	King's.....P.E.I	71 84	37 50		3 75
Petersville.....	Sunbury & Queen's.....N.B	25 41	18 75		

+ Salary, &c., entered in Auditor General's Report. § Summer office. ++ Including \$12.50 night allowance \$5 of which is arrears. a Opened 1-9-06. b Opened 1-3-07. c Opened 1-2-07. d Opened 1-3-07. * Including \$1.50 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Petersville Church	Sunbury & Queen's..N.B.	31 00	18 75		
Peterville	Prince	8 00	18 75		
Petherton	Wellington, N.R....O	42 00	25 50		
Petit Bonaventure	Bonaventure	40 40	18 75		
Petit Brûlé	Two Mountains	47 10	18 75		
Petit Cap	Gaspé	31 00	†27 75		
Petite Côte Ste. Rose	Laval	6 00	18 75		
Petite de Grat Bridge	Richmond	67 28	22 50		
Petite Lamèque	Gloucester	45 05	18 75		
Petite Magdeleine	Gaspé	37 07	*32 50		
Petite Mascouche	Terrebonne	33 90	18 75		
Petite Matane	Rimouski	68 09	†55 00		3 75
Petite Peribonca	Chicoutimi & Saguenay	58 65	21 25	3 00	
Petite Rivière	Two Mountains	23 25	18 75		
Petite Rivière au Renard	Gaspé	16 00	18 75		
Petite Rivière aux Sables	Chicoutimi & Saguenay	6 00	18 75		
Petit Saguenay	Chicoutimi & Saguenay	19 60	18 75	0 75	
Petite Vallée	Gaspé	18 20	18 75		
Petit Village	Beauce	13 16			
Petits Méchins	Rimouski	26 75	**23 25		
Petpeswick Harbour	Halifax	25 31	18 75		
Petrel	Portage la Prairie	97 16	51 00		3 75
† Petrofka	Sask. ....Sask.	10 00	2 08		
Pettapiece	Marquette	170 70	82 50		7 50
Pettigrew Settlement	Cumberland	16 48	18 75		
Petworth	Frontenac	31 27	18 75		
Pevensey	Parry Sound	21 19	18 75		
Peveril	Vandreuil	50 66	22 50		
Pevasant Forks	Qu'Appelle	110 32	65 00	2 50	7 50
Phillipsburg West	Waterloo, S.R. ....O	175 18	67 50		7 50
Phillipston	Hastings, E.R. ....O	19 14	18 75		
Phinney Cove	Annapolis	20 93	18 75		
Piastre Bay	Chicoutimi & Saguenay	8 50	25 00		
Piccadilly	King's & Albert	2 50	18 75		
Pictou Island	Pictou	23 09	18 75		
Pictou Landing	Pictou	123 90	46 00	2 25	3 75
Pictou Road	Guysborough	10 00	18 75		
Pidgeon	Mégantic	10 00	18 75		
Piedmont	Terrebonne	57 50	26 50		
Piedmont Valley	Pictou	43 80	18 75		
Piercemont	Carleton	18 75	18 75		
Pierreville Mills	Yamaska	158 30	65 00		6 25
Pigeon Bluff	Selkirk	14 25	18 75		
Pigeon Hill	Gloucester	16 25	18 75		
Pigeon Lake	Missisquoi	50 34	22 50		
Pigeon Lake	Macdonald	45 96	27 50		
Pike Bay	Bruce, N.R. ....O	39 38	21 00		
Pike Creek	Essex, N.R. ....O	28 00	18 75		
Pike River	Missisquoi	120 05	†54 00		3 75
Pilette Corners	Essex, N.R. ....O	65 73	18 75		
Pilot Butte	Assa, West	145 84	52 50		3 75
α Pincher Station	Alberta	137 00	16 66		
Pincourt	Terrebonne	17 00	18 75		
Pine	Algoma, E.R. ....O	109 25	46 50		3 75
Pine Dale	Ontario, N.R. ....O	28 75	18 75		
Pine Grove	York, C.R. ....O	90 00	30 00		
Pine Hill	Argenteuil	9 00	18 75	2 25	

† Including \$9 night allowance. * Including \$11.25 night allowance. ** Including \$4.50 night allowance. † Including \$12 night allowance. α Opened 1-8-06. Late Pincher. † Opened 1-3-07.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pinehurst.....	Kent, W.R.....O	8 00	18 75		
Pinelands.....	Muskoka.....O	70 00	25 00		
Pine Orchard.....	York, N.R.....O	19 00	21 00		
Pine Ridge.....	Kent.....N.B	41 25	22 50	3 75	
Pine Ridge.....	Selkirk.....M	14 25	18 75		
Pine River.....	Bruce, S.R.....O	73 11	34 50		3 75
Pine River Station.....	Dauphin.....M	69 16	*55 00		3 75
Pinette.....	Queen's.....P.E.I	30 75	18 75		
Pine Tree.....	Pictou.....N.S	19 00	18 75		
Pinevale.....	Antigonishe.....N.S	6 00	18 75		
Pine Valley.....	Renfrew, N.R.....O	40 15	18 75		
Pine Valley.....	Provencher.....M	84 53	35 00		3 75
Pine Wood.....	Thunder Bay & Rainy- River.....O	185 42	c121 26		11 25
Pinkney's Point.....	Yarmouth.....N.S	21 25	18 75		
Pinnacle.....	Richmond & Wolfe.....Q	37 55	18 75		
Pintendre.....	Lévis.....Q	47 00	24 00		
Pinto.....	Assa, East.....Sask	44 25	18 75		
Pioneer.....	Carleton.....N.B	17 50	18 75		
Piopolis.....	Compton.....Q	81 66	††39 00	5 25	
Piper Glen.....	Inverness.....N.S	17 95	18 75		
Piper's Cove.....	North Cape Breton and Victoria.....N.S	5 00	18 75		
Piperville.....	Russell.....O	36 00	18 75		
Pisquid.....	Queen's.....P.E.I	14 91	18 75		
Pitcher's Farm.....	Antigonishe.....N.S	11 50	18 75		
Pitt's Ferry.....	Frontenac.....O	28 15	18 75		
Pittston.....	Grenville.....O	164 28	66 00		3 75
Piusville Station.....	Prince.....P.E.I	41 68	18 75	2 25	
Plainfield.....	Hastings, E.R.....O	73 70	39 00		3 75
Plainfield.....	Pictou.....N.S	25 00	18 75		
Plain View.....	Qu'Appelle.....Sask	36 42	18 75		
Plainville.....	Northumberland, W.R O	65 50	33 75		3 75
Plaisance.....	Labelle.....Q	152 74	56 25		3 75
Plaister Mines.....	North Cape Breton and Victoria.....N.S	12 00	18 75		
Plamondon's Mills.....	Richmond & Wolfe.....Q	51 78	19 50		
Plantagenet Springs.....	Prescott.....O	117 25	60 00		3 75
Plateau.....	Inverness.....N.S	38 00	18 75		
Plateau.....	Mackenzie.....Sask	26 10	22 50	75	
Playfair.....	Lanark, S.R.....O	28 63	18 75		
Pleasant Bay.....	Inverness.....N.S	52 80	26 25	2 25	
Pleasant Grove.....	Queen's.....P.E.I	9 35	18 75		
Pleasant Harbour.....	Halifax.....N.S	80 35	43 50		3 75
Pleasant Hills.....	Colchester.....N.S	9 25	18 75		
Pleasant Home.....	Selkirk.....M	62 90	38 00		2 50
Pleasant Lake.....	Yarmouth.....N.S	53 95	26 25		
Pleasant Mount.....	King's & Albert.....N.B	7 00	18 75		
Pleasant Point.....	Halifax.....N.S	43 75	18 75		
Pleasant Point.....	St. John.....N.B	37 65	18 75		
Pleasant Point.....	Victoria & Haliburton O	20 23	18 75		
Pleasant Ridge.....	Charlotte.....N.B	11 55	18 75		
Pleasant River.....	Shelburne & Queen's N.S	123 12	49 50	2 25	3 75
Pleasant Vale.....	King's & Albert.....N.B	38 75	18 75		
Pleasant Valley.....	Pictou.....N.S	20 75	18 75		
Pleasant Valley.....	Yarmouth.....N.S	25 49	18 75		
Pleasant Valley.....	Dundas.....O	25 73	18 75		

* Including \$16 night allowance \$1 of which is arrears. †† Including \$7.50 night allowance. c In-
cluding \$20.76 night allowance, \$2.76 of which is arrears.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pleasant Valley	Humboldt..... Sask	20 50	22 50		
Pleasant Valley Corner.....	Yarmouth..... N.S	19 93	18 75		
Pleasant	Prince..... P.E.I	15 00	18 75		
Pleasantville.....	Lunenburg..... N.S	166 32	75 00		7 50
Plourd	Victoria..... N.B	19 00	18 75		
Plum Hollow	Leeds..... O	117 40	58 50		3 75
Plumweseep	King & Albert..... N.B	17 00	18 75		
Plymouth	Yarmouth..... N.S	61 65	25 50		
Plymouth	Carleton..... N.B	12 00	18 75		
Plymouth Road	Pictou..... N.S	18 95	18 75		
Plympton	Selkirk..... M	35 44	24 00	2 25	
Plymton Station	Digby..... N.S	26 00	18 75		
Pockshaw	Gloucester..... N.B	18 69	18 75		
Pockwock	Halifax..... N.S	17 45	18 75		
Pohenagamooke.....	Kamouraska..... Q	48 00	18 75		
Pointe Aconi.....	North Cape Breton and Victoria..... N.S	7 25	18 75		
Point Alexander.....	Renfrew, N.R..... O	161 62	48 00		3 75
<i>a</i> Point Anne.....	Hastings, N.R..... O	42 90	12 50		
<i>b</i> Pleasington	Strathcona..... Alta	16 08	8 33		
Pointe au Car.....	Northumberland..... N.B	9 00	18 75		
Pointe Cavagnal	Vaudreuil..... Q	17 00	10 41		
Point Clear.....	North Cape Breton and Victoria..... N.S	3 25	18 75		
Point Comfort	Labelle..... Q	27 63	18 75		
Point Cross.....	Inverness..... N.S	30 00	*26 75		
Pointe de Roche.....	Queen's..... P.E.I	6 15	18 75		
Point du Jour	St. Hyacinthe..... Q	10 00	18 75		
Point Edward	South Cape Breton..... N.S	44 75	18 75		
<i>d</i> Point Elma.....	Assa, West..... Sask	7 98	13 81		
Pointe Escuminac.....	Northumberland..... N.B	19 75	18 75		
Point Kaye	Muskoka..... O	43 62	27 00		
Pointe la Nini	Restigouche..... N.B	10 00	18 75		
Pointe Michaud.....	Richmond..... N.S	15 00	18 75		
Pointe de Cape.....	Antigonish..... N.S	4 30	18 75		
Point Petre.....	Prince Edward..... O	12 36	18 75		
Point Platon.....	Lotbinière..... Q	31 00	†42 00		
Point Poplar.....	King's..... P.E.I	16 96	18 75		
Point Prim	Queen's..... P.E.I	16 20	18 75		
Point Sapin	Kent..... N.B	19 23	18 75		
Point Traverse.....	Prince Edward..... O	19 75	18 75		
Point Wolfe.....	King's & Albert..... N.B	79 80	34 50		3 75
Pointe à Calumet.....	Two Mountains..... Q	23 45	18 75		
Pointe à la Frégate	Gaspé..... Q	12 50	18 75		
Pointe à la Garde.....	Bonaventure..... Q	43 50	18 75		
Pointe au Baril.....	Parry Sound..... O	19 00	25 00		
Pointe au Boisvert.....	Chicoutimi & Saguenay..... Q	16 70	18 75		
Pointe au Bouleau	Chicoutimi & Saguenay..... Q	21 68	18 75	3 75	
Pointe au Chêne	Argenteuil..... Q	153 76	69 00	13 50	7 50
Pointe au Goémon.....	Gaspé..... Q	19 50	††23 25		
Pointe aux Anglais.....	Chicoutimi & Saguenay..... Q	21 95	†31 25		
Pointe aux Orignaux.....	Kamouraska..... Q	34 14	22 25		
Pointe aux Outardes.....	Chicoutimi & Saguenay..... Q	20 49	18 75		
Pointe aux Trembles West.....	Portneuf..... Q	16 05	18 75		
Pointe Basse.....	Gaspé..... Q	30 23	18 75	2 25	
Pointe Blene.....	Chicoutimi & Saguenay..... Q	32 95	18 75		

a Opened 1-10-06.*b* Opened 1-12-06.*c* Late Cavagnal: opened 1-11-06.*d* Closed 19 1-07.

*Including \$4.50 night allowance.

† Including \$12 night allowance.

†† Including \$4.50 night allowance.

‡ Including \$12.50 night allowance, \$5 of which is arrears.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pointe des Monts	Chicoutimi & Saguenay	22 50	*43 75		
Pointe des Roches	Charlevoix	5 00	18 75		
Pointe du Chêne	Westmoreland	136 25	63 50		6 25
Pointe du Lac	Three Riv. & St. Maurice	146 93	66 00		7 50
Pointe Ste Anne des Monts	Gaspé	41 45	**27 75		
Poirier	Kent	6 00	18 75		
Poirierville	Richmond	39 94	18 75		
Poitras	Victoria	6 20	18 75		
Poland	Lanark, N.R.	40 15	18 75		
Pollet's Cove	Inverness	6 50	18 75		
Pollett River	Westmoreland	97 00	40 50	9 00	3 75
Polleyhurst	Sunbury & Queen's ..	25 73	18 75		
Polmont	Northumberland, E. R.	22 75	18 75		
Polson's Brook	Antigonishe	18 75	18 75		
Poltimore	Labelle	96 55	45 00		3 75
Pomeroy	Macdonald	4 00	18 75		
Pomeroy Ridge	Charlotte	16 20	18 75		
Pomona	Grey, S.R.	19 25	18 75		
Pomquet	Antigonishe	49 92	22 50	2 25	
Pomquet Station	Antigonishe	43 71	18 75		
Pond Mills	Middlesex, E.R.	40 80	18 75		
Ponds	Pictou	17 75	18 75		
Pondville	Richmond	21 25	18 75		
Ponsonby	Wellington, S.R.	30 00	22 50		
Pont Briand	Mégantic	61 53	36 00		3 75
Pont Chateau	Soulanges	69 69	31 50	3 75	
Pont de la Noreau	Portneuf	31 74	18 75		
Pont Viau	Laval	41 00	18 75		
Poodiac	King's & Albert	10 00	18 75		
Poole	Perth, N.R.	128 32	48 00		3 75
Poole's Resort	Brockville	70 00	48 00		3 75
Pope's Harbour	Halifax	49 60	21 00	2 25	
Poplar	Algoma, E.R.	38 40	18 75		
Poplar Creek	Kootenay	98 00	84 50	3 75	8 75
Poplar Dale	Algoma, W. R.	11 25	18 75		
Poplar Grove	Prince	20 48	18 75		
Poplar Grove	Assa, East	29 38	18 75		
Poplar Hill	Middlesex, N.R.	180 47	71 25		7 50
Poplar Park	Selkirk	18 00	18 75		
Poquiock	York	90 00	33 50	2 25	2 50
Portage	Muskoka	41 25	22 50		
Portage	Prince	51 17	24 00		
Portage de la Nation	Labelle	100 20	33 00		
Portage East Bay	South Cape Breton, N.S.	7 00	18 75		
Portage River	Northumberland	21 00	18 75		
Portal	Bruce, S.R.	20 25	18 75		
Port Albert	Huron, W.R.	80 61	39 00		2 50
Port Alma	Kent, W.R.	40 63	22 50		
Port Anson	Parry Sound	33 85	18 75		
Portapique	Colchester	87 96	40 50	2 25	3 75
Portapique Mountain	Colchester	27 11	18 75		
Port au Persil	Charlevoix	76 68	+ 42 00		3 75
Port Ban	Inverness	6 00	18 75		
Port Bickerton	Guysborough	74 66	33 00	3 75	3 75
Port Bevis	North Cape Breton and Victoria	16 00	+ 23 75		
Port Bruce	Elgin, E.R.	27 90	18 75		

* Including \$25. Special salary allowance for winter.

** Including \$9 night allowance.

† Including \$7.50 night allowance.

‡ Including \$5 night allowance.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Caledonia.....	South Cape Breton...N.S.	30 70	39 00		3 75
Port Clyde.....	Shelburne & Queen's...N.S.	117 25	54 00		3 75
Port Cockburn.....	Parry Sound.....O	121 00	46 50		3 75
Port Daniel, Centre.....	Bonaventure.....Q	199 36	+ 81 00		7 50
Port Daniel, West.....	Bonaventure.....Q	120 12	* 55 00		3 75
Port Dufferin.....	Halifax.....N.S.	138 70	49 50		3 75
Portelance.....	Portneuf.....Q	26 92	18 75		
Port Elmsley.....	Lanark, S.R.....O	86 36	39 00		3 75
Porter's.....	St. John.....N.B.	7 00	18 75		
Porter's Hill.....	Huron, W.R.....O	82 16	33 00		
Porter's Lake.....	Halifax.....N.S.	24 67	18 75		
Port Felix.....	Guysborough.....N.S.	54 25	27 00		
Port Felix, East.....	Guysborough.....N.S.	31 75	18 75		
Port Franks.....	Lambton, E.R.....O	39 66	18 75		
Port George.....	Annapolis.....N.S.	160 01	67 50		3 75
Port Granby.....	Durham.....O	58 80	22 50		
Port Guichon.....	New Westminster...B.C.	75 00	45 00		3 75
Port Hardy.....	Comox Atlin.....B.C.	9 25	18 75		
Port Hill.....	Prince.....P.E.I.	94 85	** 53 25		3 75
Port Hillford.....	Guysborough.....N.S.	136 89	52 50		3 75
Port Hood-Island.....	Inverness.....N.S.	35 75	18 75		
Port Joli.....	Shelburne & Queen's...N.S.	92 57	42 75	6 00	3 75
Port Keewaydin.....	Muskoka.....O	95 00	42 00		
Port Kells.....	New Westminster...B.C.	35 00	21 00		
Port Kusam.....	Comox-Atlin.....B.C.	76 75	26 25		
Port Law.....	Grey, E.R.....O	42 26	30 00		
Port Lewis.....	Huntingdon.....Q	45 80	21 00		
Port Lock.....	Algoma, W.R.....O	64 16	30 00		
Port Maitland.....	Haldimand.....O	91 00	27 50		
Port Malcolm.....	Richmond.....N.S.	53 55	18 75		
Port Milford.....	Prince Edward.....O	57 00	18 75		
Port Mouton.....	Shelburne & Queen's...N.S.	188 76	118 50	2 25	11 25
Port Nelson.....	Halton.....O	217 00	87 00		7 50
Port Neville.....	Comox Atlin.....B.C.	27 95	18 75		
Porton.....	Carleton.....N.B.	5 30	18 75		
Port Philip.....	Cumberland.....N.S.	111 60	51 00		3 75
Port Renfrew.....	Nanaimo.....B.C.	84 41	28 50		
Port Richmond.....	Richmond.....N.S.	15 50	18 75		
Port Royal.....	Norfolk.....O	41 76	19 50		
Port Royal.....	Richmond.....N.S.	26 25	18 75		
Port Saxon.....	Shelburne & Queen's...N.S.	46 38	28 50		
Port Severn.....	Muskoka.....O	79 06	36 00		2 75
Port Shoreham.....	Guysborough.....N.S.	31 51	18 75	2 25	
Port Talbot.....	Elgin, W.R.....O	22 00	18 75		
Portuguese Cove.....	Halifax.....N.S.	19 00	18 75		
Port Union.....	Ontario, S.R.....O	30 73	18 75		
Port Wade.....	Annapolis.....N.S.	77 06	+ 46 75		3 75
Port Whitby.....	Ontario, S.R.....O	182 00	79 50		7 50
Pottageville.....	York, N.R.....O	20 65	18 75		
Potvin.....	Lotbiniere.....Q	24 14	18 75		
Poucher's Mills.....	Hastings, E.R.....O	109 10	42 00	7 50	3 75
Poulamond.....	Richmond.....N.S.	85 23	37 50		3 75
Port Poulin.....	Strattoncona.....Alta		68 08		
Poupore.....	Labelle.....Q	25 25	18 75		
Power Glen.....	Lincoln.....O	55 25	19 50		
Powell.....	Carleton.....O	8 00	18 75		
Power-court.....	Huntingdon.....Q	38 75	18 75		

* Including \$13.50 night allowance. ** Including \$12 night allowance summer 1906. † In-
cluding \$9 night allowance. ++ Including \$22 salary arrears. ‡ Closed 1-12-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Power's Creek.....	Victoria.....N.B	15 00	18 75	2 25	
Powle's Corners.....	Victoria & Haliburton.O	92 10	31 50		
Pownall.....	Queen's.....P.E.I	91 00	42 50	6 00	3 75
Pozerville.....	Edmonton.....Alta	38 60	18 75	4 10	
Prague.....	Strathcona.....Alta	19 67	14 58		
Prairie Grove.....	Selkirk.....M	17 04	18 75		
Prairie Rose.....	Humboldt.....Sask	121 29	18 75		
Pratt Corners.....	Lanark, S.R.....O	1 50	18 75		
Précieux Sang.....	Nicolet.....Q	52 10	18 75		
Precious Corners.....	Northumberland, W.R.O	35 88	24 00		
Pré d'en haut.....	Westmoreland.....N.B	18 00	18 75		
Preneveau.....	Peterborough, E.R.....O	31 11	18 75	8 25	
Presqu'Isle.....	Grey, N.R.....O	29 40	18 75	3 75	
Preston.....	Halifax.....N.S	7 00	18 75		
Preston Road.....	Halifax.....N.S	28 00	18 75		
Preston Vale.....	Lanark, S.R.....O	27 00	18 75		
Pretoria.....	Dauphin.....M	114 32	71 25		7 50
Pretty Hill.....	Strathcona.....Alta	7 00	18 75		
Pretty River Valley.....	Grey, E.R.....O	18 19	18 75		
Prével.....	Gaspe.....Q	54 68	+26 25		
Priceburgh.....	Victoria.....N.B		18 75		
Price's Corner.....	Simcoe, E.R.....O	35 25	18 75		
Priddis.....	Calgary.....Alta	79 45	33 00		
Primeauville.....	Châteauguay.....Q	92 25	71 00	2 25	6 25
Primrose.....	Dufferin.....O	86 64	37 00	9 00	2 50
Primrose.....	King's.....P.E.I	12 50	18 75		
Prince Albert.....	Ontario, S.R.....O	165 00	72 50		6 25
Prince Albert.....	Annapolis.....N.S	16 50	18 75		
Prince Dale.....	Annapolis.....N.S	20 00	18 75		
Prince of Wales.....	St. John.....N.B	22 23	18 75		
Princeport.....	Colchester.....N.S	25 25	18 75		
Princess.....	Souris.....M	7 00	18 75		
Prince's Lodge.....	Halifax.....N.S	31 20	28 50		
Princtown.....	Prince.....P.E.I	170 53	90 00		7 50
Princeville.....	Inverness.....N.S	12 50	18 75		
Prince William.....	York.....N.B	108 46	39 00		3 75
Prince William Station.....	York.....N.B	60 50	29 50	15 00	
Prinyer.....	Prince Edward.....O	55 89	22 50		
Proctor.....	Kootenay.....B.C	127 75	34 50		3 75
Prongua.....	Sask.....Sask	12 42	18 75		
Prospect.....	Lanark, S.R.....O	108 33	49 50		3 75
Prospect Hill.....	Perth, S.R.....O	38 46	22 50		
Progress.....	Humboldt.....Sask	34 08	8 33		
Prosperity.....	Huron, W.R.....O	9 00	18 75		
Prosperity.....	Assa, East.....Sask	23 31	18 75		
Prosser Brook.....	King's & Albert.....N.B	31 96	18 75		
Protectionville.....	Northumberland.....N.B	18 00	18 75		
Proulx.....	Prescott.....O	39 80	18 75		
Providence.....	Beauce.....Q	36 65	21 25		
Province Hill.....	Brome.....Q	16 75	18 75		
Public Landing.....	King's & Albert.....N.B	13 30	18 75		
Pubnico Beach.....	Shelburne & Queen's.N.S	17 00	+26 25		
Puce.....	Essex, N.R.....O	76 83	34 50		3 75
Puckahn.....	Humboldt.....Sask	44 65	25 50		
Puellerling.....	Kent.....N.S	8 25	18 75		
Pugwash Junction.....	Cumberland.....N.S	136 87	55 50	27 00	3 75
Pugwash River.....	Cumberland.....N.S	14 00	18 75		

a Opened 1-9-06.

c Opened 1-12-06.

+ Including \$7.50 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Purbrook.....	Muskoka.....	O 10 21	18 75		
Purdy.....	Hastings, W.R.....	O 20 66	18 75	2 25	
Purlbrook.....	Antigonish.....	N.S. 21 00	18 75		
Purple Grove.....	Bruce, S.R.....	O 7 25	18 75		
Purple Hill.....	Durham.....	O 11 25	18 75		
Purple Ridge.....	Dauphin.....	M 11 00	18 75		
Purple Valley.....	Bruce, N.R.....	O 52 80	24 00		
Purpleville.....	York, C.R.....	O 30 00	18 75		
Purvis.....	Lisgar.....	M 131 25	48 00		3 75
Putnam.....	Middlesex, E.R.....	O 117 76	43 50	25 50	3 75
QUACO ROAD.....					
Quai de Rimouski.....	St John.....	N.B. 5 00	18 75		
Quarrel.....	Rimouski.....	Q 105 11	48 00		3 75
Quathiasiki Cove.....	Strathcona.....	Alta 83 10	30 00		
Quadville.....	Comox Atlin.....	B.C. 45 25	21 25		
Quatre Chemins.....	Renfrew.....	Ont 21 50	18 75		
Quatsino.....	Dorchester.....	Q 33 50	18 75		
Quays.....	Comox Atlin.....	B.C. 58 95	30 00		
Queen Hill.....	Durham.....	O 12 00	18 75		
Queen's Line.....	Bruce, N.R.....	O 37 80	18 75		
Queensport.....	Renfrew, N.R.....	O 30 25	18 75		
Queensville.....	Guysborough.....	N.S. 126 20	67 50		3 75
Quinn.....	Sumbury & Queen's.....	N.B. 72 85	24 00		
Quinn's Valley.....	Selkirk.....	M 51 84	18 75		
Queensville.....	Inverness.....	N.S. 12 50	18 75		
Quinsville.....	King's & Albert.....	N.B. 6 25			
Querry.....	Bonaventure.....	Q 21 00	18 75		
Quesnel Forks.....	Yale & Cariboo.....	B.C. 116 89	60 00		3 75
Quilchena.....	Yale & Cariboo.....	B.C. 107 00	46 50	4 50	3 75
Quill Plain.....	Mackenzie.....	Sask 17 25	18 75		
Quilty.....	Renfrew, S.R.....	O 25 50	18 75		
Quincy.....	Sask.....	Sask 32 48	18 75		
Quinan.....	Yarmouth.....	N.S. 41 00	18 75		
Quinn.....	Kent, W.R.....	O 42 17	22 50		
Quinnville.....	Wright.....	Q 21 30	18 75		
Quispamsis.....	King's & Albert.....	N.B. 28 50	18 75		
RABBIT POINT.....					
Racine.....	Dauphin.....	M 15 89	18 75		
Radford.....	Shefford.....	Q 161 22	56 25	6 75	3 75
Radford.....	Pontiac.....	Q 44 41	18 75		
Radford.....	Yukon.....	d 70 19			
Radnor Forges.....	Champlain.....	Q 132 85	65 00		3 75
Radstock.....	Joliette.....	Q 33 00	21 00		
Radway.....	Dauphin.....	M 25 70	18 75	1 50	
Ragged Rapids.....	Victoria & Haliburton.....	O 49 40	18 75		
Raglan.....	Ontario, S.R.....	O 133 65	57 00		3 75
Rainham.....	Haldimand.....	O 67 27	39 00		2 50
Rainham Centre.....	Haldimand.....	O 111 48	46 50		3 75
Ralph.....	Pontiac.....	Q 59 57	27 95		2 50
Rama Road.....	Ontario, N.R.....	O 43 10	21 00		
Ramona.....	Ontario, N.R.....	O 42 00	18 75		
Ramsayville.....	Russell.....	O 72 80	27 00		
Ranchvale.....	Marquette.....	M 51 75	40 50		3 75

† Including \$9 night allowance. d Salaries, etc., entered in Auditor General's Report. a Late
Mendona. b Closed 1-10-06. c Late Strathway. e Closed 16-1-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Randall.....	Simcoe, S.R.....O	18 00	18 75		
Randboro'.....	Compton.....Q	59 84	25 50		
Randolph.....	St. John.....N.B	78 00	28 50		
Randolph.....	Simcoe, E.R.....O	41 99	18 75		
Randwick.....	Dufferin.....O	31 43	18 75		
Ranelagh.....	Brant.....O	63 00	33 00		3 75
Rang des Dusseau.....	St. John's & Iberville..Q	9 95	18 75		
Rang Mathias.....	Chicoutimi & Saguenay Q	20 20	18 75		
Rang Portage.....	Maskinonge.....Q	14 00	18 75		
Rang St. Achille.....	Portneuf.....Q	21 82	18 75		
Rankin.....	Renfrew, N.R.....O	30 00	22 50		
Rannoch.....	Perth, S.R.....O	57 45	18 75		
Rapide de Femme.....	Victoria.....N.B	6 00	18 75		
Rapid River.....	Thunder Bay & R. Riv.O	12 50	18 75		
Rathburn.....	Ontario, N.R.....O	94 70	26 25		
Ratter's Corner.....	King's & Albert.....N.B	5 15	18 75		
Raven.....	Strathcona.....Alta	59 33	18 75		
Ravenna.....	Grey, E.R.....O	162 69	67 50		7 50
Ravenscliffe.....	Muskoka.....O	25 14	18 75		
Ravenshoe.....	York, N.R.....O	107 55	51 00	2 25	3 75
Ravenswood.....	Lambton, E.R.....O	72 44	39 00		2 50
Ravensworth.....	Parry-Soud.....O	143 65	63 00		3 75
Ravignan.....	Dorchester.....Q	9 00	18 75		
Rawcliffe.....	Argenteuil.....Q	33 83	18 75		
Rawdon.....	Hants.....N.S	99 96	45 00		3 75
Rawdonville.....	Calgary.....Alta	48 50	18 75		
Rawdon Gold Mines.....	Hants.....N.S	63 86	27 00		
Ray.....	Edmonton.....Alta	29 62	18 75		
Raycroft.....	Lanark, N.R.....O	4 25	18 75		
Raymond.....	Muskoka.....O	46 46	22 25		
Rayside.....	Oxford, N.R.....O	40 68	22 50		
Reaboro'.....	Victoria & Haliburton.O	106 65	58 00	5 25	3 75
Read.....	Westmoreland.....N.B	31 35	18 75		
Read.....	Hastings, E.R.....O	162 23	60 00		3 75
Reading.....	Dufferin.....O		18 75		
Read Island.....	Comox-Atlin.....B.C	75 35	22 50		
Rear Boisdale.....	North Cape Breton & Vic- toria.....N.S	8 50	18 75		
Rear Judique Chapel.....	Inverness.....N.S	50	18 75		
Rear of Baddeck Bay.....	North Cape Breton & Vic- toria.....N.S	20 30	18 75		
Rear of Ball's Creek.....	South Cape Breton.....N.S	8 25	18 75		
Rear of Beaver Cove.....	North Cape Breton & Vic- toria.....N.S	2 00	18 75		
Rear of Black River.....	Richmond.....N.S	8 00	18 75		
Rear of East Bay.....	South Cape Breton.....N.S	7 00	18 75		
Rear of Little Judique.....	Inverness.....N.S	9 50	18 75		
Reay.....	Muskoka.....O	35 87	18 75		
Rebecca.....	Middlesex, E.R.....O	25 64	18 75		
Red Bank.....	Northumberland.....N.B	150 75	46 50	3 75	3 75
Red Bay.....	Bruce, N.R.....O	20 10	18 75		
Red Deer Hill.....	Sask.....Sask	19 00	18 75		
Red Head.....	St. John.....N.B	13 30	18 75		
Red House.....	King's.....P.E.I	6 50	18 75		
Redgrave.....	Huron, E.R.....O	40 33	21 25		
Redickville.....	Dufferin.....O	70 90	24 00		
Red Jacket.....	Assa. East.....Sask	90 25	39 00		3 75
Red Islands.....	Richmond.....N.S	10 60	18 75		
Red Lodge.....	Calgary.....Alta	40 00	18 75		

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Redmondville.....	Northumberland.....N.B.	7 15	18 75		
Red Mountain.....	Compton.....Q	24 50	18 75		
Redpath.....	Assa. East.....Sask	17 37	18 75		
Red Pine.....	Gloucester.....N.B.	28 75	18 75		
Red Point.....	King's.....P.E.I.	81 02	31 50		
Red Rapids.....	Victoria.....N.B.	42 25	18 75	4 50	
Red Rapids Bridge.....	Victoria.....N.B.	106 90	48 75	4 50	3 75
Red Rock.....	Victoria & Haliburton..O	14 40	18 75		
Red Wing.....	Grey, E.R.....O	123 25	56 25		3 75
Red Wood.....	Muskoka.....O	115 00	34 50		3 75
Reedsdale.....	Megantic.....Q	20 75	18 75		
dReed's Crossing.....	Stanstead.....Que	41 00	4 16		
Reed's Point.....	King's & Albert.....N.B.	18 95	18 75		
Reedsville.....	Compton.....Q	45 50	21 25		
Rees.....	Sunbury & Queen's..N.B.	18 73	18 75		
Reeve Craig.....	Carleton.....O	45 00	18 75		
Reid Hill.....	Alta.....Alta	48 44	19 84		
Reid's Mills.....	Dundas.....O	93 00	34 00	2 25	2 50
Reidway.....	Pictou.....N.S.	7 25	18 75		
Reihn.....	Mackenzie.....Sask	16 25	18 75		
Reinland.....	Lisgar.....M	71 31	27 00		
Reiswig.....	Yale & Cariboo.....B.C.	21 95	18 75		
Relessey.....	Dufferin.....O	28 50	18 75		
Renaud's Mills.....	Kent.....N.B.	12 75	18 75		
Renforth.....	Wentworth.....O	23 67	18 75		
Renfrew.....	Hants.....N.S.	43 92	21 25		
Rennie.....	Selkirk.....M	362 56	255 00		18 75
Renton.....	Norfolk.....O	97 00	37 50		
Repentigny.....	L'Assomption.....Q	46 25	18 75		
Restigouche.....	Bonaventure.....Q	132 50	43 50		3 75
Restoule.....	Parry Sound.....O	119 59	63 00		3 75
Retreat Cove.....	Nanaimo.....B.C.	33 83	18 75		
Reynards Bridge.....	Yarmouth.....N.S.	19 60	18 75		
Reynolds.....	Halifax.....N.S.	33 30	18 75		
Reynolds.....	Northumberland.....N.B.	13 50	18 75		
Reynoldscroft.....	Shelburne & Queen's..N.S.	20 65	18 75		
Reynoldston.....	Frontenac.....O	27 94	18 75		
Rhimeland.....	Norfolk.....O	28 00	18 75		
Rhode Corner.....	Lunenburg.....N.S.	15 00	18 75		
Riceburg.....	Missisquoi.....Q	20 00	+30 00		
Richard.....	Sask.....Sask	53 40	25 50		
Riceville.....	Carleton.....N.B.	16 00	18 75	2 25	
Richardson.....	Charlotte.....N.B.	70 85	30 00		
cRichardson.....	Lanark, S.R.....O	18 00	8 33		
Richardville (late St. Paul).....	Kent.....N.B.	4 45	18 75		
Richer.....	Provencher.....M	13 45	8 75		
Richfield.....	Digby.....N.S.	10 20	18 75		
Richibucto Village.....	Kent.....N.B.	77 59	33 00		2 50
Richland.....	Selkirk.....M	31 54	18 75	2 25	
a Richmond.....	Prince.....P.E.I.	99 78	43 50	13 50	3 75
Richview.....	York, C.R.....O	20 70	18 75		
Rideau Ferry.....	Lanark, S.R.....O	152 35	46 50		3 75
Rideau View.....	Russell.....O	27 75	18 75		
Ridgeford.....	Humboldt.....Sask	119 07	43 50	2 25	3 75
Ridgmount.....	Welland.....O	28 75	18 75		
bRidgedale.....	Humboldt.....Sask	8 00			
Ridge Road.....	Sunbury & Queen's..N.B.	4 50	18 75		

a Late Fitzgerald Station.
\$9 night allowance.

b Opened 25-3-07.

c Opened 1-12-06.

d Opened 1-2-07.

+Including

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ridgeville	Provencher	M 209 17	82 50		7 50
Ridgeway	Macdonald	M 21 00	18 75		
Riding Mountain	Dauphin	M 90 00	43 50	3 00	3 75
Ridley	Kent, W.R.	O 20 67	18 75		
Riga	Assa. East	Sask 42 25	18 75		
Rimbey	Strathcona	Alta 160 08	60 00	13 33	3 75
Rimington	Hastings, E.R.	O 48 00	24 00		
Ringwood	York, N.R.	O 110 00	66 00		7 50
Riordan	Gloucester	N.B. 25 63	18 75		
Ripples	Sunbury & Queen's ..	N.B. 36 00	18 75		
Ritchance	Prescott	O 48 46	22 50		
Ritchot	Provencher	M 5 00	18 75		
Rivard Corners	Compton	Q 9 00	18 75		
Riverbank	Wellington, N.R.	O 20 41	18 75		
Riverbank	Carleton	N.B. 39 00	19 50	2 25	
Riverbend	Welland	O 26 08	18 75		
Riverdale	Digby	N.S. 19 75	18 75		
Riverdale	Queen's	P.E.I. 6 00	18 75		
River Dennis Centre	Inverness	N.S. 31 60	18 75	2 25	
River Dennis Road	Inverness	N.S. 17 00	18 75		
River Dennis Station	Inverness	N.S. 122 02	56 25	30 00	3 75
Riverfield	Châteauguay	Q 104 23	41 25		3 75
River Gilbert	Beauce	Q 55 00	21 00	8 25	
River Gilbert Gold Mines	Beauce	Q 15 93	18 75		
River Glade	Westmoreland	N.B. 92 00	46 50		3 75
River Hebert	Cumberland	N.S. 113 44	45 00	11 25	3 75
River Hebert Bend	Cumberland	N.S. 126 30	43 50		3 75
River John Road	Colchester	N.S. 20 75	18 75		
River Joseph	Wright	Q 62 99	18 75		
River Philip	Cumberland	N.S. 123 42	49 00	36 00	3 75
River Phillip Centre	Cumberland	N.S. 27 50	18 75		
Riversdale	Colchester	N.S. 64 37	31 50	7 50	
Riverside	Inverness	N.S. 7 00	18 75		
Riverside Corner	Hants	N.S. 48 25	18 75		
Rivers Inlet	Comox-Atlin	B.C. 73 58	67 50		3 75
Riverstown	Wellington, N.R.	O 33 62	24 50		
Riverton	King's	P.E.I. 10 75	18 75		
River Valley	Nipissing	O 22 55	18 75		
Riverview	Dufferin	O 134 87	54 00		3 75
Riverview	Cumberland	N.S. 11 00	18 75		
Riverview	King's & Albert	N.B. 5 00			
River View	Humboldt	Sask 164 75	18 75		
Rivière à Claude	Gaspé	Q 27 55	*21 75		
Rivière à la Martre	Gaspé	Q 30 10	18 75		
Rivière à l'Ours	Chicoutimi & Saguenay	Q 33 03	18 75		
Rivière au Doré	Chicoutimi & Saguenay	Q 67 95	18 75		
Rivière au Rat	Champlain	Q 63 95	36 00		3 75
Rivière aux Chiens	Montmorency	Q 43 42	18 75		
Rivière aux Pins	Quebec	Q 22 75	18 75		
Rivière Blanche, Portneuf	Portneuf	Q 22 89	18 75		
Rivière des Caches	Northumberland	N.B. 55 68	26 00	2 25	
Rivière des Fèves	Châteauguay	Q 22 20	18 75		
Rivière des Plantes	Beauce	Q 18 00	18 75		
Rivière des Prairies	Laval	Q 47 50	18 75		
Rivière du Loup, wharf	Témiscouata	Q 108 00	90 00		10 00
Rivière du Moulin	Chicoutimi & Saguenay	Q 145 03	+92 00	10 50	6 25
† Rivière Baulé	Terrebonne	Q 43 00	18 75		

a Opened 1-7-06.

c Re-opened 1-4-07.

* Including \$3 night allowance

† Including \$18 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rivière Famine.....	Beauce.....	Q 27 16	24 25		
Rivière Gagnon.....	Terrebonne.....	Q 10 10	18 75		
Rivière Gentilly.....	Nicolet.....	Q 88 66	†† 47 25		3 75
Rivière Jaune.....	Quebec.....	Q 26 95	18 75		
Rivière la Fleur.....	Montmorency.....	Q 26 28	18 75		
Rivière la Madeleine.....	Gaspé.....	Q 25 41	18 75		
Rivière Mailloux.....	Charlevoix.....	Q 140 93	46 50		3 75
Rivière Mattawin.....	Champlain.....	Q 2 00	18 75		
Rivière Mékinac.....	Champlain.....	Q 41 30	18 75	3 00	
Rivière Noire.....	Drummond & Artha'ka.....	Q 82 58	27 00		
† Rivière Ouelle Junction.....	Kamouraska.....	Q 53 88	12 50		
Rivière Ouelle, wharf.....	Kamouraska.....	Q 48 64	18 75		
Rivière Qui Barre.....	Edmonton.....	Alta 197 34	60 00	12 00	3 75
Rivière St. Jean.....	Chicoutimi & Saguenay.....	Q 43 14	* 33 50		
Rivière Ste. Marguerite.....	Chicoutimi & Saguenay.....	Q 27 30	18 75		
Rivière Sauvage.....	Drummond & Artha'ka.....	Q 15 90	18 75		
Rivington.....	Argenteuil.....	Q 88 00	30 00		
Rivulet.....	Inverness.....	N.S. 16 00	18 75		
Roach Vale.....	Guysborough.....	N.S. 12 70	18 75	2 25	
Robb.....	Grey, S. R.....	O 22 47	18 75		
† Roberta.....	Richmond.....	N.S. 17 20	18 75		
Robert's Creek.....	Comox-Atlin.....	B.C. 15 73	18 75		
Roberts.....	Qu'Appelle.....	Sask 9 68	18 75		
Roberts Island.....	Yarmouth.....	N.S. 10 25	18 75		
Robertson.....	King's & Albert.....	N.B. 21 75	18 75		
Robertson's Point.....	Sunbury & Queen's.....	N.B. 5 25	18 75		
Robertville.....	Gloucester.....	N.B. 63 80	24 00		
† Roberval Hotel.....	Chicoutimi & Saguenay.....	Q.....	25 00		
Roberval West.....	Chicoutimi & Saguenay.....	Q 12 62	18 75		
Robichaud.....	Westmoreland.....	N.B. 44 25	18 75	9 00	
Robins.....	Richmond.....	N.S. 7 00	18 75		
Robinson's Corners.....	Lunenburg.....	N.S. 48 50	24 50		
Robinsonville.....	Restigouche.....	N.B. 44 95	18 75		
Robitaille.....	Bonaventure.....	Q 124 16	66 25		6 25
Roblin.....	Lennox & Addington.....	O 132 17	55 50	6 00	3 75
Rob Roy.....	Grey, E. R.....	O 36 29	21 25		
Robson.....	Drummond & Artha'ka.....	Q 19 63	18 75		
Rocheport.....	Renfrew, S. R.....	O 56 10	18 75	2 25	
Rochelle.....	Shefford.....	Q 49 70	18 75		
Roche Percée.....	Assa, East.....	Sask 171 70	90 00	54 00	7 50
Rocher de la Chapelle.....	Montmagny.....	Q 12 00	18 75		
Rock Barra.....	King's.....	P.E.I. 14 50	18 75		
Rock Creek.....	Yale & Cariboo.....	B.C. 69 65	48 75	7 50	3 75
Rockcroft.....	Peterborough, E. R.....	O 22 93	18 75		
Rockdale.....	Richmond.....	N.S. 69 93	31 50		
Rockdale.....	Peterborough, E. R.....	O 33 95	26 25		
Rockfield.....	Brockville.....	O 67 49	24 00		
Rockford.....	Norfolk.....	O 72 30	30 00		
Rock Forest.....	Sherbrooke.....	Q 65 05	24 00	5 25	
Rock Hill.....	Parry Sound.....	O 13 00	18 75		
Rockingham Station.....	Halifax.....	N.S. 137 17	45 00		3 75
Rockland.....	Shelburne & Queen's.....	N.S. 31 50	18 75		
Rockliffe.....	Nipissing.....	O 202 31	91 50		7 50
Rocklin.....	Pictou.....	N.S. 16 50	18 75		
Rockly.....	Cumberland.....	N.S. 18 87	18 75		
Rocklyn.....	Grey, E. R.....	O 171 90	84 00	3 75	7 50
Rockport.....	Westmoreland.....	N.B. 36 73	21 25		

† Opened 1-10-06.
\$5 of which is arrears.

‡ Late Cross Rds. St. Georges Channel
† Summer office.

* Including \$12.50 night allowance,
†† Including \$11.25 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
			\$ cts.	\$ cts.	\$ cts.
Rockside	Peel	O	12 50	18 75	
Rock Springs	Brockville	O	47 00	37 50	
Rockville	King's & Albert	N.B.	10 00	18 75	
Rockville	Yarmouth	N.S.	37 85	18 75	
Rockville	Algoma	O	36 00	18 75	
Rockway Valley	Labelle	Q	44 93	21 00	
Rockwell Settlement	Cumberland	N.S.	101 78	77 00	2 25
Rocky Bay	Richmond	N.S.	10 25	18 75	
Rocky Coulee	Alta	Alta	21 00	19 84	
Rocky Mountain	Pictou	N.S.	32 25	23 25	
Rocky Point	Queen's	P.E.I.	6 44	18 75	
Rocky Point	Nanaimo	B.C.	144 46	27 00	
Rocky Ridge	Inverness	N.S.	2 00	18 75	
Rocky Saugeen	Grey, S.R.	O	46 86	22 50	
Rocky View	Calgary	Alta	27 60	18 75	
Roden	Brandon	M	14 50	18 75	
Rodney	Cumberland	N.S.	19 65	18 75	
Roebuck	Grenville	O	86 62	60 00	3 75
Roeliff	Sask	Sask	6 00	10 41	
Roger's Hill Centre	Pictou	N.S.	36 13	21 25	
Rohallion	Victoria & Haliburton	O	13 25	18 75	
Rokey	Lambton, E.R.	O	14 25	18 75	
Rokey Station	Assa, East	Sask	180 74	67 50	2 25
Rolling Dam	Charlotte	N.B.	73 91	33 00	
Rolling Dam Station	Charlotte	N.B.	124 95	46 50	9 00
Rolling River	Marquette	M	5 50	18 75	
Rollo Bay West	King's	P.E.I.	16 25	18 75	
Rollo Bay Centre	King's	P.E.I.	25 25	18 75	
Rollo Bay East	King's	P.E.I.	11 00	18 75	
Roman Valley	Guysborough	N.S.	11 50	18 75	
Romford	Qu'Appelle	Sask	34 17	18 75	
Romily	Simcoe, S.R.	O	12 00	18 75	
Romney	Kent, W.R.	O	49 98	30 00	
Rondeau	Kent, W.R.	O	79 00	33 00	3 75
Ronson	Norfolk	O	26 20	21 00	
Roome	Middlesex, W.R.	O	25 75	18 75	
Rosaireville	Northumberland	N.B.	16 30	18 75	
Rosalind	Strathcona	Alta	19 28	18 75	
Rosanna	Oxford, S.R.	O	19 75	18 75	
Rose	Cumberland	N.S.	26 96	18 75	
Rosebank	Prince	P.E.I.	12 00	18 75	
Rosebank	Gloucester	N.B.	19 75	18 75	
Roseberry	Souris	M		4 16	
Roseberry	Queen's	P.E.I.	12 30	18 75	
Roseberry	Kootenay	B.C.	76 90	21 00	
Rose Bridge	Gaspé	Q	17 00	18 75	
Rosebud Creek	Calgary	Alta	55 00	24 00	
Roseburn	Inverness	N.S.	10 00	18 75	
Rose Corner	Prescott	O	42 16	18 75	
Rosedale	Inverness	N.S.	5 25	18 75	
Rosedale	Victoria & Haliburton	O	54 70	18 75	
Rosedale	New Westminster	B.C.	73 00	27 00	
Rosedale	Carleton	N.B.	9 00	18 75	
Rosedene	Lincoln	O	18 45	18 75	
Rosehall	Prince Edward	O	55 00	25 50	
Rosehaven	Dundas	O	28 00	18 75	
Rose Plain	Assa, East	Sask	19 95	18 75	

* Including \$5 arrears rent.
30-9-06, Opened 1-2-07.

† Including \$4.50 night allowance.

(a) Closed 1-9-06.

(b) Closed

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rosehill	Portage la Prairie. ....M	5 05	18 75		
Rose Hill	Prince	10 00	18 75		
Rose Island	Hastings, W.R. ....O	25 30	18 75		
Roseisle	Macdonald. ....M	185 06	60 00	2 25	3 75
Roseland	Brandon	11 00	18 75		
Rosemere	Terrebonne	51 50	18 75	2 25	
Rosemount	Qu'Appelle	48 48	18 75		
Rosenburg	Missisquoi	40 50	21 00		
Rosenthal	Renfrew, S.R. ....O	23 71	18 75		
Rosenthal	Edmonton. ....Alta	3 00	18 75		
Rosenort	Provencher	77 45	27 00		
Rose Point	Parry Sound	35 00	25 00		
Rosetta	Lanark, N.R. ....O	17 00	18 75	2 25	
Rose Vale	King's & Albert. ....N.B	25 48	18 75		
Rose Valley	Queen's	24 00	18 75		
Roseview	Assa, East	82 64	41 25		3 75
Roseville	Waterloo, S.R. ....O	81 25	45 00		3 75
Roseville	Prince	26 25	18 75		
Roseway	Shelburne & Queen's.N.S	44 47	21 00		
Rosewood	Provencher	77 78	28 50		
Roskeen	Dauphin. ....M	11 60	18 75		
Roslin	Hastings, W.R. ....O	128 10	58 50	2 25	3 75
Roslin	Cumberland	19 59	18 75		
Ross	Renfrew, N.R. ....O	7 00	18 75		
Ross Corner	Prince	21 50	33 00		
Ross Creek	Edmonton. ....Alta	27 69	18 75		
Rousseau Falls	Muskoka	17 95	18 75		
Rossendale	Cumberland. ....N.S	10 25	18 75		
Rossendale	Portage la Prairie. ....M	157 52	27 00		
Rossetti	Assa, East	50 99	18 75		
Ross Ferry	North Cape Breton and Victoria	34 00	18 75	*5 25	
Rossfield	Pictou. ....N.S	7 25	18 75		
Ross Mills	Lévis	38 90	18 75		
Rossmore	Prince Edward. ....O	105 00	39 50		3 75
Ross Mount	Northumberland,W.R.O	74 99	30 00		
Rossville	York. ....N.B	15 75	18 75		
Rossway	Digby	50 05	32 00		2 50
Rostock	Perth, N.R. ....O	120 75	46 50		3 75
Rothbury	Assa, East	19 00	18 75		
Rouge Hill	Ontario, S.R. ....O	10 25	18 75		
Rouge Valley	Argenteuil		18 75		
Round Bay	Shelburne & Queen's.N.S	29 64	18 75		
Round Hill	King's & Albert. ....N.B	104 50	51 00	16 50	3 75
Round Hill	Strathcona	89 65	33 00		3 75
Round Island	South Cape Breton.N.S	6 25	18 75		
Round Lake	Peterborough, E.R. ....O	7 00	18 75		
Round Plains	Norfolk	25 00	18 75		
Round Up	Alta	19 00	18 75		
Roundwood	Algoma, W.R. ....O	16 50	18 75		
Rousseau's Mills	Portneuf	28 34	18 75		
Routhier	Prescott	44 71	25 50	2 25	
Routledge	Brandon. ....M	77 00	33 00		
Rowan Mills	Norfolk	44 45	35 50		2 50
Rowanton	Pontiac. ....Q	180 47	59 00	12 00	3 75
Rowena	Dundas. ....O	60 31	31 50		
Rowena	Victoria	21 25	18 75		
Rowland	Hastings, E.R.O	33 30	18 75		

* Including \$1.50 special forward allowance.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rowley's.....	St. John..... N.B.	1 25	18 75		
<i>b</i> Roxboro.....	Qu'Appelle..... Sask	13 59	14 58		
Roxburgh.....	King's & Albert..... N.B.	25 00	18 75		
Roxbury.....	Annapolis..... N.S.	6 00	18 75		
Roxbury.....	Prince..... P.E.I.	26 10	18 75		
Roxham.....	St. John's & Iberville... Q.	15 10	18 75		
Roxton East.....	Shefford..... Q.	56 20	27 00		
Roxville.....	Digby..... N.S.	12 00	18 75		
Roy.....	Comox-Atlin..... B.C.	27 84	18 75		
<i>g</i> Roy.....	Kent..... N.B.	8 00			
Royal.....	Provencher..... M.	16 00	18 75		
<i>a</i> Royal Centre..	Pictou..... N.S.	19 75	18 75		
<i>c</i> Royal Muskoka	Muskoka..... O.	342 00	140 00		15 00
Royal Oak.....	Bruce, S. R..... O.	10 00	18 75		
Royal Oak.....	Nanaimo..... B.C.	18 00	18 75		
Royal Road.....	York..... N.B.	15 48	18 75		
Royal Road, West	York..... N.B.	2 00	18 75		
Royalton.....	Carleton..... N.B.	26 60	18 75		
Royston.....	Parry Sound..... O.	33 50	21 25	7 50	
Ruby.....	Renfrew, N.R..... O.	41 90	18 75		
Ruby Creek.....	New Westminster... B.C.	68 69	34 50		3 75
Ruddell.....	Saskatchewan..... Sask	238 09	34 50	3 75	3 75
Rudy.....	Humboldt..... Sask	133 95	58 50	25 00	3 75
Rugby.....	Simcoe, E.R..... O.	129 25	55 50		3 75
<i>d</i> Ruisseau des Olives.	Gaspé..... Que.	10 00	6 25		
Ruisseau à l'Eau Chaude	Dorchester..... Q.	28 71	18 75		
Ruisseau à Sem.	Rimouski..... Q.	28 00	27 75		
Ruisseau Castor.....	Gaspé..... Q.	11 00	18 75		
Ruisseau Le-Blanc.....	Bonaventure..... Q.	127 06	48 75		3 75
Ruisseau St-Georges.....	Montcalm..... Q.	27 50	18 75	2 25	
Runnymede.....	Bonaventure..... Q.	15 50	18 75		
Rupert.....	Wright..... Q.	122 09	52 50		3 75
Rusagornis.....	Sunbury & Queen's... N.B.	21 00	18 75	2 25	
Rusagornis Station.....	Sunbury & Queen's... N.B.	80 55	41 25		3 75
<i>f</i> Rush Lake.....	Assa, West..... Sask	56 01	35 46		1 61
Rush Point.....	Peterborough, E.R... O.	12 50	18 75		
Ruskin.....	King's..... P.E.I.	7 00	18 75		
Ruskview.....	Dufferin..... O.	43 66	18 75	4 50	
Russeldale.....	Perth, S.R..... O.	109 86	49 50		3 75
Russeltown.....	Chateauguay..... Q.	77 86	27 00		
Rustico.....	Queen's..... P.E.I.	61 00	24 00		
Rusticoville.....	Queen's..... P.E.I.	71 90	27 00		
Rutherford.....	Portage la Prairie... M.	4 50	18 75		
Ruther Glen.....	Carleton..... N.B.	15 25	18 75		
Rutledge.....	Pontiac..... Q.	27 81	18 75	0 75	
Ryan.....	Kootenay..... B.C.	64 05	63 50		6 25
Ryanville.....	Wright..... Q.	7 50	18 75		
Ryckman's Corners.....	Wentworth..... O.	71 00	22 67		
Rydal-Bank.....	Algoma, W.R..... O.	226 04	90 00		7 50
Rye.....	Parry Sound..... O.	18 55	18 75		
Rylstone.....	Northumberland, E.R. O.	34 67	18 75		
<i>S</i> ST. ABDON.....	Dorchester..... Q.	11 70	18 75		
Ste. Adélaïde de Pabos	Gaspé..... Q.	229 27	*94 00		7 50
St. Adélar.....	Dauphin..... M.	22 70	18 75	3 00	

a Late Back Meadows. *b* Opened 1-9-06. *f* Closed 2-9-06, Re-opened 1-12-06. *d* Opened 1-1-07.
g Opened 15-3-07. †Including \$9 night allowance. ‡Including \$6.25 forward arrears. *c* Summer
Office. * Including \$15 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Adolphe.....	Provencher.....	M 18 95	18 75		
St. Adolphe de Dudswell.....	Richmond & Wolfe.....	Q 166 10	61 50		3 75
St. Adolphe de Howard.....	Argenteuil.....	Q 89 80	37 50		3 75
St. Adrien.....	Richmond & Wolfe.....	Q 89 70	40 50		3 75
St. Agapit Station.....	Lotbinière.....	Q 141 86	57 00	4 50	3 75
Ste. Agatha.....	Waterloo, S.R.....	Q 167 50	45 00		3 75
Ste. Agathe.....	Provencher.....	M 244 10	76 50		6 25
Ste. Agathe, East.....	Lotbinière.....	Q 82 46	25 50		
Ste. Agnès de Charlevoix.....	Charlevoix.....	Q 39 01	18 75		
Ste. Agnès de Dundee.....	Huntingdon.....	Q 62 60	24 00		
St. Agricole.....	Montcalm.....	Q 11 25	18 75		
St. Albert.....	Russell.....	Q 125 94	37 00		2 50
St. Albert.....	Drummond & Arthabaska.....	Q 87 50	33 00		3 75
St. Alexandre Station.....	St. John's & Iberville.....	Q 39 25	27 00	2 25	
St. Alexis.....	Bonaventure.....	Q 15 50	18 75		
St. Alexis de Montcalm.....	Montcalm.....	Q 134 40	71 25		7 50
St. Almo.....	Victoria.....	N.B. 18 00	18 75	4 50	
St. Alphonse.....	Joliette.....	Q 115 71	41 25		3 75
St. Alphonse de Caplan.....	Bonaventure.....	Q 105 60	33 00		
St. Alphonse de Granby.....	Shefford.....	Q 78 40	37 50		3 75
St. Amand.....	Victoria.....	N.B. 17 50	18 75		
St. Ambroise.....	Macdonald.....	M 38 00	18 75		
Ste. Amélie.....	Dauphin.....	M 116 35	43 50		3 75
Ste. Amédée.....	Labelle.....	Q 49 67	37 50		
St. Amour.....	Prescott.....	Q 199 89	49 50		3 75
St. André de Restigouche.....	Bonaventure.....	Q 34 76	28 50		
St. André de Shédiac.....	Westmoreland.....	N.B. 16 35	18 75		
St. André Station.....	Kamouraska.....	Q 69 05	18 75		
St. Andrews.....	Selkirk.....	M 36 80	19 50		
St. Andrews.....	King's.....	P.E.I. 8 29	18 75		
St. Andrews, West.....	Stormont.....	Q 175 00	67 50		6 25
St. Anicet.....	Huntingdon.....	Q 185 71	82 50	6 00	7 50
Ste. Anne de la Pocatière, Station.....	Kamouraska.....	Q 74 00	37 50		3 75
Ste. Anne de Kent.....	Kent.....	N.B. 64 20	22 50		
Ste. Anne de Madawaska.....	Victoria.....	N.B. 127 79	52 50		3 75
Ste. Anne de Prescott.....	Prescott.....	Q 177 10	66 00		7 50
Ste. Anne de Sorel.....	Richelieu.....	Q 45 00	21 25		
Ste. Anne's.....	North Cape Breton & Victoria.....	N.S. 77 87	26 00		1 25
Ste. Ann's.....	Queen's.....	P.E.I. 16 96	18 75		
St. Anselme.....	Westmoreland.....	N.B. 21 75	18 75		
St. Antoine.....	Assa, East.....	Sask 33 00	18 75		
St. Anthony.....	Prince.....	P.E.I. 17 00	18 75		
St. Antoine de Charlevoix.....	Charlevoix.....	Q 24 00	18 75		
St. Antonin.....	Témiscouata.....	Q 72 54	24 00		
Ste. Apolline de Patton.....	Montmagny.....	Q 30 80	18 75		
St. Armand, Centre.....	Missisquoi.....	Q 24 50	18 75		
Ste. Augustine.....	Huron, W.R.....	O 77 00	22 50		
St. Augustin, Saguenay.....	Chicoutimi & Saguenay.....	Q 5 45	18 75		
Ste. Barbe.....	Huntingdon.....	Q 31 87	18 75		
St. Barnabé, Rivière Yamaska.....	St. Hyacinthe.....	Q 90 85	44 00		3 75
St. Barthélemi, Station.....	Berthier.....	Q 34 75	26 25		
St. Basile le Grand.....	Chambly & Verchères.....	Q 130 85	52 50		3 75
St. Basile, Station.....	Portneuf.....	Q 120 70	63 75	15 00	3 75
Ste. Béatrix.....	Joliette.....	Q 63 00	27 00		
St. Benjamin.....	Dorchester.....	Q 61 55	24 75		
St. Benoît de Matapédia.....	Bonaventure.....	Q 19 25	18 75		
St. Bernard, Sud.....	St. John's & Iberville.....	Q 15 25	18 75		

† Including \$6 night allowance.

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APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Bernard.....	Digby..... N.S.	26 00	18 75		
St. Blaise.....	St. John's & Iberville... Q	74 50	43 50		3 75
St. Blandine.....	Rimouski..... Q	60 27	26 25		
St. Brieux.....	Humboldt..... Sask	41 25	18 75		
St. Brigitte d'Iberville	St. John's & Iberville... Q	141 40	52 50		3 75
St. Brigitte, Station.....	St. John's & Iberville... Q	40 75	18 75		
St. Bruno de Kamouraska.....	Kamouraska..... Q	174 75	51 00		3 75
St. Bruno, Station.....	Chambly & Verchères... Q	33 53	18 75		
St. Calixte de Kilkeny.....	Montcalm..... Q	77 72	37 50	2 25	3 75
St. Camille de Bellechasse.....	Bellechasse..... Q	70 95	25 50		
St. Canute.....	Two Mountains..... Q	93 35	43 50		3 75
St. Cassien des Caps.....	Charlevoix..... Q	9 05	133 75		
St. Catherine Street, East.....	Sub-Office, Montreal... Q	+	+		
St. Catherine.....	Queen's..... P.E.I.	6 50	18 75		
St. Catherine, Baie.....	Chicoutimi & Saguenay Q	158 30	75 00		7 50
St. Catherine's River.....	Shelburne & Queen's... N.S.	12 68	18 75		
St. Catherine, Station.....	Portneuf..... Q	122 88	37 50		3 75
St. Cécile de Lévard.....	Nicolet..... Q	46 00	30 00		
St. Cécile de Masham.....	Wright..... Q	161 76	75 00		7 50
St. Cécile de Milton.....	Shefford..... Q	75 75	30 00		
St. Cécile de Whitton.....	Compton..... Q	163 25	79 00		6 25
St. Cécile, Station.....	Compton..... Q	46 91	25 50		
St. Celestin Station.....	Nicolet..... Q	20 00	2 08		
St. Charles.....	Nipissing..... Q	190 42	88 50		7 50
St. Charles.....	Macdonald..... M	140 71	56 25		3 75
St. Charles.....	King's..... P.E.I.	9 00	18 75		
St. Charles de Lévard.....	Nicolet..... Q	59 59	29 50		
St. Charles de Montcalm.....	Montcalm..... Q		10 42		
St. Christine.....	Bagot..... Q	75 98	37 50		3 75
St. Chrysostôme.....	Prince..... P.E.I.	11 00	18 75		
St. Claude.....	Richmond & Wolfe... Q	51 00	22 50		
St. Cléophas de Brandon.....	Joliette..... Q	36 00	22 50		
St. Clothilde de Châteauguay	Châteauguay..... Q	52 50	21 00		
St. Columba.....	North Cape Breton and Victoria..... N.S.	11 30	18 75		
St. Columbin.....	Two Mountains..... Q	28 75	18 75		
St. Côte.....	Joliette..... Q	95 95	37 50		3 75
St. Croix.....	York..... N.B.	72 48	22 50		
St. Croix, Cove.....	Annapolis..... N.S.	17 84	18 75		
St. Cuthbert Station.....	Berthier..... Q	56 76	22 50		
St. Cyprien.....	Temiscanata..... Q	19 95	18 75		
St. Cyr.....	Richmond & Wolfe... Q	91 52	30 00	6 75	
St. Cyriac.....	Chicoutimi & Saguenay Q	19 01	18 75		
St. Cyrille.....	Kent..... N.B.	15 50	18 75		
St. Damase.....	St. Hyacinthe..... Q	129 32	75 00		7 50
St. Damase des Aulnaies.....	L'Islet..... Q	67 33	25 50		
St. Damien.....	Kent..... N.B.	12 00	18 75		
St. Damien de Brandon.....	Berthier..... Q	111 35	48 75		3 75
St. Daniel.....	Macdonald..... M	20 20	18 75		
St. David de Lévis.....	Lévis..... Q	138 95	49 50		3 75
St. Denis Street (sub-office).....	Q	+			
St. Didace.....	Maskinonge..... Q	117 20	51 00	2 25	3 75
St. Dominique de Bagot.....	Bagot..... Q	175 27	70 50		7 50
St. Dominique Station.....	Soulanges..... Q	48 75	24 00		
St. Donat de Montcalm.....	Montcalm..... Q	100 25	52 50		3 75
St. Dorothee.....	Laval..... Q	51 60	18 75		

* Including \$12 night allowance.

† Including \$15 night allowance.

‡ For Revenue, etc..

see Appendix C under Montreal Sub-Offices.

a Closed 1-12 06.

b Opened 1-2-07.

c Opened 1-3-07.

‡ For Revenue, &c., see Appendix C, Montreal sub-offices, &c.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Edmond de Berthier.....	Berthier.....	Q 20 00	18 75		
St. Edouard de Frampton.....	Dorchester.....	Q 22 10	18 75		
St. Edouard de Kent.....	Kent.....	N.B. 45 25	21 00		
St. Edouard de Napierville.....	Laprairie & Napierville.....	Q 121 50	33 00		
St. Edwidge.....	Compton.....	Q 150 67	67 50		7 50
St. Eleanor's.....	Prince.....	P.E.I. 146 20	82 50		7 50
St. Eleuthère.....	Kamouraska.....	Q 84 05	41 50		3 75
St. Elie.....	Three-Riv. & St-Maurice.....	Q 204 30	97 50		7 50
Ste. Elizabeth.....	Provencher.....	M 74 90	18 75		
Ste. Elizabeth de Warwick.....	Drummond & Artha'ka.....	Q 68 70	32 50		2 50
St. Elmo.....	Glengarry.....	Q 58 13	30 00		
St. Eloi Station.....	Témiscouata.....	Q 110 49	24 00		
St. Elphège.....	Yamaska.....	Q 125 22	†54 00		3 75
St. Elzéar de Ham.....	Richmond & Wolfe.....	Q 19 71	18 75		
St. Elzéar de Laval.....	Laval.....	Q 182 55	60 00		3 75
Ste. Emilie Junction.....	Joliette.....	Q 25 50	18 75		
St. Emile de Montcalm.....	Montcalm.....	Q 46 85	24 00		
St. Emile de Suffolk.....	Labelle.....	Q 122 09	66 00	3 75	7 50
St. Ephrem Station.....	Beauce.....	Q 101 10	33 00		3 75
St. Esprit.....	Richmond.....	N.S. 29 80	18 75		
St. Etienne de Beauharnois.....	Beauharnois.....	Q 93 75	36 00		3 75
St. Etienne de Bolton.....	Brome.....	Q 68 46	30 00		
St. Etienne des Grès.....	Three-Riv. & St-Maurice.....	Q 135 76	63 75		3 75
St. Eugène de Grantham.....	Drummond & Artha'ka.....	Q 191 90	82 50	4 50	7 50
St. Eugène Mission.....	Kootenay.....	B.C. 6 75	18 75		
St. Eustache.....	Macdonald.....	M 86 20	44 00		3 75
†St. Eusebe.....	Témiscouata.....	Q 65 00	30 00		
St. Fabien.....	Kent.....	N.B. 18 00	18 75		
Ste. Famille de Demeules.....	Chicoutimi & Saguenay.....	Q 15 48	18 75		
St. Faustin Station.....	Terrebonne.....	Q 179 00	66 00		3 75
St. Félix.....	Souris.....	M 4 00	18 75		
St. Féréol.....	Montmorency.....	Q 53 50	18 75		
St. Fidèle.....	Charlevoix.....	Q 73 50	34 50		3 75
Ste. Flavie.....	Rimouski.....	Q 110 95	54 00		3 75
Ste. Florence.....	Rimouski.....	Q 85 15	45 00		3 75
Ste. Flore Station.....	Three-Riv. & St-Maurice.....	Q 50 00	19 50		
St. Fortunat.....	Richmond & Wolfe.....	Q 90 80	48 00	2 25	2 75
St. Francis Harbour.....	Guy'sborough.....	N.S. 25 71	18 75		
St. François de Kent.....	Kent.....	N.B. 30 66	21 00		
St. François d'Assise.....	Bonaventure.....	Q 6 00	18 75		
St. François de Madawaska.....	Victoria.....	N.B. 176 90	58 50		3 75
St. François de Sales, Station.....	Laval.....	Q 157 38	75 00		7 50
St. François d'Orléans.....	Montmorency.....	Q 42 30	18 75		
Ste. Francoise.....	Témiscouata.....	Q 40 42	18 75		
St. François Xavier.....	Macdonald.....	M 117 83	51 00		3 75
St. François Xavier de Viger.....	Témiscouata.....	Q 13 20	18 75		
St. François Xavier de Brompton.....	Richmond & Wolfe.....	Q 108 75	46 50		3 75
St. Gabriel de Rimouski.....	Rimouski.....	Q 185 55	81 00	2 25	7 50
St. George.....	Selkirk.....	M 18 50	18 75		
St. George de Malbaie.....	Gaspé.....	Q 45 80	21 00	2 25	
St. Georges.....	King's.....	P.E.I. 35 73	18 75		
St. George's Channel.....	Richmond.....	N.S. 30 00	18 75		
St. Gérard de Montarville.....	Labelle.....	Q 119 17	52 50	7 50	3 75
†St. Gérard d'Yamaska.....	Yamaska.....	Q 14 00	2 08		
St. Gilbert.....	Portneuf.....	Q 49 63	21 25		
St. Gilbert.....	Prince.....	P.E.I. 10 00	18 75		
St. Giles.....	Lotbinière.....	Q 111 25	39 00		3 75

α Opened 1-3-07.

β Late St. Eusebe de Cabano.

† Including \$3, night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Godfroy.....	Bonaventure.....Q	105 52	++58 00	2 25	3 75
St. Grégoire.....	Kent.....N.B	18 75	18 75		
St. Guillaume Station.....	Yamaska.....Q	147 25	67 50		3 75
St. Hélène de Chester.....	Drummond & Arthabka.....Q	53 24	36 00		3 75
St. Helen's.....	Huron. W.R.....O	146 50	60 00		3 75
St. Helier.....	Gaspé.....Q	12 00	12 50		
St. Hermas-Station.....	Two Mountains.....Q	45 50	22 50		
St. Hilaire.....	Victoria.....N.B	37 26	18 75		
St. Hilaire de Dorset.....	Beauce.....Q	9 56	18 75		
St. Hilaire du Lac Saint Jean.....	Chicoutimi & Saguenay.....Q	51 09	27 00		
St. Hippolyte de Kilkeny.....	Terrebonne.....Q	153 08	51 00		3 75
St. Ignace.....	Kent.....N.B	42 36	18 75		
St. Ignace du Lac.....	Maskinongé.....Q	16 25	12 50		
St. Ignace de Loyola.....	Berthier.....Q	38 50	18 75		
St. Ignace de Québec.....	Québec.....Q	4 00	18 75		
*St. Irénée les Bains.....	Charlevoix.....Q	47 00	30 00		
St. Isidore.....	Gloucester.....N.B	83 65	33 00		2 50
St. Isidore de Bellevue.....	Humboldt.....Sask	12 36	18 75		
St. Isidore de Gaspé.....	Gaspé.....Q	12 27	18 75		
St. Isidore de Pontiac.....	Pontiac.....Q	40 00	18 75		
St. Isidore Junction.....	Laprairie & Napierville.....Q	117 93	37 50		
St. Ives.....	Middlesex. E.R.....O	26 25	18 75		
St. Jacques.....	Victoria.....N.B	95 78	41 25		3 75
St. Jacques Nord.....	Montcalm.....Q	28 25	18 75		
St. Jacques le Mineur.....	Laprairie & Napierville.....Q	164 51	48 00		3 75
St. James.....	Macdonald.....M	95 00	28 50		
St. James Park.....	City of London.....O				
St. Jean Baptiste.....	Kent.....N.B	99 50	36 00		3 75
St. Jean Baptiste de Rouville.....	Rouville.....Q	168 90	64 50		3 75
St. Jean Chrysostôme, Lévis.....	Lévis.....Q	87 50	40 50		3 75
St. Jean de Dieu.....	Teniscouata.....Q	172 75	70 50		6 25
St. Jean de la Croix (sub-office).....	Maisonneuve.....Q		+		
St. Jean des Piles.....	Champlain.....Q	120 69	34 50		3 75
St. Jean Port Joli, Station.....	L'Islet.....Q	55 30	18 75		
St. Joachim de Berthier.....	Berthier.....Q	22 00	16 66		
St. Joachim de Courval.....	Yamaska.....Q	49 70	28 50		
St. Joachim de Shefford.....	Shefford.....Q	80 94	31 00		
St. John's, West.....	Welland.....O	44 42	25 50		
St. Joseph.....	Antigonishe.....N.S	51 23	25 50		
St. Joseph.....	Provencher.....M	31 95	18 75		
St. Joseph de Kent.....	Kent.....N.B	16 00	18 75		
St. Joseph-de-Lepage.....	Rimouski.....Q	40 61	21 25		
St. Joseph de Lévis.....	Lévis.....Q	138 23	46 50		3 75
St. Joseph de Mékinac.....	Champlain.....Q	30 48	18 75		
St. Joseph de Nicolet.....	Nicolet.....Q	25 41	18 75		
St. Joseph de Sorel.....	Richelieu.....Q	182 21	72 00		7 50
St. Joseph du Lac.....	Two Mountains.....Q	84 27	33 00	2 25	3 75
St. Jovite Station.....	Terrebonne.....Q	98 33	50 00		3 75
Ste. Julien.....	Humboldt.....Sask	7 00	18 75		
Ste. Julienne Station.....	Montcalm.....Q	7 50	25 25		
St. Julie Station.....	Mégantic.....Q	141 46	71 25	3 75	7 50
St. Lambert de Lévis.....	Lévis.....Q	115 66	49 00	5 25	3 75
St. Lawrence.....	Frontenac.....O	23 23	18 75		
St. Lazare.....	Marquette.....M	142 00	25 50		
St. Lazare de Vandreuil.....	Vandreuil.....Q	107 45	48 00		3 75
St. Lazare Station.....	Vaudrenil.....Q	23 50	18 75		

b Opened 1-10-06. c Opened 1-8-06. ++ Including \$9, night allowance. § For Revenue, &c., see Appendix C, London sub-offices, &c. + For Revenue, &c., see Appendix C, Montreal sub-offices, &c.

* Summer Office.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Léandre	Rimouski.....Q	32 61	18 75		
St. Léon.....	Macdonald.....M	44 08	30 00		
St. Léolin.....	Gloucester.....N.B.	44 00	18 75		
St. Léon Hot Springs.....	Kootenay.....B.C.	64 00	27 00		
St. Léonard de Chicoutimi.....	Chicoutimi & Saguenay.Q	19 61	18 75		
St. Léonard de Port Maurice.....	Laval.....Q	56 00	21 00		
St. Léon le Grand.....	Rimouski.....Q	60 02	27 00		
St. Liguori.....	Montcalm.....Q	95 94	39 00		3 75
St. Louis.....	Prince.....P.E.I.	107 75	46 50	8 25	3 75
St. Louis.....	Humboldt.....Sask.	40 67	22 50		
St. Louis de Bonsecours.....	Richelieu.....Q	72 30	27 00		
St. Louis de Champlain.....	Champlain.....Q	54 25	25 50		
St. Louis Station.....	Beauharnois.....Q	83 25	33 00		2 50
St. Luc.....	Kent.....N.B.	6 25	18 75		
St. Luc.....	St. John's & Iberville..Q	68 34	24 00		
St. Luc de Matane.....	Rimouski.....Q	44 03	18 75		
Ste. Lucie.....	Rimouski.....Q	57 38	33 00		
Ste. Lucie de Doncaster.....	Terrebonne.....Q	158 29	52 50	13 50	3 75
St. Lucien.....	Drummond & Art'baska.Q	40 75	18 75		
St. Majorique.....	Drummond & Art'baska.Q	66 00	22 50		
St. Malo.....	Compton.....Q	200 94	71 25		7 50
St. Malo.....	Provencher.....M	78 42	52 50		3 75
St. Malo Station.....	Compton.....Q	94 11	31 50		
St. Marcel de L'Islet.....	L'Islet.....Q	99 55	37 50		3 75
St. Marcel de Richelieu.....	Richelieu.....Q	102 70	37 50		3 75
Ste. Margaret's.....	King's.....P.E.I.	38 23	18 75		
Ste. Marguerite Station.....	Terrebonne.....Q	23 00	22 50		
Ste. Marie de Blandford.....	Nicolet.....Q	57 50	30 00		
Ste. Marie de Charlevoix.....	Charlevoix.....Q	8 15	18 75		
Ste. Marie de Ste. Marthe.....	Vaudreuil.....Q	43 27	24 00		
Ste. Marie Salomé.....	Montcalm.....Q	81 66	28 50		
St. Marks.....	Macdonald.....M	21 50	18 75		
Ste. Marthe.....	Vaudreuil.....Q	151 00	63 00		3 75
Ste. Mary's.....	Assa West.....Sask.	12 00	18 75		
Ste. Mary's d'Ely.....	Shefford.....Q	18 71	18 75		
Ste. Mary's River.....	Guysborough.....N.S.	14 25	18 75		
Ste. Mary's Road.....	King's.....P.E.I.	17 00	18 75		
Ste. Mary's Road East.....	King's.....P.E.I.	7 00	18 75		
St. Mathias.....	Rouville.....Q	125 81	45 00		3 75
St. Mathieu.....	Rimouski.....Q	131 14	49 50		3 75
St. Maurice.....	Restigouche.....N.B.	4 00	18 75		
St. Maurice.....	Kent.....N.B.	10 00	18 75		
St. Maxime.....	Beauce.....Q	55 99	22 50		
Ste. Mélanie.....	Joliette.....Q	110 50	35 00		2 50
St. Michel.....	Victoria.....N.B.	16 00	18 75		
St. Michel de Napierville.....	Laprairie & Napierville.Q	188 00	85 50	9 00	7 50
St. Michel de Rougemont.....	Rouville.....Q	177 61	60 00		3 75
St. Michel des Saints.....	Berthier.....Q	189 99	60 00		3 75
St. Michel de Wentworth.....	Argenteuil.....Q	17 00	18 75		
St. Michel Station.....	Laprairie & Napierville.Q	51 00	18 75		
Ste. Modeste.....	Temiscouata.....Q	85 10	30 00		
St. Moïse.....	Rimouski.....Q	123 50	43 50		3 75
Ste. Monique des Deux Montagnes.	Two Mountains.....Q	136 51	48 75		3 75
St. Nazaire.....	Bagot.....Q	170 01	66 00		3 75
St. Nazaire de Buckland.....	Dorchester.....Q	29 92	†28 75		
St. Nérée.....	Bellechasse.....Q	94 10	48 00		3 75
St. Nicholas.....	Lévis.....Q	142 10	58 50	7 50	3 75
St. Nicholas-Est.....	Lévis.....Q	10 23	18 75		

† Including \$7.50 night allowance.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Norbert.....	Kent.....N.B.	40 77	18 75		
St. Norbert Station.....	Berthier.....Q	26 00	18 75		
St. Ola.....	Hastings, E.R.....O	125 30	70 50		7 50
St. Omer.....	Bonaventure.....Q	168 05	61 50		6 25
St. Onésime.....	Kamouraska.....Q	71 95	30 00		
St. Onge.....	Russell.....O	205 90	82 50		7 50
St. Ouen.....	Selkirk.....M	73 00	33 50		2 50
St. Ours Lock.....	Richelieu.....Q	59 00	27 00		
St. Patrick.....	Simcoe, E.R.....O	24 77	18 75		
St. Patrick.....	Témiscouata.....Q	67 00	††51 00		
St. Patrick's Channel.....	North Cape Breton and Victoria.....N.S	13 00	†21 75		
St. Patrick's Road.....	King's.....P.E.I	9 25	18 75		
St. Paul de la Croix.....	Témiscouata.....Q	83 00	25 50		
St. Paul de Métis.....	Edmonton.....Sask	83 50	18 75		
St. Paul d'Industrie.....	Joliette.....Q	64 55	22 50		
St. Paul Est.....	Montmagny.....Q	18 87	18 75		
St. Paul's.....	Pictou.....N.S	26 00	18 75		
St. Paul's Island.....	North Cape Breton and Victoria.....N.S	11 50	25 00		
St. Paul's Station.....	Perth, S.R.....O	79 94	36 00	12 00	3 75
St. Philippe de Chester.....	Drummond & Arthurs.....Q	45 36	25 50		
St. Philomène Station.....	Chateauguay.....Q	17 00	18 75		
St. Pie.....	Provencher.....M	5 00	18 75		
St. Pie de Guire.....	Yamaska.....Q	117 00	52 50		3 75
St. Pierre.....	Kent.....N.B	18 00	18 75		
St. Pierre de Charlesbourg.....	Québec.....Q	30 50	18 75		
St. Pierre de Sorel.....	Richelieu.....Q	16 00	18 75		
St. Pierre de Wakefield.....	Wright.....Q	41 73	18 75		
St. Pierre d'Orléans.....	Montmorency.....Q	38 58	18 75		
St. Polycarpe, Junction.....	Soulanges.....Q	78 25	31 50		
St. Raphael.....	Prince.....P.E.I	13 15	18 75		
St. Raphael West.....	Glengarry.....O	163 60	66 00		3 75
St. Raymond.....	Provencher.....M	16 48	18 75		
St. Rédempteur.....	Vaudreuil.....Q	56 73	33 00		
St. Régis.....	Huntingdon.....Q	20 81	18 75		
St. Robert.....	Richelieu.....Q	108 00	46 50		3 75
St. Roch de Richelieu.....	Richelieu.....Q	136 22	51 00		3 75
St. Romain.....	Compton.....Q	120 45	*76 00		3 75
Ste. Rosalie.....	Bagot.....Q	166 10	48 75		3 75
Ste. Rose.....	Inverness.....N.S	21 95	18 75		
Ste. Rose de Lima.....	Wright.....Q	214 74	68 00	19 50	6 25
Ste. Rose de Watford.....	Dorchester.....Q	80 20	33 00	2 25	
St. Rosette.....	Gloucester.....N.B	14 60	18 75		
St. Sabine.....	St. John's & Iberville.....Q	37 25	18 75		
St. Sabine de Bellechasse.....	Bellechasse.....Q	15 00	4 16		
St. Samuel de Horton.....	Nicolet.....Q	93 64	31 00		
St. Samuel Station.....	Compton.....Q	38 00	18 75		
St. Sébastien.....	St. John's & Iberville.....Q	269 24	*139 50	2 25	11 25
St. Sébastien Station.....	Beauce.....Q	38 44	21 00		
St. Sévère.....	Three Riv. & St. Maurice.....Q	112 19	52 50		3 75
St. Séverin de Beauvillage.....	Beauce.....Q	83 00	41 00		2 50
St. Siméon.....	Charlevoix.....Q	138 49	**52 50		3 75
St. Simon.....	Gloucester.....N.B	7 00	18 75		
St. Sixte.....	Labelle.....Q	82 35	\$ 46 50		3 75
St. Sophie de Lacorne.....	Terrebonne.....Q	84 69	36 00		3 75

a Opened 1-2-07. b Summer office. * Including \$15 night allowance. † Including \$3 night allowance.
 †† Including \$20 summer salary allowance. ** Including \$7.50 night allowance.
 § Including \$9 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ste. Sophie de Mégantic.....	Mégantic.....Q	114 38	41 25		3 75
*St. Stanislas.....	Chicoutimi & Saguenay Q		4 16		
St. Sulpice.....	L'Assomption.....Q	30 75	18 75		
St. Sylvestre, West.....	Lotbinière.....Q	66 25	37 00	4 50	2 50
St. Teresa.....	King's.....P.E.I	56 90	27 00		
St. Théodore.....	Montcalm.....Q	164 45	67 50		7 50
St. Théodore d'Acton.....	Bagot.....Q	195 68	82 50		7 50
Ste. Théodosie.....	Chambly & Verchères..Q	54 25	40 50		3 75
St. Théophile.....	Beauce.....Q	68 34	30 00		
Ste. Thérèse.....	Russell.....O	51 80	18 75		
St. Thomas.....	Carleton.....N.B	9 00	18 75		
St. Thomas d'Aquin.....	St. Hyacinthe.....Q	79 50	18 75	2 25	
St. Thomas de Joliette.....	Joliette.....Q	144 25	48 75		3 75
St. Thomas de Kent.....	Kent.....N.B	21 00	18 75		
St. Thuriibe.....	Portneuf.....Q	116 14	43 50		3 75
St. Timothy.....	Prince.....P.E.I	15 00	18 75		
St. Tite des Caps.....	Montmorency.....Q	102 42	* 74 25		3 75
St. Urbain de Châteauguay.....	Châteauguay.....Q	120 36	37 50		3 75
St. Valentin.....	St. Johns & Iberville..Q	158 35	75 00	15 00	7 50
St. Valère de Bulstrode.....	Drummond & Arthabka Q	103 80	36 00		3 75
St. Valérien de Rimouski.....	Rimouski.....Q	84 00	31 50		
St. Véronique.....	Labelle.....Q	53 84	21 00		
St. Victoire.....	Richelieu.....Q	85 50	30 00		
St. Victor Station.....	Beauce.....Q	84 43	+ 49 50		3 75
St. Vital.....	Provencher.....M	28 95	18 75		
St. Vital, East.....	Provencher.....M	5 20	18 75		
St. Yvon.....	Gaspé.....Q	31 29	18 75		
St. Zénon.....	Berthier.....Q	121 00	36 00	1 50	3 75
St. Zotique.....	Soulanges.....Q	124 04	39 00		3 75
Sable.....	Middlesex, N.R.....O	24 00	18 75		
Sable River.....	Shelburne & Queen's..N.S	138 69	78 00	15 00	7 50
Sable River, West.....	Shelburne & Queen's..N.S	60 25	33 00		
Sabrevois.....	St. John's & Iberville..Q	266 80	65 00		6 25
Sacré Cœur de Marie.....	Mégantic.....Q	92 15	33 75		3 75
Sacred Heart.....	Edmonton.....Alta	27 09	18 75		
Saddle Lake.....	Edmonton.....Alta	84 41	33 75	7 50	
Sadowa.....	Victoria & Haliburton.O	24 56	18 75		
Sahanatian.....	Muskoka.....O	12 50	18 75		
Sailor's Hope.....	King's & Albert.....P.E.I	14 00	18 75		
Saintfield.....	Ontario, S.R.....O	120 73	49 50		3 75
Saints Anges.....	Beauce.....Q	62 01	29 00		
Saintsbury.....	Middlesex, N.R.....O	14 40	18 75		
Salem.....	Wellington, S.R.....O	218 66	93 00		7 50
Salem.....	King's & Albert.....N.B	8 00	18 75		
Salem.....	Cumberland.....N.S	19 75	18 75	2 25	
Salem.....	Yarmouth.....N.S	135 00	75 00		7 50
Salem Corners.....	Victoria & Haliburton.O	23 95	18 75		
Salem Road.....	South Cape Breton..N.S	12 50	18 75		
Salford.....	Oxford, S.R.....O	90 00	45 00		3 75
Salina.....	King's & Albert.....N.B	17 95	18 75		
Salisbury.....	Bruce, S.R.....O	13 00	18 75		
Salkeld.....	Charlotte.....N.B	34 75	18 75		
Salmon Bay.....	Chicoutimi & Saguenay Q	10 45	18 75		
Salmon Beach.....	Gloucester.....N.B	16 00	18 75		
Salmon Creek.....	Sunbury & Queen's..N.B	29 15	18 75		
Salmondale.....	Sunbury & Queen's..N.B	24 75	18 75		
Salmonhurst.....	Victoria.....N.B	69 20	30 00	6 00	
Salmon Point.....	Prince Edward.....O	27 71	18 75		

* Including \$18 night allowance.

a Closed 31-8-06.

+ Including \$9 night allowance.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Salmon River.....	St. John..... N.B.	59 00	18 75		
Salmon River.....	South Cape Breton..... N.S.	12 00	18 75		
Salmon River Lake.....	Guysborough..... N.S.	15 25	18 75		
Saltford.....	Huron, W. R..... O	139 77	78 75		7 50
Saltaux.....	Strathcona..... Alta	24 45	18 75		
Saltaun.....	Qu'Appelle..... Sask		13 99		
Salt Springs.....	King's & Albert..... N.B.	23 75	18 75		
Salt Springs.....	Pictou..... N.S.	80 00	39 00	7 50	3 75
Salt Springs.....	Antigonish..... N.S.	11 30	18 75	6 75	
Salt Springs Station.....	Cumberland..... N.S.	59 93	28 50		
Sambro.....	Halifax..... N.S.	140 87	68 00		6 25
Sampsonston.....	Calgary..... Alta	31 00	12 50		
Samsonville.....	Richmond..... N.S.	13 50	18 75		
Sanborn.....	Richmond & Wolfe..... Q	21 50	18 75		
Sancte Andrea.....	Assa. East..... Sask	1 00	18 75	2 25	
Sand Bay.....	Leeds..... O	5 00	18 75		
Sand Beach.....	Yarmouth..... N.S.	7 15	18 75		
Sandfield.....	Algoma, E. R..... O	62 00	40 50		3 75
Sandford.....	Ontario, N. R..... O	109 75	49 50		3 75
Sandford.....	Yarmouth..... N.S.	61 75	26 25		
Sand Hill.....	Compton..... Q	24 25	18 75		
Sandhurst.....	Lennox & Addington..... O	55 46	22 50		
Sandilands.....	Provencher..... M	42 96	28 50		
Sand Lake.....	Parry Sound..... O	36 36	18 75		
Sandown.....	Prescott..... O	24 95	18 75		
Sand Point.....	Guysborough..... N.S.	19 90	18 75		
Sand Point Road.....	St. John..... N.B.		*		
Sandridge.....	Dauphin..... M	22 98	18 75		
Sandstone.....	Calgary..... Alta	45 00	2 08		
Sandringham.....	Stormont..... O	93 24	27 00		
Sand River.....	Cumberland..... N.S.	130 77	49 50		3 75
Sandusk.....	Haldimand..... O	57 99	25 50		
Sandwick.....	Comox-Atlin..... B.C.	153 86	58 50		3 75
Sandy Beach Centre.....	Gaspé..... Q	245 26	96 00		10 00
Sandy Bay.....	Dauphin..... M	27 50	18 75		
Sandy Point.....	Shelburne & Queen's..... N.S.	193 11	73 50		7 50
Sang-ter.....	Frontenac..... O	15 95	18 75		
Sapton.....	Selkirk..... M	17 78	18 75	2 25	
Saraguayville.....	Jacques Cartier..... Q	5 45	18 75		
Sarepta.....	Huron, S. R..... O	41 75	27 00		
Sargent.....	Northumberland..... N.B.	8 50	18 75		
Sarginson.....	Hastings, W. R..... O	20 35	18 75		
Saron.....	Strathcona..... Alta	32 00	18 75		
Sartell.....	King's & Albert..... N.B.	12 00	18 75		
Sarty's.....	Lunenburg..... N.S.	9 25	18 75		
Saskatchewan Landing.....	Assa. West..... Sask	68 78	25 50		
Saturna.....	Nanaimo..... B.C.	41 62	37 50		3 75
Sauble Falls.....	Bruce, N. R..... O	31 69	22 50		
Saulnierville Station.....	Digby..... N.S.	36 68	18 75		
Sault à la Puce.....	Montmorency..... Q	20 40	18 75		
Sault au Monton.....	Chic. & Sag..... O	117 04	16 66		
Saurin.....	Simcoe, N. R..... O	39 98	18 75		
Savage Harbour.....	King's..... P. E. I.	11 25	18 75		
Savage's Mills.....	Shefford..... Q	22 00	21 00		
Savanne.....	Thunder B. & Rainy R. O.	354 19	126 00		11 25
Savoie.....	Megantic..... Q	8 02	18 75		
Savona.....	Yale & Caribou..... B.C.	225 78	††100 75		7 50

* For Revenue, &c., see Appendix C, under St. John Sub-Offices, &c. b Opened 1-8-06. c Opened 1-10-06. d Closed 26-10-06. e Opened 1-3-07. †† Including \$13.75 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Savoy.....	Northumberland.....N.B.	12 70	18 75		
Savoy Landing.....	Gloucester.....N.B.	18 00	18 75		
<i>b</i> Saxon Hill.....	Assa, E.....Sask.	12 00	10 41		
Scadouc.....	Westmoreland.....N.B.	35 00	18 75		
Scandinavia.....	Marquette.....M	49 55	21 00	2 25	
Scanterbury.....	Selkirk.....M	11 43	18 75		
Scarborough Junction.....	York, C.R.....O	181 00	60 00		3 75
Scarsdale.....	Lunenburg.....N.S.	29 00	18 75		
Scatarie Island.....	South Cape Breton.....N.S.	27 70	18 75		
*Schooner Passage.....	Comox, Atlin.....B.C.	15 00			
Schutt.....	Renfrew, S.R.....O	26 86	18 75		
Schwartz.....	Pontiac.....Q	33 05	18 75		
Schyan.....	Pontiac.....Q	192 00	72 50	2 50	6 25
Science Hill.....	Perth, S.R.....O	26 51	18 75		
Scona.....	Strathcona.....Alta	26 47	18 75		
Scotch Bay.....	Dauphin.....M	31 85	18 75	9 00	
Scotch Block.....	Halton.....O	27 25	18 75		
Scotchfort.....	Queen's.....P.E.I	14 75	18 75		
Scotch Hill.....	Inverness.....N.S.	8 00	18 75		
Scotch Lake.....	York.....N.B.	18 75	18 75		
Scotch Lake.....	North Cape Breton and Victoria.....N.S.	24 18	18 75		
Scotch Line.....	Lanark, S.R.....O	44 21	24 00		
Scotch Ridge.....	Charlotte.....N.B.	27 50	18 75		
Scotch Road.....	Argenteuil.....Q	21 00	18 75		
Scotch Settlement.....	Westmoreland.....N.B.	16 60	18 75		
Scotch Town.....	Sunbury & Queen's.....N.B.	29 90	18 75		
Scotch Weedon.....	Compton.....Q	14 50	18 75		
Scotia.....	Parry Sound.....O	105 76	41 25		3 75
Scotsburn.....	Pictou.....N.S.	15 41	18 75		
Scotsville.....	Inverness.....N.S.	17 00	18 75	2 25	
Scott Brook.....	Charlotte.....N.B.	22 01	18 75		
Scott Mills.....	York.....N.B.	55 50	18 75		
<i>a</i> Scott Road.....	Westmoreland.....N.B.	13 70	12 50		
Scott's Bay.....	King's.....N.S.	82 26	36 00		3 75
Scott's Bay Road.....	King's.....N.S.	25 37	18 75		
Scottsmore.....	Missisquoi.....Q	19 81	18 75		
Scottsville.....	Middlesex, E.R.....O	36 55	18 75		
Scribner.....	King's & Albert.....N.B.	14 20	18 75		
Scudder.....	Essex, S.R.....O	106 37	36 00		2 50
Seugog.....	Ontario, S.R.....O	33 25	18 75		
Seabright.....	Halifax.....N.S.	73 28	30 00		
Sea Cow Pond.....	Prince.....P.E.I	12 00	18 75		
Sea Dog Cove.....	King's & Albert.....N.B.	7 00	18 75		
Seafoam.....	Pictou.....N.S.	18 75	18 75		
Seaforth.....	Halifax.....N.S.	62 47	34 50		
Seagrave.....	Ontario, S.R.....O	206 83	93 75		7 50
<i>c</i> Sea Gull.....	Algoma, W.R.....O	9 59	14 58		
Seal Cove.....	Charlotte.....N.B.	197 57	76 50		7 50
Seal Cove.....	Gaspé.....Q	71 26	+40 00		
Seal Harbour.....	Guysborough.....N.S.	26 05	18 75		
<i>d</i> Seal Island.....	Shelburne & Queen's.....N.S.	22 00	25 00		
Seamo.....	Dauphin.....M	44 70	27 00	7 50	
Seadetown.....	Prince.....P.E.I	53 10	25 50		
Sea Side.....	Restigouche.....N.B.	20 50	18 75		
Seaview.....	Richmond.....N.S.	9 80	18 75		
Seaview.....	St. John.....N.B.	4 00	18 75		

* Summer Office.

† Including \$10 night allowance.

‡ Credit for New Office not yet opened.

a Opened 1-10-06.*b* Opened 1-11-06.*c* Closed 1-1-07.*c* Re-opened 1-3-07.*d* Winter Office.

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APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sea View	Queen's	68 71	46 00		3 75
Sebright	Ontario, N.R.	143 00	60 00	3 75	3 75
Sechelt	Comox-Atlin	165 23	48 00		3 75
Seckerton	Lambton, W.R.	26 20	21 25		
Second Falls	Charlotte	18 75	18 75		
Second Peninsula	Lunenburg	7 75	18 75		
Second Westcock	Westmoreland	0 25	18 75		
Seeburn	Marquette	20 65	18 75		
Seely	Muskoka	21 95	18 75		
Seeley's Cove	Charlotte	23 00	18 75		
Sefferensville	Lunenburg	11 23	18 75		
Selby	Lennox & Addington ..	131 46	69 00		7 50
Selfridge Corner	King's	12 00	18 75		
Selkirk Road	Queen's	7 00	18 75		
Sellarville	Bonaventure	21 85	18 75		
Selmah	Hants	92 25	45 00		3 75
Selton	Kent, E.R.	44 27	18 75		
Selwood	Restigouche	18 46	18 75		
Selwyn	Peterborough, W.R.	106 00	57 75	2 25	3 75
Semiwagan Ridge	Northumberland	8 30	18 75		
Seven Islands	Chicoutimi & Saguenay ..	113 64	62 00		3 75
Seven Mile Ridge	Restigouche	5 00	18 75		
Seven Persons	Assa West	83 80	25 50		
Sevogle	Northumberland	15 00	18 75		
Sewell	Portage la Prairie	23 75	18 75		
Shad Bay	Halifax	14 50	18 75		
Shadeland	Lisgar	31 28	18 75		
Shady Nook	Renfrew, N.R.	42 00	18 75		
Shag Harbour	Shelburne & Queen's ..	103 04	40 50		3 75
Shamrock	Renfrew, S.R.	64 94	22 50	5 25	
Shamrock	Prince	18 75	18 75		
Shanawan	Macdonald	76 50	33 75		3 75
Shandro	Edmonton		18 75		
Shanick	Hastings, W.R.	21 60	18 75		
Shanklin	St. John	39 50	19 50		
Shanly	Grenville	153 70	71 25		7 50
Shannon	Portneuf	5 60	18 75		
Shannon	Sunbury & Queen's	59 00	25 50		
Shannon Hall	Muskoka	11 00	18 75		
Shannonvale	Restigouche	15 00	18 75		
Shanty Bay	Simcoe, N.R.	147 75	71 25	3 75	3 75
Sharp	King's & Albert	10 25	18 75		
Sharp Corners	Lennox & Addington ..	26 30	18 75		
Sharpton	Frontenac	9 00	18 75		
*Shawanaga	Parry Sound	20 00	25 50		
Shaw Brook	Westmoreland	7 00	18 75		
Shawnigan Lake	Nanaimo	243 04	90 00		7 50
Shawenegan Junction	Three Riv. & St. Maurice ..	116 94	43 50		3 75
Sheba	Sunbury & Queen's	19 35	18 75		
Shebeshekong	Parry Sound	17 15	18 75	2 25	
Shediac Bridge	Westmoreland	78 00	28 50	2 25	
Shediac River	Westmoreland	2 00	18 75		
Shediac Road	Westmoreland	34 75	18 75		
Sheenborough	Pontiac	288 21	76 50	5 25	7 50
Sheet Harbour Road	Halifax	9 70	18 75		
Sheffield	Wentworth	172 11	75 00		7 50
Sheffield Academy	Sunbury & Queen's	101 50	33 00		3 75
Sheffield Mills	King's	130 45	45 00		3 75

† Including \$12.50 night allowance; \$3 of which is arrears.

* Winter Office.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sheffield Mills Station.....	King's..... N.S.	83 00	36 00		3 75
Sheffington.....	Shefford..... Q	21 30	18 75		
Shefford Mountain.....	Shefford..... Q	13 25	18 75		
Shefford Vale.....	Shefford..... Q	9 25	18 75		
Sheila.....	Gloucester..... N.B.	105 50	60 00		3 75
Sheldon.....	Simcoe, S.R..... O	65 00	25 50		
Sheldrake.....	Chicoutimi & Saguenay Q	18 90	* 31 25		
Shell Brook.....	Sask..... Sask	161 90	75 00	1 25	7 50
Shellmouth.....	Marquette..... M	171 63	84 00		7 50
Shenley Est.....	Beauce..... Q	45 66	18 75		
Shenston.....	Thunder Bay & Rainy River..... O	43 50	18 75		
Shenstone.....	King's & Albert..... N.B.	26 98	18 75		
Shepard.....	Calgary..... Alta	133 23	43 50		3 75
Shepody Road.....	King's & Albert..... N.B.	2 00	18 75		
Sheppardton.....	Huron, W.R..... O	55 25	22 50		
Sheppardville.....	Souris..... M	10 00	18 75		
Sheridan.....	Halton..... O	151 18	56 25		3 75
Sherlock.....	King's & Albert..... N.B.	1 51	18 75		
Sherman Road.....	King's & Albert..... N.B.	4 25	18 75		
Sherwood.....	York, C.R..... O	29 16	18 75		
Sherwood Spring.....	Brockville..... O	20 30	18 75		
Shetland.....	Lambton, E.R..... O	125 73	57 50		3 75
Shields.....	Renfrew, N.R..... O	15 00	18 75		
Shigawake.....	Bonaventure..... Q	241 52	†† 84 00		7 50
Shillingthorpe.....	Mackenzie..... Sask	18 00	18 75		
Shiloh.....	Wellington, S.R..... O	11 00	18 75		
Shilson.....	Souris..... M	28 85	18 75		
Shinimecas Bridge.....	Cumberland..... N.S.	50 00	25 50	2 25	
Shinnickburn.....	Northumberland..... N.B.	18 75	18 75		
Shipierlay.....	Macdonald..... M	17 00	18 75		
Ship Harbour.....	Halifax..... N.S.	164 50	67 50		3 75
Ship Harbour Lake.....	Halifax..... N.S.	80 20	42 00	22 50	2 50
Shipka.....	Huron, S.R..... O	36 20	25 50		
Shipley.....	Perth, N.R..... O	23 00	18 75		
Shippigan Gully.....	Gloucester..... N.B.	8 75	18 75		
Shippigan Island.....	Gloucester..... N.B.	26 75	18 75		
Shipsaw.....	Chicoutimi & Saguenay Q	21 96	18 75		
Shirley.....	Ontario, S.R..... O	1 00	18 75		
Shirley.....	Nanaimo..... B.C.	25 06	18 75		
Shirley Settlement.....	Sunbury & Queen's..... N.B.	2 00	18 75		
a Shives Athol.....	Restigouche..... N.B.	83 91	16 66		
Shogamoc.....	York..... N.B.	18 71	18 75		
Short Beach.....	Yarmouth..... N.S.	30 50	18 75		
Shortholme.....	Sunbury & Queen's..... N.B.	8 25	18 75		
Shortreed.....	New Westminster..... B.C.	28 82	18 75		
Shorts Point.....	Yale & Caribou..... B.C.	56 96	27 00		
Shouldice.....	Grey, N.R..... O	11 00	18 75		
Shrewsbury.....	Argenteuil..... Q	23 65	21 00		
Shrigley.....	Dufferin..... O	39 96	24 00		
b Shrubland.....	Brandon..... M		10 41		
Shulie.....	Cumberland..... N.S.	217 39	70 50		6 25
Shunacadie.....	North Cape Breton & Victoria..... N.S.	28 07	18 75	2 25	
Shuswap.....	Yale & Caribou..... B.C.	142 95	† 75 00		3 75
Sicamous.....	Yale & Caribou..... B.C.	269 55	142 50		15 00
Sidney Crossing.....	Hastings, W.R..... O	90 00	45 00		3 75

a Opened 1-8-06.

b Closed 1-12-06.

* Including \$12.50 night allowance, \$5 of which is arrears.

†† Including \$13.50 night allowance.

† Including \$9 night allowance.

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APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Siegas.....	Victoria.....N.B.	125 50	27 00		
Siglunes.....	Dauphin.....M	5 00	18 75		
Sight Point.....	Inverness.....N.S	17 00	18 75		
Signai.....	Chicoutimi & Saguenay Q	26 45	18 75		
Silcote.....	Grey, N.R.....O	31 13	18 75		
Sillikers.....	Northumberland.....N.B	28 92	18 75		
Sillsville.....	Lennox & Addington..O	32 96	18 75		
Siloam.....	Ontario, N.R.....O	51 00	25 50		
Silton.....	Assa, West.....Sask	22 32	18 75		
Silver Beach.....	Victoria.....N.B	6 00	18 75		
Silver Creek.....	Marquette.....M	6 75	18 75		
Silver Creek.....	Yale & Cariboo.....B.C	26 70	18 75		
Silverdale.....	Lincoln.....O	24 25	18 75		
Silverdale.....	New Westminster.....B.C	33 86	22 50		
Silverdale Station.....	Lincoln.....O	41 25	27 00	5 25	
Silver Grove.....	Sask.....Sask	20 25	18 75		
Silver Hill.....	Norfolk.....O	35 00	30 00	3 00	
Silver Lake.....	Peterborough, W.R.....O	19 00	18 75		
Silver Mountain.....	Thunder B. & Rainy Riv.O	67 72	25 50		
Silver Plains.....	Provencher.....M	40 96	28 50	3 00	
Silver Water.....	Algoma, E.R.....O	60 48	30 00	3 75	
Simard.....	Chicoutimi & Saguenay.Q	12 76	18 75		
Simcoe Island.....	Frontenac.....O	6 55	18 75		
Similkameen.....	Yale & Cariboo.....B.C	11 32	18 75		
Simons Valley.....	Calgary.....Alta	7 00			
Simmons.....	Wright.....Q	46 19	19 50		
Simpson Corner.....	Lunenburg.....N.S	34 43	18 75		
Sinclair.....	Kootenay.....B.C	18 07	18 75		
Sinclairville.....	Wentworth.....O	45 00	18 75		
Sine.....	Hastings, W.R.....O	67 66	33 75	3 75	3 75
a Sinnett.....	Humbolt.....Sask	68 00			
Sinnott's Road.....	King's.....P.E.I	8 50	18 75		
Sion.....	Edmonton.....Alta	72 95	21 00		
Sirdar.....	Kootenay.....B.C	146 67	63 75		3 75
Sissiboo Falls.....	Digby.....N.S	12 00	18 75		
Sisson Ridge.....	Victoria.....N.B	20 75	18 75		
Six Mile Brook.....	Pictou.....N.S	25 50	18 75		
Six Mile Road.....	Cumberland.....N.S	15 75	18 75		
† Six Mile Lake.....	Parry Sound.....O		18 75		
Six Nations.....	Brant.....O	23 00	18 75		
Six Portages.....	Wright.....Q	37 82	18 75		
Six Roads.....	Gloucester.....N.B	38 00	18 7	2 25	
Sixteen Island Lake.....	Argenteuil.....Q	174 25	67 50		7 50
Sixty nine Corners.....	Brant.....O	15 30	18 75		
Skafse.....	Strathcona.....Alta	18 55	28 50		
Skalholt.....	Portage la Prairie.....M	5 50	18 75		
Skaro.....	Edmonton.....Alta	40 00	18 75		
Skibo.....	Algoma, E.R.....O	17 91	18 75		
Skibbereen.....	Northumberland, W.R.O	21 16	18 75		
Skibbereen.....	Assa, West.....Sask	71 92	30 00		
Skidegate.....	Comox-Atlin.....B.C	64 95	24 00		
Skinner's Pond.....	Prince.....P.E.I	16 34	18 75		
Skipness.....	Bruce, N.R.....O	14 00	18 75		
eSkipton.....	Sask.....Sask	23 33	13 58		
Skir Dhu.....	N. Cape Bret. & Vic.N.S	25 20	18 75		
Skull Creek.....	Assa, West.....Sask	41 80	18 75		
Skye.....	Prescott.....O	29 22	18 75		

a Opened 25-3-07. b Credit for new office not yet opened.

† Summer office—not re-opened this

season. c Opened 15-9-06.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sky Glen.....	Inverness..... N.S.	11 24	†23 25		
Sky Mountain.....	Inverness..... N.S.	11 35	18 75		
Slager.....	Qu'Appelle..... Sask.	59 19	18 75		
Slahaltkan.....	Yale & Cariboo..... B.C.	11 70	18 75		
Slate Falls.....	Lennox & Addington..... O.	14 50	18 75		
Slate River Valley.....	Thunder B. & Rainy R.O.	42 87	18 75		
Slatington.....	Richmond & Wolfe..... Q.	32 49	18 75	2 25	
Sleeman.....	Thunder B. & Rainy R.O.	102 47	‡30 28		
Sleipner.....	Humboldt..... Sask.	110 77	34 50		3 75
Sleswick.....	Peel..... O.	17 79	18 75		
Sluggett.....	Mackenzie..... Sask.	36 20	18 75		
Slugget.....	Nanaimo..... B.C.	9 50	18 75		
Sluice Point.....	Yarmouth..... N.S.	35 38	18 75		
Smithdale.....	Simcoe, N.R..... O.	39 05	21 00		
Smithfield.....	Northumberland, E.R.O.	191 04	79 50		7 50
Smithfield.....	Guysborough..... N.S.	16 05	†32 25		
Smith's.....	Westmoreland..... N.B.	169 50	66 00		6 25
Smith's Corner.....	Kent..... N.B.	20 50	18 75		
Smith's Corners.....	Pontiac..... Q.	18 75	18 75		
Smith's Cove.....	Digby..... N.S.	205 95	76 50		7 50
Smith's Creek.....	King's & Albert..... N.B.	13 25	18 75		
Smith Town.....	King's & Albert..... N.B.	34 09	18 75		
Smithsville.....	Shelburne & Queen's N.S.	32 95	18 75		
Smoky Falls.....	Nipissing..... O.	49 00	24 00		
Snake Creek.....	Marquette..... M.	26 07	18 75		
Snake River.....	Renfrew, N.R..... O.	70 03	29 00		
Snelgrove.....	Peel..... O.	98 06	40 00	7 50	3 75
Snider Mountain.....	King's & Albert..... N.B.	11 50	18 75	2 25	
Snider's Corners.....	Halton..... O.	53 00	18 75		
Snow Road Station.....	Frontenac..... O.	100 90	66 50		6 25
Snowville.....	Algoma, E.R..... O.	17 20	18 75		
Snyder.....	Welland..... O.	54 00	40 50		3 75
Soapstone Mine.....	Inverness..... N.S.	15 00	18 75		
Sober Island.....	Halifax..... N.S.	41 00	*24 75		
Soda Lake.....	Edmonton..... Alta.	54 79	4 16		
Sointula.....	Comox Atlin..... C.B.	59 45	†43 50		
Solheima.....	Strathcona..... Alta.	6 25	18 75		
Soldier's Cove.....	Richmond..... N.S.	40 19	18 75		
Solina.....	Durham..... O.	211 00	85 50		7 50
Sollmann.....	Edmonton..... Alta.	31 43	22 50		
Solmesville.....	Prince Edward..... O.	42 00	18 75		
Solway.....	Bruce, S.R..... O.	31 40	19 50		
Somenos.....	Nanaimo..... B.C.	134 60	32 50	3 75	7 50
Somerville.....	Carleton..... N.B.	97 00	18 75		
Sonora.....	Guysborough..... N.S.	126 06	60 00		3 75
Sonya.....	Ontario, N.R..... O.	231 58	90 00	5 25	7 50
Sooke.....	Nanaimo..... B.C.	46 71	18 75		
Soperton.....	Leeds..... O.	51 50	18 75		
Sorrel Ridge.....	Charlotte..... N.B.	11 25	18 75		
Sourisford.....	Souris..... M.	13 70	18 75		
Souris West.....	King's..... P.E.I.	83 59	41 25		3 75
South.....	Lunenburg..... N.S.	29 00	18 75		
South Alton.....	King's..... N.S.	18 00	18 75		
Southampton.....	York..... N.B.	28 35	18 75		
Southampton.....	King's..... P.E.I.	6 00	18 75		
South Augusta.....	Grenville..... O.	134 50	71 50		7 50

c Including, \$11.53 night allowance, \$1.53 of which is arrears.

† Including \$4.50 night allowance.

†† Including \$13.50 night allowance.

* Including \$6.00 night allowance.

‡ Including \$12 night allowance.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
South Bai of Sidney River.....	South Cape Breton...N.S	25 80	18 75		
South Barnston.....	Stanstead.....Q	33 80	18 75		
South Bay.....	Prince Edward.....O	40 00	27 00	3 75	
South Bay.....	St. John.....N.B	27 00	18 75		
South Bay.....	N. Cape Breton & Vic.N.S	97 63	40 50		3 75
South Bay-Mouth.....	Algoma, E.R.....O	50 25	18 75		
South Beach.....	Gaspé.....Q	8 25	18 75		
South Branch.....	Colchester.....N.S	49 01	21 00		
South Branch (Ken).....	King's & Albert.....N.B	10 25	18 75		
South Branch of St. Nicholas River	Kent.....N.B	66 00	27 00		
South Brook.....	Cumberland.....N.S	31 71	18 75		
South Canaan.....	Yarmouth.....N.S	6 00	18 75		
South Cayuga.....	Haldimand.....O	125 10	66 00		3 75
South Clones.....	Sunbury & Queen's...N.B	15 00	18 75		
Southcote.....	Wentworth.....O	41 96	18 75		
Southcote.....	Assa, West.....Sask	32 00	18 75		
South Cove.....	N. Cape Bret. & Vic.N.S	26 75	18 75		
South Dudswell.....	Richmond & Wolfe...Q	66 45	25 50		
South Dummer.....	Peterborough, E.R....O	50 52	27 00		
South East Passage.....	Halifax.....N.S	28 50	18 75		
South Ely.....	Shefford.....Q	19 83	18 75		
South End.....	Welland.....O	111 11	48 75		3 75
South Esk.....	Northumberland.....N.B	19 00	18 75		
Southey.....	Assa, West.....Sask	289 76	46 50		3 75
Southfield.....	King's & Albert.....N.B	12 73	18 75		
South Forks.....	Assa, West.....Sask	34 29	18 75		
South Gate.....	Middlesex, E.R.....O	18 98	18 75		
South Gillies.....	Thunder B. & Rainy R.O	18 61	18 75		
South Gloucester.....	Russell.....O	33 25	18 75	2 25	
South Gordonsville.....	Carleton.....N.B	19 50	18 75		
South Gower.....	Grenville.....O	38 50	18 75		
South Granby.....	Shefford.....Q	10 10	18 75		
South Granville.....	Queen's.....P.E.I	14 70	18 75		
South Greenwood.....	King's.....N.S	17 00	18 75		
South Gut of St. Ann's.....	N. Cape Bret. & Vic.N.S	62 75	+23 75	16 50	
South Ham.....	Richmond & Wolfe...Q	176 16	73 50		7 50
South Harbour.....	N. Cape Bret. & Vic.N.S	8 50	18 75	2 25	
South Harmony.....	King's.....N.S	6 90	18 75		
South Highlands.....	Inverness.....N.S	8 35	18 75		
South Knowlesville.....	Carleton.....N.B	23 75	18 75		
South Lake.....	Leeds & Albert.....O	20 00	18 75		
South Lake.....	King's.....P.E.I	11 00	18 75		
South Lancaster.....	Clengarry.....O	129 10	50 00		3 75
South Lochaber.....	Guysborough.....N.S	19 00	+23 25	2 25	
South Manchester.....	Guysborough.....N.S	13 00	18 75		
South March.....	Carleton.....O	152 35	67 50	18 00	7 50
South McLellan's Mountain.....	Pictou.....N.S	8 00	18 75		
South Melfort.....	Humboldt.....Sask	39 00	18 75		
South Melville.....	Queen's.....P.E.I	21 51	18 75		
South Middleton.....	Norfolk.....O	109 50	c51 00		3 75
South Monaghan.....	Peterborough, W.R....O	85 65	45 50	7 50	3 75
South Morland.....	Guysborough.....N.S	5 00	18 75		
South Nelson Road.....	Northumberland.....N.B	12 50	18 75	2 25	
South Newbridge.....	Carleton.....N.B	11 00	18 75		
South Pelham.....	Welland.....O	27 25	18 75		
South Pender.....	Nanaimo.....B.C	36 24	18 75		
Southport.....	Queen's.....P.E.I	52 81	42 00		

c Including \$7.50 night allowance.

† Including \$5 night allowance.

†† Including \$4.50 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
South Port Morien.....	South Cape Breton... N.S.	19 73	18 75		
South Pugwash.....	Cumberland..... N.S.	20 25	18 75		
South Range.....	Digby..... N.S.	24 73	18 75		
South Rawdon.....	Hants..... N.S.	95 42	40 50		3 75
South River.....	Gloucester..... N.B.	35 00	18 75	2 25	
South River Lake.....	Guysborough..... N.S.	25 00	18 75	3 00	
South Salt Springs.....	Antigonishe..... N.S.	5 00	18 75		
South Scott Bay.....	King's..... N.S.	8 00	18 75		
South Side Basin of River Dennis..	Inverness..... N.S.	128 45	†67 50		3 75
South Side of Baddeck River.....	North Cape Breton and Victoria..... N.S.	15 00	18 75		
South Side of Boulardarie.....	North Cape Breton and Victoria..... N.S.	22 75	18 75		
South Side of Whycocomagh Bay..	Inverness..... N.S.	12 00	18 75		
South Tilley.....	Victoria..... N.B.	23 95	18 75		
South Tremont.....	King..... N.S.	9 25	18 75		
South Uniacke.....	Hants..... N.S.	47 95	24 25		
South Vale.....	Colchester..... N.S.	12 25	18 75		
South Vancouver.....	City of Vancouver... B.C.	91 68	30 00		
South Victoria.....	Cumberland..... N.S.	26 13	18 75		
Southville.....	Digby..... N.S.	5 00	18 75		
South Wallace.....	Cumberland..... N.S.	17 63	18 75		
a South Wellington.....	Nanaimo..... B.C.	86 83	19 58		
South West.....	Prince..... P.E.I.	16 25	18 75		
South West Margaree.....	Inverness..... N.S.	80 00	††36 00	2 25	
South West Point.....	Chicoutimi & Saguenay Q.	12 70	18 75		
South West Port Hood.....	Inverness..... N.S.	26 00	18 75		
South West Port Mouton.....	Shelburne & Queen's... N.S.	26 25	18 75		
South West Ridge.....	Inverness..... N.S.	10 00	18 75		
Southwold Station.....	Elgin, W.R..... O	120 57	61 00		6 25
Southwood.....	Muskoka..... O	19 47	18 75		
South Zorra.....	Oxford, N.R..... O	39 02	18 75		
Sowerby.....	Algoma, E.R..... O	85 30	40 50	3 00	3 75
b Spalding.....	Humboldt..... Sask	61 68	8 83		
Spallumcheen.....	Yale & Caribou..... B.C.	5 94	18 75		
Spanish Ship Bay.....	Guysboro'..... N.S.	75 00	*58 00		*8 75
Sparrow Lake.....	Muskoka..... O	113 00	33 00		
Sparwood.....	Kootenay..... B.C.	105 30	42 00		3 75
Spa Springs.....	Annapolis..... N.S.	34 72	18 75		
Speedside.....	Wellington, S.R..... O	23 00	18 75		
Speerville.....	Carleton..... N.B.	11 00	18 75		
Speight's Corner.....	Sunbury & Queen's... N.B.	5 00	18 75		
Spence.....	Parry Sound..... O	46 00	21 25	4 50	
Spence.....	Westmoreland..... N.B.	27 00	18 75		
Spencer's Island.....	Cumberland..... N.S.	138 10	48 00		3 75
Speyside.....	Halton..... O	16 94	18 75		
Spires.....	Wellington, N.R..... O	8 00	18 75		
Spirit River.....	Athabaska.....	18 57	18 75		
Sprague.....	Provencher..... M	89 35	51 00		3 75
Spring Bank.....	Calgary..... Alta	30 68	18 75		
Springbank.....	Middlesex, N.R..... O	72 11	36 00		3 75
Spring Bay.....	Algoma, E.R..... O	23 71	18 75		
Springbrook.....	Dorchester..... Q	18 75	18 75		
Spring Coulee.....	Alta..... Alta	77 50	36 00		3 75
Springdale.....	Digby..... N.S.	19 75	18 75		
Springdale.....	Strathcona..... Alta	23 93	18 75		
Springfield.....	Selkirk..... M	47 92	26 25		

† Including \$12 night allowance. †† Including \$4.50 night allowance. * Including \$22 arrears salary and \$5 arrears rent. a Opened 1-9-06. b Opened 1-12-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Springfield	York.....N.B	28 30	18 75		
Springfield	Queen's.....P.E.I	31 23	18 75		
Springhaven.....	Yarmouth.....N.S	28 95	18 75		
Spring Hill.....	Russell.....O	32 68	18 75		
Spring Hill.....	Compton.....Q	79 00	43 50		3 75
Spring Hill.....	York.....N.B	36 00	18 75		
Springmount.....	Grey, N.R.....O	20 25	18 75		
Spring Grove.....	Humboldt.....Sask	33 26	18 75		
Springhurst.....	Portage la Prairie.....M	11 81	18 75		
Spring Point.....	Alta.....O	0 50	18 75		
Spring Road.....	Sherbrooke.....Q	7 25	18 75		
Springville.....	Mackenzie.....Sask	151 14	58 50	3 00	3 75
Springtown.....	Renfrew, S.R.....O	41 23	18 75		
Springvale.....	Haldimand.....O	143 73	51 00		3 75
Spring Valley.....	Prince.....P.E.I	16 00	18 75		
Springville.....	Peterborough, W.R.....O	69 90	25 50		
Springville.....	Pictou.....N.S	98 72	42 00		3 75
Sproule.....	Brandon.....M	43 54	18 75		
Spruce Creek.....	Dauphin.....M	6 25	18 75		
Sprucegrove.....	Edmonton.....Alta	124 08	55 50		3 75
Spruce Lake.....	St. John.....N.B	4 00	18 75		
Spry.....	Bruce, N.R.....O	98 38	44 00	6 00	2 50
Spry Harbour.....	Halifax.....N.S	51 58	†34 50		
Spuzzum.....	Yale & Cariboo.....B.C	48 54	22 50		
Spy Hill.....	Assa. East.....Sask	76 85	22 50		
Squamish.....	City of Vancouver.....B.C	75 15	41 25		3 75
Squaw Valley.....	Assa. West.....Sask	25 70	18 75		
Squire.....	Grey, N.R.....O	69 33	21 00		
Stadacona.....	Quebec East.....Q	63 00	18 75		
Stafford.....	Renfrew, N.R.....O	22 71	18 75		
Stagsburn.....	Wright.....Q	24 93	18 75		
Stake Road.....	Cumberland.....N.S	26 50	18 75		
Stanburn.....	Lunenburg.....N.S	9 25	18 75		
Stanbury.....	Missisquoi.....Q	24 75	18 75		
Stanchel.....	Queen.....P.E.I	24 94	18 75		
Stand Off.....	Alta.....Alta	63 86	24 00	2 25	
Stanhope.....	Stanstead.....Q	90 25	33 00		
Stanhope.....	Queen's.....P.E.I	28 25	18 75		
Stanley.....	Thunder Bay & Rainy R.O.....O	37 50	†33 75	22 50	
Stanley.....	Cumberland.....N.S	14 50	18 75		
Stanleydale.....	Muskoka.....O	17 93	18 75		
Stanley House.....	Parry Sound.....O	101 50	33 00		
Stanley Section.....	Lunenburg.....N.S	16 00	18 75		
Stanley's Corners.....	Carleton.....O	55 49	28 50		
Stanley's Mills.....	Peel.....O	27 53	18 75		
Stanton.....	Dufferin.....O	157 66	75 00		3 75
Stanwood.....	Northumberland, E.R.....O	53 54	24 00		
†Stanwood's Beach.....	Yarmouth.....N.S	0 50	25 00		
Stapledon.....	Carleton.....O	44 99	22 50		
Staple's Brook.....	Colchester.....N.S	15 25	18 75		
Star.....	Peel.....O	15 85	18 75		
Star.....	Edmonton.....Alta	44 00	56 25	1 50	3 75
Stardale.....	Prescott.....O	52 00	28 50		
Starkey's.....	Sunbury & Queen's.....N.B	33 95	18 75		
Starks Corners.....	Pontiac.....Q	49 36	25 50		
Starkville.....	Durham.....O	23 65	18 75		
Starleigh.....	Mackenzie.....Sask	22 85	18 75		
Starnesborough.....	Huntingdon.....Q	71 50	31 50		

† Including \$15 special salary allowance.

†† Including \$9 night allowance.

‡ Summer office.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Starrat.....	Parry Sound.....O	18 71	18 75		
aStarview.....	Sask.....Sask	7 00	4 16		
Staynerville.....	Argenteuil.....Q	86 78	55 50	2 25	3 75
Steam Mill Village.....	King's.....N.S.	40 25	27 00		
Steele's Lake.....	North Cape Breton and Victoria.....N.S.	7 00	18 75		
Steel's.....	Pontiac.....Q	13 00	18 75		
Steenburg.....	Hastings, E.R.....O	100 00	45 00		3 75
Steep Creek.....	Humboldt.....Sask	36 22	22 50		
Steep Creek.....	Guysborough.....N.S.	16 50	18 75		
Steerford.....	Calgary.....Alta		18 75		
Steevescote.....	King's & Albert.....N.B.	18 00	18 75		
Steeve's Mills.....	King's & Albert.....N.B.	15 75	18 75		
Steeve's Mountain.....	Westmoreland.....N.B.	15 75	25 50		
Steeve's Settlement.....	Westmoreland.....N.B.	13 50	18 75		
Stenson.....	Richmond & Wolfe.....Q	24 08	18 75		
Stepney.....	Prescott.....O	77 61	34 00		2 50
Stephenfield.....	Macdonald.....M	63 53	37 50		3 75
Stevenson.....	Kent, W.R.....O	27 50	21 25		
Stewart.....	Kent, W.R.....O	108 07	33 00		
††Stewart.....	Comox Atlin.....B.C.	11 75	25 00		
Stewart Bay.....	Parry Sound.....O	14 25	18 75		
Stewartdale.....	Inverness.....N.S.	18 75	18 75		
Stewarton.....	King's & Albert.....N.B.	35 71	18 75		
Stewart River.....	Yukon Territory.....	5 00			
Stewartville.....	Renfrew, S.R.....O	19 48	18 75		
Stewartwyn.....	Strathcona.....Alta	17 45	18 75		
Stewiacke Cross Roads.....	Colchester.....N.S.	74 82	33 75	5 25	3 75
Stickney.....	Carleton.....N.B.	67 00	25 50		
Stiles Village.....	Westmoreland.....N.B.	16 00	18 75		
Stillman.....	Pictou.....N.S.	30 75	18 75		
Still Water.....	Guysborough.....N.S.	61 56	* 40 50		
Stirling.....	Richmond.....N.S.	18 25	18 75		
Stirling Brook.....	Hants.....N.S.	45 80	24 00		
Stirling Falls.....	Parry Sound.....O	25 93	18 75		
Stobie Mine.....	Nipissing.....O	30 00	37 00		2 50
Stockdale.....	Northumberland, E.R.O	62 45	22 50		
Stockwell.....	Chateauguay.....Q	31 25	18 75	2 25	
Stoddarts.....	Annapolis.....N.S.	28 78	18 75		
Stoke Centre.....	Richmond & Wolfe.....Q	107 50	40 50		3 75
Stonefield Heights.....	Argenteuil.....Q	33 45	18 75		
Stoneham.....	Quebec.....Q	20 84	18 75	2 25	
Stonehaven.....	Gloucester.....N.B.	138 90	51 00		3 75
Stone House.....	Cumberland.....N.S.	11 25	18 75		
Stoneleigh.....	Muskoka.....O	13 00	18 75		
Stone Quarry.....	Welland.....O	52 52	18 75		
Stone Ridge.....	York.....N.B.	19 75	18 75		
Stony Beach.....	Assa, West.....Sask	51 25	30 00		
Stony Creek.....	King's & Albert.....N.B.	10 00	18 75		
Stonybrook.....	Qu'Appelle.....Sask	27 33	18 75		
Stony Island.....	Shelburne & Queen's.N.S.	89 44	30 00		
Stony Plain.....	Edmonton.....Alta	181 97	51 00	27 00	5 00
Stoneywood.....	Wellington, N.R.....O	21 49	18 75		
Storie.....	Parry Sound.....O	5 00	18 75		
Stormont.....	Guysborough.....N.S.	31 85	† 30 75		
Stornoway.....	Compton.....Q	139 90	61 50	2 25	3 75
Stornoway.....	Mackenzie.....Sask	23 00	18 75	2 50	

* Including \$13.50 night allowance.
office.† Including \$12 night allowance summer 1906.
|| Salary, &c., entered in Auditor General's Report.

†† Summer

a Opened 1-2-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Stovely	Nanaimo..... B.C	28 75	18 75	2 25	
Straiton	New Westminster... B.C	36 33	18 75		
Strange	York, N.R..... O	66 20	30 00		
Strasburg	Waterloo, S.R..... O	89 78	31 50		
Stratford Centre	Richmond & Wolfe... Q	150 51	63 00		3 75
Strathadam	Northumberland... N.B	22 57	18 75		
Strathavon	Grey, E.R..... O	73 90	40 50		3 75
Strathburn	Middlesex, W.R..... O	95 42	43 50		3 75
Strathcarrol	Qu' Appelle..... Sask	47 83	18 75		
Strathewen	Selkirk..... M	17 89	18 75		
Strathmartine	Assa, West..... Alta	72 90	18 75		
Strathmore	Stormont..... O	30 29	18 75		
cStrathmore	Calgary..... Alta	90 07	10 41		
Strathnairn	Grey, N.R..... O	17 48	18 75		
dStrathcona	King's..... P.E.I	11 00	18 75		
Street's Ridge	Cumberland..... N.S	25 75	18 75		
bStreamstown	Strathcona..... Alta	22 00	14 58		
aStrome	Strathcona..... Alta	163 22	36 00		3 75
Stromness	Haldimand..... O	85 23	55 50		3 75
Stronach Mountain	Annapolis..... N.S	10 00	18 75		
Strong	Parry Sound..... O	14 33	18 75		
Strongfield	Humboldt..... Sask	108 57	18 75		
Strongville	Simcoe, N.R..... Sask	29 73	18 75		
Stubb's Bay	Pontiac..... Q	41 00	41 25		3 75
Sturgeonville	Edmonton..... Alta	10 00	18 75		
Sturgeon	King..... P.E.I	65 04	43 50		3 75
Sturgeon Bay	Simcoe, E.R..... O	58 00	24 00		
Sturgeon Point	Victoria & Haliburton.. O	300 00	180 00		20 00
Suffield	Sherbrooke..... Q	39 69	19 50		
Suffolk Station	Queen's..... P.E.I	9 50	18 75		
Sugar Camp	Inverness..... N.S	18 75	18 75		
Sugar Loaf	North Cape Breton and Victoria..... N.S	21 94	† 20 25		
Sumas	New Westminster... B.C	42 35	24 00		
Summerfield	Carleton..... N.B	42 12	21 00		
Summerhill	Huron, W.R..... O	22 00	18 75		
Summer Hill	Sunbury & Queen's... N.B	29 90	18 75		
Summerlea	Jacques Cartier..... Q	82 80	22 50		
Summerstown Station	Glengarry..... O	174 06	73 50	3 75	3 75
Summerview	Alta..... Alta	29 50	18 75		
Summerville	Peel..... O	83 64	51 00		3 75
Summerville	Kings..... P.E.I	18 00	18 75	2 25	
Summerville Centre	Shelburne & Queen's... N.S	46 00	24 00		
Summit	Colchester..... N.S	19 50	18 75		
Sumner	Assa, East..... Sask	15 00	22 50	9 00	
Sunbury	Frontenac..... O	103 00	37 50		3 75
Sunbury	New Westminster... B.C	49 63	18 75		
Sundridge	Pictou..... N.S	12 50	18 75		
Sunnidale Corners	Simcoe, N.R..... O	70 34	33 00		
Sunny Bank	Gaspé..... Q	17 10	18 75		
Sunny Brae	Westmoreland... N.B	67 38	26 25		
Sunnymead	Assa, East..... Sask	21 95	18 75		
Sunny Plain	Humboldt..... Sask	19 00	18 75		
Sunnyslope	Calgary..... Alta	166 72	61 50		3 75
Sunnyside	King's..... N.S	17 00	18 75		
Sunnyside	Restigouche..... N.B	17 00	18 75		
Sunrise	N. C. Breton & Vict. N.S	7 00	18 75		

† Including \$1.50 night allowance.

a Late Knolton.

b Opened 1-9-06.

c Opened 1-11-06.

d Late Upton.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sunshine.....	Huron, E.R.....	O 3 00	18 75		
Surette Island.....	Yarmouth.....	N.S. 35 29	18 75		
Surrey Centre.....	New Westminster....	B.C. 56 00	25 50		
Sussex Corner.....	King's & Albert.....	N.B. 127 00	64 50		3 75
Sussex Portage.....	King's & Albert.....	N.B. 15 75	18 75		
Sutherland's River.....	Pictou.....	N.S. 14 00	18 75		
Suthwyn.....	Selkirk.....	M. 19 36	18 75		
Sutherland.....	Essex, N.R.....	O d 7 00			
Sutorville.....	Lambton, E.R.....	O 59 50	33 00		3 75
Sutton.....	St. John.....	N.B. 23 00	25 50		
Swan Creek.....	Sunbury & Queen's....	N.B. 21 50	18 75		
Swansburg.....	Shelburne & Queen's..	N.S. 31 00	18 75		
Swarthmore.....	Sask.....	Sask. 74 78	18 75	1 25	
Sweaburg.....	Oxford, S.R.....	O 115 08	48 00		3 75
Sweenyville.....	Kent.....	N.B. 18 00	18 75		
Sweet's Corners.....	Hants.....	N.S. 36 10	21 00		
Sweet's Corners.....	Leeds.....	O 41 00	22 50		
Swindon.....	Parry Sound.....	O 12 00	18 75		
Swinton Park.....	Grey, E.R.....	O 97 30	42 00		3 75
Switzerville.....	Lennox & Addington..	O 10 00	18 75		
*Sybil Cove.....	Chicoutimi & Saguenay	Q 13 00	25 00		
Sydenham Place.....	Drummond & Artha'ka	Q 56 60	22 50		
Sydney Forks.....	South Cape Breton....	N.S. 27 00	18 75	3 75	
Sydney River.....	N. C. Breton & Vict..	N.S. 30 97	18 75		
Sykeston.....	Lambton, W.R.....	O 35 65	18 75		
Sylvan.....	Middlesex, N.R.....	O 83 90	55 50	2 25	3 75
Sylvan Valley.....	Algoma, W.R.....	O 46 42	21 00		
Sylvan Valley.....	Antigonishe.....	N.S. 10 00	18 75		
Sylvester.....	Pictou.....	N.S. 32 94	18 75		
Synton.....	King's & Albert.....	N.B. 6 00	18 75		
Sypher's Cove.....	Sunbury & Queen's....	N.B. 12 50	18 75		
ŠSzervcento.....	Provencher.....	M. 20 00	6 25		
T ABER.....	Alta.....	Alta 1,338 19	7522 50		56 25
Taché, Station.....	Thunder B. & Rainy R.	O 40 91	30 00		
Tadousac-ouest.....	Chicoutimi & Saguenay	Q 20 00	18 75		
Taillon.....	Chicoutimi & Saguenay	Q 98 93	39 00	11 75	3 75
Tain.....	Norfolk.....	O 16 59	18 75		
cTalbot.....	Strathecona.....	Alta 25 00	2 08		
Talbotville Royal.....	Elgin, W.R.....	O 138 50	50 00		3 75
Tamarisk.....	Dauphin.....	M. 6 25	18 75		
Tambling's Corners.....	Middlesex, E.R.....	O 165 40	33 00		
Tancook Island.....	Lunenburg.....	N.S. 60 01	32 00		2 50
Tancred.....	Lambton, E.R.....	O 4 00	18 75		
αTancredea.....	Pontiac.....	Q 81 50	18 75		
Tankville.....	Westmoreland.....	N.B. 8 00	18 75		
Tansley.....	Halton.....	O 59 28	27 00		
Tantallon.....	Halifax.....	N.S. 106 50	36 00		3 75
Tapley's Mills.....	Carleton.....	N.B. 9 00	18 75		
Tapleystown.....	Wentworth, S. R.....	O 59 62	24 00		
Tapscot.....	Calgary.....	Alta 40 99	26 25		
qTarentorus.....	Algoma, W.R.....	O 12 50	2 08		
Tarantum.....	Queens.....	P.E.I. 2 30	18 75		
Tarbert.....	Dufferin.....	O 15 00	18 75		
Tarbot.....	C. Breton and Vict..	N.S. 17 25	23 25		

α Opened 1-7-06. b Opened 1-1-07. c Opened 1-3-07. d Credit for new office not yet opened. † Including \$22.50 night allowance. * Summer Office. ‡ Including \$4.50 night allowance. g Opened 1-3-07.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
			§ cts.		
aTarrys.	Kootenay.....B.C	32 00	12 50		
Tatamagouche Mourtain.	Colchester.....N.S	20 60	18 75		
Tatehurst.	Chateauguay.....Q	83 00	30 00		
Tatlock.	Lanark, N.R.....O	26 16	18 75	2 25	
Taunton.	Ontario, S.R.....O	74 11	22 50		
Tay Falls.	York.....N.B	11 25	18 75		
Taylor.	Leeds.....O	45 00	18 75		
Taylorboro.	Humboldt.....Sask	76 42	41 25	26 25	3 75
Taylor's Head.	Halifax.....N.S	21 90	19 50		
Taylor Village.	Westmoreland.....N.B	36 49	28 50		
Taylorville.	Alta.....Alta	33 75	18 75		
Tay Mills.	York.....N.B	12 25	18 75		
Tay Settlement.	York.....N.B	32 75	18 75		
Tayside.	Stormont.....O	33 61	18 75		
Tees.	Strathcona.....Alta	175 73	33 00		
Tecterville.	Norfolk.....O	164 33	69 50		6 25
Tehkummah.	Algoma, E.R.....O	96 50	34 50	10 50	2 50
Telfer.	Middlesex, E.R.....O	15 00	18 75		
Telegraph Creek.	Comox-Atlin.....B.C	99 85	24 00		
Telford.	Pictou.....N.S	9 00	18 75		
Telfordville.	Strathcona.....Alta	24 00	21 00		
Temagami Park.	Nipissing.....O	150 36	18 75		
Timiskaming.	Pontiac.....Q	45 80	59 25		3 75
Temperance Vale.	York.....N.B	83 11	31 50	4 50	
Temple.	York.....N.B	44 00	18 75		
Tempo.	Middlesex, E.R.....O	30 68	18 75	3 75	
Tenby.	Dauphin.....M	146 05	60 00		3 75
Tenby Bay.	Algoma, W.R.....O	24 43	18 75		
Tenecape.	Hants.....N.S	83 00	30 00		
Ten Mile Creek.	St. John.....N.B	59 57	18 75		
Ten Mile House.	Queen's.....P.E.I	13 25	18 75		
Tennant's Cove.	King's & Albert.....N.B	16 50	18 75		
Tennyson.	Lanark, S.R.....O	11 00	18 75		
Terence Bay.	Halifax.....N.S	13 25	23 25		
Terminus.	Lambton, W.R.....O	13 10	18 75		
Terra Cotta.	Peel.....O	99 75	40 50	3 00	3 75
Terra Nova.	Dufferin.....O	60 00	30 00		
Terra Nova.	South Cape Breton.....N.S	17 25	18 75		
Terra Nova.	New Westminster.....B.C	65 50	33 00		
Tessier.	Assa, West.....Sask	94 72	18 75	3 00	
Teston.	York, C.R.....O	53 58	18 75		
Tête à Gauche River (North).	Gloucester.....N.B	5 00	18 75		
Tête à Gauche River (South).	Gloucester.....N.B	13 00	18 75		
cTête à la Baleine.	Chicoutimi & Saguenay.....Q	10 00	6 25		
aTetreauville.	Laval.....Q	33 65	12 50		
Teviotdale.	Wellington, N.R.....O	64 28	26 25		
Tewkesbury.	Québec.....Q	6 25	18 75		
Texas River.	York.....N.B	19 10	18 75		
Thalberg.	Provencher.....M	* 5 00			
Thames Road.	Huron, S.R.....O	27 00	22 50		
Thanet.	Hastings, E.R.....O	13 95	18 75		
The Barony.	York.....N.B	22 65	18 75		
bThe Bluffs.	King's & Albert.....N.B	2 00	12 50		
The Falls.	Colchester.....N.S	49 00	18 75		
fThe Gap.	Calgary.....Alta	43 50	8 33		
The Gore.	Middlesex, E.R.....O	27 65	18 75		
The Grange.	Peel.....O	20 63	18 75		

a Opened 1-10-06.
office not yet opened.

b Closed 1-1-07.
† Including \$4.50 night allowance.

c Opened 1-1-07.

f Opened 1-12-06.

* Credit for new

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
The Grant.....	King's & Albert... N.B.	8 45	18 75		
The Grove.....	Middlesex, E.R..... O	12 40	18 75		
The Gully.....	Northumberland, W.R.O	33 20	18 75		
The Hawk.....	Shelburne & Queen's.N.S	36 88	18 75		
The Lake.....	Russell..... O	74 00	25 50		
The Landing.....	Portage la Prairie.... M	149 03	53 50		3 75
The Lodge.....	Lunenburg..... N.S	8 00	18 75		
The Long Stretch.....	Inverness..... N.S	10 25	18 75		
The Maples.....	Dufferin..... O	19 25	18 75		
The Narrows.....	Dauphin..... M	36 66	18 75		
The Pas.....	Mackenzie..... Sask	53 20	18 75	2 25	
The Pines.....	Lennox & Addington.. O	11 45	18 75		
The Points, West Bay.....	Richmond..... N.S	35 90	18 75		
The Range.....	Sunbury & Queen's.. N.B	32 25	18 75		
Thériault.....	Gloucester..... N.B	15 00	18 75		
The Ridge.....	Hastings, W.R..... O	43 17	18 75		
The Slash.....	Algoma, E.R..... O	18 75	18 75		
The Willows.....	Northumberland..... N.B	14 50	18 75		
c Thetford Mines, West.....	Megantic..... Q	114 92	18 34		1 66
Thibodeau.....	Lotbinière..... Q	67 16	30 00		
Thingvalla.....	Assa, East..... Sask	15 90	18 75		
Thistle.....	Grey, S.R..... O	11 00	18 75		
Thistle town.....	York, C.R..... O	87 00	41 50		3 75
Thivierge.....	Bonaventure..... Q	60 50	18 75		
Thomaston.....	York..... N.B	26 25	18 75		
Thomond.....	King's & Albert..... N.B	6 20	18 75		
Thompsonville.....	Sincoe, S.R..... O	43 30	21 25		
Thornbrook.....	King's & Albert..... N.B	12 00	18 75		
Thornby.....	Pontiac..... Q	27 68	18 75		
Thorn Centre.....	Pontiac..... Q	12 68	18 75		
Thorncliffe.....	Kent, E.R..... O	54 60	18 75		
Thorn dyke.....	Queen's..... P.E.I	10 00	18 75		
Thorne's Cove.....	Annapolis..... N.S	53 00	30 00		
Thornetown.....	Sunbury & Queen's.. N.B	12 50	18 75		
Thornloe.....	Nipissing..... O	58 00	18 75	2 25	
Thornyhurst.....	Lambton, W.R..... O	23 20	18 75		
Thorpe.....	Lennox & Addington.. O	25 50	18 75		
Three Brooks.....	Victoria..... N.B	28 25	18 75		
Three Brooks.....	Pictou..... N.S	18 90	18 75		
Three Fathom Harbour.....	Halifax..... N.S	18 50	18 75		
Three Hills.....	Calgary..... Alta	134 87	40 50	1 75	3 75
Three Lakes.....	Beauce..... Q	22 01	24 00		
Three Mile Plains.....	Hants..... N.S	104 72	39 00		3 75
Throoptown.....	Grenville..... O	10 00	18 75		
Thrus.....	Kootenay..... B.C	39 56	16 66		
Thunder Hill.....	Dauphin..... M	35 43	18 75		
Thunder Hill.....	Kootenay..... B.C	11 70	18 75		
Thunder River.....	Chicoutimi & Saguenay Q	47 14	†40 50		
Thurlow.....	Comox-Atlin..... B.C	142 47	67 50		7 50
Tichborne.....	Frontenac..... O	135 69	60 00		3 75
Tiddville.....	Digby..... N.S	24 31	18 75		
Tidnish Bridge.....	Westmoreland..... N.B	65 50	46 50		3 75
Tiefengrund.....	Sask..... Sask	22 31	18 75		
Tikonabé.....	Chicoutimi & Saguenay Q	74 00	30 00		
Tilley.....	Victoria..... N.B	11 00	18 75		
Tilley.....	Leeds..... O	16 25	18 75		
Tilley Road.....	Gloucester..... N.B	27 37	18 75		
Timberland.....	New Westminster... B.C	20 00	18 75		

† Including \$15 night allowance, \$6 of which is arrears. c Opened 1-2-07.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Reut Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Timber River.....	Westmoreland.....N.B.	15 20	18 75		
Tindastoll.....	Strathcona.....Alta	26 20	21 00		
Tintern.....	Lincoln.....O	80 05	†58 00		3 75
a Tiny.....	Mackenzie.....Sask	36 00	14 58		
Tioga.....	Simcoe, S.R.....O	115 97	54 00		3 75
Tiree.....	Qu'Appelle.....Sask	36 95	18 75		
Titus Station.....	Richmond & Wolfe....Q	40 00	18 75		
Titusville.....	King's & Albert.....N.B.	54 35	†22 50		
Tobermory.....	Bruce, N.R.....O	160 65	78 00		7 50
Tobique Narrows.....	Victoria.....N.B.	15 25	18 75		
Tobique River.....	Victoria.....N.B.	38 73	18 75		
Todd Inlet.....	Nanaimo.....B.C.	209 10	66 00		3 75
Tofield.....	Strathcona.....Alta	194 19	40 50		3 75
Tolsta.....	Compton.....Q	11 25	18 75		
Tomahawk.....	Edmonton.....Alta	d 7 00			
Tomiko.....	Nipissing.....O	241 36	109 91		\$9 58
Tompkins.....	Assa, West.....Sask	136 64	31 50		
Tompkinsville.....	Guysborough.....N.S.	5 75	18 75		
Tomstown.....	Nipissing.....O	162 80	89 50	4 50	8 75
Toney Mills.....	Pictou.....N.S.	20 25	18 75		
Toney River.....	Pictou.....N.S.	14 48	18 75		
Tongue Creek.....	Calgary.....Alta	16 75	18 75		
Tooleton.....	King's & Albert.....N.B.	16 00	18 75		
Top Cliff.....	Grey, S.R.....O	15 00	18 75		
Topping.....	Perth, N.R.....O	21 65	18 75		
Torbay.....	Guysborough.....N.S.	43 23	23 00		
Torbrook.....	Annapolis.....N.S.	114 75	43 50		3 75
Torbrook East.....	Annapolis.....N.S.	54 00	25 50		
Torbrook Mines.....	Annapolis.....N.S.	209 18	91 50		7 50
Tormore.....	York, C.R.....O	17 00	18 75		
b Toronto Sub-off. No. 40.....	City of Toronto.....O	+	+		
c Toronto Sub-off. No. 5.....	York.....O	+	+		
Totonka.....	Marquette.....M	3 00	18 75		
Touchwood Hills.....	Humboldt.....Sask	147 00	36 00		3 75
Tourelle.....	Gaspé.....Q	31 01	18 75		
Tourigny.....	Drummond & Artha'ka.Q	10 40	18 75		
Tower Hill.....	Charlotte.....N.B.	27 75	18 75		
Town Plot.....	King's.....N.S.	81 00	37 50		3 75
Townsend Centre.....	Norfolk.....O	67 50	34 50		3 75
Toy's Hill.....	Dundas.....O	23 75	18 75		
Tracadie Cross.....	Queen's.....P.E.I.	26 50	18 75	2 25	
Tracadie Road.....	Guysborough.....N.S.	1 00	18 75		
Tracey's Mills.....	Carleton.....N.B.	77 30	22 50		
Traceyville.....	Sunbury & Queen's..N.B.	6 25	18 75		
Trafalgar.....	Halton.....O	155 75	58 50	8 25	3 75
Trafalgar.....	Guysborough.....N.S.	28 50	18 75		
Trafford.....	Lennox & Addington..O	6 00	18 75		
Tralee.....	Wellington, N.R.....O	33 34	18 75		
Tramore.....	Renfrew, S.R.....O	48 97	18 75		
Traveller's Rest.....	Prince.....P.E.I.	24 56	18 75		
Traverston.....	Grey, S.R.....O	33 00	22 50		
Treadwell.....	Prescott.....O	140 00	63 00		3 75
Trecastle.....	Wellington, N.R.....O	16 00	18 75		
Tregarva.....	Assa, West.....Sask	45 10	24 00		
Tremont.....	King's.....N.S.	21 50	18 75		
Trenholm.....	Drummond & Artha'ka.Q	67 29	35 00		2 50

+ Including \$18 night allowance. †† Including \$4 special salary. § Including \$2.08 arrears rent.
 (a) Opened 1-9-06. (b) Opened 5-9-06. (c) Opened 1-2-07. (d) Credit for new office not yet opened.
 ‡ For revenue, &c., see appendix C. under Toronto Sub-Offices.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Trent Bridge	Northumberland, E.R. O	93 69	43 50		3 75
Trenville	Strathcona	106 49	37 50		3 75
Trevelyan	Brockville	23 75	18 75		
Trilby	Queens	14 75	18 75		
Trinity	Wentworth	30 50	18 75		
†Tristram	Strathcona	12 00	2 08		
†Triton Fishing Club	Quebec	12 25	25 00		
†Trochu Valley	Calgary	63 00	14 58		
Trois Saumons	L'Islet	82 65	37 50		3 75
Trois Saumons Station	L'Islet	19 93	18 75		
Trottier	Drummond & Arthabaska Q	48 03	33 00		
Trout Brook	Northumberland	10 00	18 75		
Trout Brook	Drummond & Arthabaska Q	83 55	30 00		
Trout Brook	South Cape Breton	17 95	18 75		
Trout Lake	Parry Sound	26 00	21 25		
*Trout Mills	Nipissing	173 83	13 58		
Trout River	Huntingdon	83 20	33 00		3 75
Trout River	Inverness	34 71	18 75		
Trout Stream	Gloucester	28 46	18 75		
Troy	Wentworth	152 50	70 50		7 50
Troy	Inverness	2 50	18 75		
Truemanville	Cumberland	34 55	18 75		
Tuam	Simcoe, S.R.	28 05	18 75	7 50	
Tuftsville	Hastings, W.R.	32 25	18 75		
†Tullameen	Yale & Cariboo	12 00	2 08		
Tullochgorum	Châteauguay	24 50	18 75		
†Tullymet	Qu'Appelle	12 00	6 25		
Tumbell	Marquette	9 00	27 00		
Tupper	Dauphin	1 50	18 75		
Tupperville	Annapolis	108 00	40 50		3 75
Turbine	Algoma, E.R.	127 50	66 00		3 75
Turgeon	Bellechasse	16 31	18 75		
Turgeon	Gloucester	93 50	53 50	7 50	3 75
Turgoose	Nanaimo	111 24	33 00		
Turnerville	Kent, E.R.	50 35	26 25		
Turriff	Hastings, E.R.	69 89	25 50		
Turtle Creek	King's & Albert	45 45	21 00	7 50	
Turtle Lake	Parry Sound	18 00	18 75		
Turtle Mountain	Souris	17 34	18 75		
Turtle River	Dauphin	5 45	18 75		
Tuscarora	Brant	143 48	54 00		3 75
†Tuxford	Assa, W.	73 35	4 72		
Tusket Falls	Yarmouth	8 00	18 75		
Tweedside	Wentworth	22 00	18 75		
Tweedside	York	53 89	18 75		
Twin Butte	Alta	80 42	24 00		
Twin Elm	Carleton	49 50	28 50		
Two Creeks	Marquette	19 06	18 75		
Two Islands	Cumberland	3 00	18 75		
Two Rivers	Cumberland	61 50	30 00		
Tynehead	New Westminster	22 25	18 75		
Tyneside	Wentworth	40 00	21 00		
Tyotown	Glenarry	23 63	18 75		
Tyrcconnell	Elgin, W.R.	81 00	33 00		
Tyrone	Durham	168 59	73 50		7 50
Tyrone	Queen's	10 25	18 75		
Tyrell	Norfolk	85 90	34 50		3 75

a Opened 1-9-06.

* Opened 15-9-06.

c Opened 1-1-07.

d Opened 23-1-07.

e Opened 1-3-07.

t Summer Office.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Tzouhalem	Nanaimo.....B.C	204 00	58 50		3 75
UCLUELET.....	Comox Atlin.....B.C	66 28	31 50		
Udney.....	Ontario, N.R.....O	134 85	49 50		3 75
Udora.....	York, N.R.....O	144 33	67 50		7 50
Ufford.....	Muskoka.....O	39 79	18 75		
Uhthoff.....	Simcoe, E.R.....O	102 86	40 50	4 50	3 75
Ullswater.....	Muskoka.....O	41 70	22 50		
Ulric.....	Mackenzie.....Sask	45 21	18 75		
Umatilla.....	Dauphin.....M	20 75	18 75		
Umfraville.....	Hastings, E.R.....O	25 95	18 75		
Underhill.....	Northumberland.....N.B	34 22	18 75		
Underhill.....	Souris.....M	148 60	60 00	3 00	3 75
Undine.....	Victoria.....N.B	13 25	18 75		
Uneeda.....	Lanark, N.R.....O	25 23	18 75		
Union Centre.....	Pictou.....N.S	10 50	18 75		
Union Corner.....	Carleton.....N.B	31 71	18 75		
Union Corner.....	Prince.....P.E.I	16 46	18 75		
Union Hall.....	Lanark, N.R.....O	20 44	18 75		
Union North.....	Queens.....P.E.I	6 00	18 75		
Union Point.....	Provencher.....M	74 70	25 50		
Union Road.....	Queen's.....P.E.I	9 94	18 75		
Union Square.....	Lunenburg.....N.S	13 03	18 75		
Uno-Park.....	Nipissing.....O	93 56	43 50		3 75
Uplands.....	Parry Sound.....O	11 00	18 75		
Upper.....	Haldimand.....O	13 00	18 75		
Upper Abougoggin.....	Westmoreland.....N.B	49 40	18 75		
Upper Baddeck River.....	North Cape Breton and Victoria.....N.S	19 01	18 75		
Upper Balmoral.....	Restigouche.....N.B	30 00	18 75		
Upper Bass River.....	Colchester.....N.S	38 75	18 75		
Upper Bay du Vin.....	Northumberland.....N.B	24 35	18 75		
Upper Bedford.....	Missisquoi.....Q	173 25	78 00		7 50
Upper Big Tracadie.....	Guysborough.....N.S	17 00	18 75		
Upper Blackville.....	Northumberland.....N.B	54 30	22 50	3 00	
Upper Branch.....	Lunenburg.....N.S	34 48	18 75		
Upper Brighton.....	Carleton.....N.B	32 00	18 75		
Upper Brookside.....	Colchester.....N.S	13 25	18 75		
Upper Buctouche.....	Kent.....N.B	31 00	18 75		
Upper Burlington.....	Hants.....N.S	12 00	18 75		
Upper Burton.....	Sunbury & Queen's.....N.B	17 75	18 75		
Upper Canard.....	King's.....N.S	88 43	45 00		3 75
Upper Cape.....	Westmoreland.....N.B	33 75	18 75		
Upper Caraguet.....	Gloucester.....N.B	100 90	40 50		3 75
Upper Caverhill.....	York.....N.B	29 05	18 75		
Upper Charlo.....	Restigouche.....N.B	38 38	18 75	1 50	
Upper Chelsea.....	Lunenburg.....N.S	13 25	18 75		
Upper Clements.....	Annapolis.....N.S	41 50	18 75		
Upper Clyde River.....	Shelburne & Queen's.....N.S	7 25	18 75		
Upper Coal Creek.....	Sunbury & Queen's.....N.B	12 48	18 75		
Upper Coverdale.....	King's & Albert.....N.B	7 00	18 75		
Upper Derby.....	Northumberland.....N.B	38 70	18 75		
Upper Dorchester.....	Westmoreland.....N.B	92 50	46 50	13 50	3 75
Upper Dover.....	Westmoreland.....N.B	19 73	18 75		
Upper Dyke Village.....	King's.....N.S	51 00	30 00		
Upper Economy.....	Colchester.....N.S	26 47	18 75		
Upper Fort Lawrence.....	Cumberland.....N.S	30 00	18 75		

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Upper Gaspereaux	Sunbury & Queen's...N.B	12 50	18 75		
Upper Glencoe	Inverness	18 95	18 75		
Upper Glen Road	Antigonishe	7 20	18 75		
Upper Golden Grove	King's & Albert	5 75	18 75		
Upper Goshen	King's & Albert	12 00	18 75		
Upper Grand Mira	South Cape Breton...N.S	18 75	18 75		
Upper Granville	Annapolis	46 00	27 00		
Upper Greenwich	King's & Albert	13 18	18 75		
Upper Hampstead	Sunbury & Queen's...N.B	27 55	18 75		
Upper Hayneville	York	77 73	24 00		
Upper Kempt Head	North Cape Breton and Victoria	12 40	18 75		
Upper Kemptown	Colchester	21 53	18 75		
Upper Kennetcook	Hants	86 35	37 50		3 75
<i>a</i> Upper Kensington	Jacques Cartier	49 59	14 58		
Upper Kent	Carleton	62 43	26 50	2 25	
Upper Keswick	York	47 50	21 00		
Upper Keswick Ridge	York	10 50	18 75		
Upper Kingsbury	Lunenburg	19 30	18 75		
Upper Kintore	Victoria	21 71	18 75		
Upper Knoxford	Carleton	25 23	18 75		
Upper La Have	Lunenburg	52 98	21 00		
Upper Lakeville	Halifax	7 30	18 75		
Upper Leitch's Creek	North Cape Breton and Victoria	9 50	18 75		
Upper Loch Lomond	St. John	15 00	18 75		
Upper Magaguadavic	York	27 98	19 50		
Upper Malagash	Cumberland	20 00	18 75		
Upper Margaree	Inverness	24 98	18 75	2 25	
Upper Margerville	Sunbury & Queen's...N.B	98 65	35 00		2 50
Upper Melbourne	Richmond & Wolfe...Q	125 80	55 50		3 75
Upper Middleboro	Cumberland	62 62	28 50		
Upper Middle River	North Cape Breton and Victoria	41 08	18 75	2 25	
Upper Nappan	Cumberland	12 50	18 75		
Upper Nelson	Northumberland	43 71	18 75		
Upper New Cornwall	Lunenburg	28 18	21 00		
Upper New Harbour	Guysborough	38 50	18 75	4 50	
Upper New Horton	King's & Albert	33 95	18 75		
Upper New Port	Hants	57 55	25 00		
Upper Nine Mile River	Hants	62 90	31 50		
Upper North River	Colchester	7 00	18 75		
Upper Ohio	Shelburne & Queen's...N.S	7 25	18 75		
Upper Otnabog	Sunbury & Queen's...N.B	23 55	18 75		
Upper Peel	Carleton	8 50	18 75		
Upper Pereaux	King's	25 55	18 75		
<i>b</i> Upper Pinevale	Antigonishe	3 00	10 42		
Upper Pointe de Bute	Westmoreland	34 75	18 75		
Upper Port Latour	Shelburne & Queen's...N.S	127 96	55 50		3 75
Upper Pugwash	Cumberland	13 00	18 75		
Upper Queensbury	York	42 15	18 75		
Upper Rawdon	Hants	78 50	36 00		3 75
Upper Rexton	Kent	14 40	18 75		
Upper River Dennis	Inverness	9 00	18 75		
Upper Rockport	Westmoreland	12 21	18 75		
Upper Sackville	Halifax	8 00	18 75		
Upper Sackville	Westmoreland	205 00	66 00	2 25	7 50
Upper Scotsburn	Pictou	8 00	18 75		

a Opened 1-9-06.*b* Closed 1-12-06.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Upper Sheffield.....	Sunbury & Queen's...N.B	51 27	21 25		
Upper Smithfield.....	Guysborough.....N.S	29 30	+27 75		
Upper Southampton.....	York.....N.B	11 00	18 75		
Upper South River.....	Antigonishe.....N.S	84 50	31 50	2 25	
Upper South West Mabou.....	Inverness.....N.S	9 50	18 75		
Upper Springfield.....	York.....N.B	19 73	18 75		
Upper Springfield.....	Antigonishe.....N.S	10 00	18 75		
<i>a</i> Upper Squamish.....	Comox-Atlin.....B.C	15 00	16 66		
Upper Sumas.....	New Westminster...B.C	30 65	24 00		
Upperton.....	King's & Albert.....N.B	35 75	18 75		
Upper Washabuck.....	North Cape Breton and Victoria.....N.S	23 20	18 75		
Upper Westmoreland.....	Queen's.....P.E.I	14 25	18 75		
Upper Whitehead.....	Guysborough.....N.S	10 25	18 75		
Upper Wicklow.....	Carleton.....N.B	24 21	18 75		
Upper Wood-Harbour.....	Shelburne & Queen's...N.S	68 50	33 00		
Uptergrove.....	Ontario, N.R.....O	124 58	63 00		3 75
Urbania.....	Hants.....N.S	56 05	18 75		
Urbenville.....	Prince.....P.E.I	9 00	18 75		
Urney.....	King's & Albert.....N.B	5 70	18 75		
Urquharts.....	King's & Albert.....N.B	14 00	18 75		
Ursa.....	Victoria & Haliburton...O	46 21	21 00		
Usher.....	Antigonishe.....N.S	7 00	18 75		
Usona.....	Strathcona.....Alta	8 91	18 75		
Utica.....	Ontario, S.R.....O	61 98	28 00		
Utopia.....	Simcoe, S.R.....O	107 44	49 50		3 75
Utopia.....	Charlotte.....N.B	25 25	18 75		
<i>b</i> Uttoxeter.....	Lambton, W. R.....O	17 00	2 08		
V ACHELL.....	York, N.R.....O	47 86	20 25		
Valcartier.....	Québec.....Q	55 27	24 00		
Valcartier-Station.....	Québec.....Q	19 70	18 75		
Valcartier-Village.....	Québec.....Q	64 90	26 25		
Val des Bois.....	Labelle.....Q	120 10	48 75		3 75
Valencay.....	Labelle.....Q	43 87	+27 75		
Valenciennes.....	Mégantic.....Q	12 55	18 75		
Valens.....	Wentworth.....O	65 55	26 25		
Valentia.....	Victoria & Haliburton...O	104 70	51 00		3 75
Vale Perkins.....	Brome.....Q	89 86	38 50		2 50
Valetta.....	Kent, W. R.....O	156 15	56 25		3 75
Vallentyne.....	Ontario, N.R.....O	93 10	34 50		3 75
Valley.....	Assa East.....Sask	10 00	18 75		
Valley City.....	Strathcona.....Alta	165 79	18 75		
Valleyfield.....	Queen's.....P.E.I	20 00	18 75		
Valleyfield, East.....	King's.....P.E.I	17 00	18 75		
Valley Mills.....	Inverness.....N.S	8 23	18 75		
Valley River.....	Dauphin.....M	114 50	62 50		3 75
Valley Station.....	Colchester.....N.S	61 90	18 75	6 00	
Valmont.....	Champlain.....Q	109 94	46 00		3 75
Valmorin.....	Terrebonne.....Q	69 30	25 50		
Valois.....	Jacques-Cartier.....Q	37 50	18 75		
Valparaiso.....	Humboldt.....Sask	24 12	+23 55		
Valracine.....	Compton.....Q	84 00	39 00		3 75
Vanbrugh.....	Renfrew, S.R.....O	29 75	18 75		
Van Bruyssel.....	Chicoutimi & Saguenay...Q	35 80	0 30		

† Including \$9 night allowance.

‡ Including \$4.80 night allowance.

α Opened 1-8-06.

b Re-Opened 1-3-07.

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Vancamp.....	Dundas.....O	50 48	25 50		
Vandecar.....	Oxford, S.R.....O	49 06	18 75		
Vandeleur.....	Grey, E.R.....O	70 00	27 00		
Vandorf.....	York, N.R.....O	82 47	34 50		
Vanessa.....	Norfolk.....O	182 29	71 00		6 25
Van Horne.....	Kent, W.R.....O	3 00	18 75		
Vankoughnet.....	Muskoka.....O	65 00	21 00		
Vanneck.....	Middlesex, E.R.....O	23 35	18 75		
Vansickle.....	Hastings, W.R.....O	22 50	18 75		
Vanvlack.....	Simcoe, N.R.....O	31 00	18 75		
<i>b</i> Van Winkle.....	Yale & Cariboo....B.C	133 73	85 50		7 50
Varency.....	Haldimand.....O	50 59	25 50		
Varney.....	Grey, S.R.....O	81 85	37 50		3 75
Vasey.....	Simcoe, E.R.....O	151 61	66 00		3 75
Vassar.....	Provencher.....M	87 65	30 00	9 00	
Vausluse.....	L'Assomption.....Q	30 95	18 75		
Vaudreuil Station.....	Vaudreuil.....Q	342 14	93 00	75	7 50
Vaughan.....	Hants.....N.S	20 00	18 75		
<i>c</i> Vauquelin.....	Gaspé.....Q	10 00	12 50		
Vellore.....	York, C.R.....O	55 44	28 50		
Venice.....	Missisquoi.....Q	10 50	18 75		
Venlaw.....	Dauphin.....M	40 33	24 00		
Vennachar.....	Lennox & Addington...O	87 36	33 75	2 25	3 75
Venosta.....	Wright.....Q	131 92	55 50	2 25	3 75
Ventry.....	Grey, E.R.....O	14 53	18 75		
Verdun.....	Bruce, S.R.....O	19 00	18 75		
Vereker.....	Essex, S.R.....O	51 00	35 00		2 50
Verigin.....	Mackenzie.....Sask.	148 57	*45 03	2 25	
Vermillion Bay.....	Thunder Bay & Rainy- River.....O	741 02	117 00		11 25
Vermilion Valley.....	Strathcona.....Alta	61 47	40 50		3 75
Verna.....	Assa, West.....Sask.	18 76	18 75		
Vernal.....	Antigonishe.....N.S	15 25	18 75		
Vernet.....	Labelle.....Q	8 23	18 75		
Vernon Mines.....	King's.....N.S	9 00	18 75		
Vernon River.....	Queen's.....P.E.I	100 87	43 50	1 00	3 75
Vernonville.....	Northumberland, W.R.O	98 68	43 50		3 75
Versailles.....	St. Johns & Iberville..Q	32 50	18 75		
Verschoyle.....	Oxford, S.R.....O	146 10	70 50		7 50
Verte-Vallée.....	Vaudreuil.....Q	20 42	18 75		
Vesta.....	Bruce, S.R.....O	59 70	24 00		
Vestfold.....	Dauphin.....M	22 50	18 75		
Vesuvius.....	King's.....N.S	12 00	18 75		
Veuve River.....	Nipissing.....O	13 00	18 75		
Vezina's Corner.....	Richmond & Wolfe...Q	19 25	18 75		
Vicars.....	Huntingdon.....Q	53 15	21 00	7 50	
Vickers.....	Grey, S.R.....O	25 10	18 75		
Victoria.....	Carleton.....N.B	115 50	50 00		3 75
Victoria.....	Cumberland.....N.S	14 50	18 75		
Victoria Avenue.....	Hechelaga.....Q	998 00	112 50		
Victoria Beach.....	Annapolis.....N.S	55 00	33 00		3 75
Victoria Bridge.....	South Cape Breton..N.S	7 00	18 75	2 25	
Victoria Cross.....	King's.....P.E.I	11 25	18 75		
Victoria Corners.....	Ontario, S.R.....O	30 00	18 75		
Victoria Harbour.....	King's.....N.S	24 23	18 75		
Victoria Mines.....	South Cape Breton..N.S	47 93	21 00		
Victoria Square.....	York, C.R.....O	90 26	43 50		3 75
Victoria Vale.....	Annapolis.....N.S	43 40	30 25		2 50

* Including \$16.53 night allowance, \$1.53 of which is arrears.

b Late Stanley.*c* Opened 1-10-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Victoria West.....	Prince P.E.I.	15 10	18 75		
Victory.....	Annapolis..... N.S.	9 00	18 75		
Victory.....	Sunbury & Queen. N.B.	6 50	18 75		
a Vidir.....	Selkirk..... Man	9 16	10 41		
Vieille Eglise.....	Lotbinière..... Q	70 00	29 50		
Vienneau.....	Northumberland N.B.	18 25	18 75		
Viewfield.....	Qu'Appelle..... Sask	22 60	18 75		
Viger.....	Témiscouata..... Q	238 14	115 50	13 50	11 25
Vigo.....	Simcoe, N.R..... O	14 40	18 75		
Viking.....	Strathcona..... Alta	111 33	31 50		
Village Bélanger.....	Laval..... Q	37 20	18 75		
Villagedale.....	Shelburne & Queen's N.S.	41 65	18 75		
Village Green.....	Queen's East..... P.E.I.	9 00	18 75		
Village Saint Jean.....	Kent..... N.B.	22 50	18 75		
Village St. Onge.....	Three Rivers and St.				
	Maurice..... Q	145 00	37 50		3 75
Villani.....	Labelle..... Q	16 00	18 75		
Villanova.....	Norfolk..... O	183 92	73 50		7 50
Ville Guay.....	Lévis..... Q	25 25	18 75		
Villemay.....	Lévis..... Q	12 95	18 75		
Villeneuve.....	Maisonneuve..... Q	\$	\$		
Villeneuve.....	Edmonton..... Alta	25 90	18 75	1 75	
c Villeroy.....	Lotbinière..... Q	80 86	28 50		
Villeray.....	Laval..... Q	\$	\$		
Villette.....	Compton..... Q	61 48	25 50		
Villiers.....	Peterborough, E.R..... O	56 88	30 00		
Vincennes.....	Champlain..... Q	73 24	31 00		
Vincent.....	Sunbury & Queen's N.B.	18 46	18 75		
Vine.....	Simcoe, S.R..... O	23 30	18 75		
Vinemount.....	Wentworth..... O	114 58	48 00		3 75
Vinette.....	Russell..... O	44 25	18 75		
Vinton.....	Pontiac..... Q	117 00	26 25	2 25	3 75
Viola Dale.....	Marquette..... M	17 50	18 75		
Violet.....	Lennox & Addington O	27 75	18 75		
Violet Hill.....	Dufferin..... O	49 00	18 75		
Virgil.....	Lincoln..... O	113 89	33 75		3 75
Vivian.....	York, N.R..... O	23 71	18 75		
Voght Valley.....	Yale & Cariboo..... B.C.	23 00	18 75		
Vogler's Cove.....	Lunenburg..... N.S.	71 63	31 50		
Vroomanton.....	Ontario, N.R..... O	57 00	24 00		
Vyner.....	Lambton, W.R..... O	24 75	18 75		
W					
WAASIS STATION.....	Sunbury & Queen's N.B.	60 00	26 25		
Waba.....	Renfrew, S.R..... O	98 07	45 00		3 75
Wabamun.....	Edmonton..... Alta	122 75	28 50		
Wabash.....	Kent, E.R..... O	93 23	54 00		3 75
Wabasse.....	Labelle..... Q	39 38	39 00		2 50
Wadden Cove.....	South Cape Breton N.S.	6 00	18 75		
Wadhams.....	Comox-Atlin..... B.C.	42 64	30 00		
Wagarville.....	Frontenac..... O	22 46	18 75		
Wagram.....	Wellington, N.R..... O	11 50	18 75		
Wakaw.....	Humbo'dt..... Sask	40 00	18 75		
Wakefield Centre.....	Carleton..... N.B.	9 00	18 75		
Wakeham.....	Lisgar..... M	17 95	18 75		
Wakopa.....	Souris..... M	144 55	48 00		3 75

\$ For Revenue, &c. See Appendix C under Montreal Sub-Offices.

a Opened 1-11-06.

c Late

Mulock.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
a Waldeck.....	Assa. West.....	Sask 100 65	12 50		
Waldeck Line.....	Annapolis.....	N.S. 17 25	18 75		
Waldegrave.....	Colchester.....	N.S. 55 48	18 75		
Waldeemar.....	Dufferin.....	O 110 47	63 00		3 75
Walden.....	Lunenburg.....	N.S. 18 30	18 75		
Waldheim.....	Sask.....	Sask 16 20	18 75		
c Waldo.....	Kootenay.....	B.C. 120 40	10 41		
Walford Station.....	Algoma, E.R.....	O 221 62	91 50		7 50
Walker's.....	Middlesex, W.R.....	O 66 34	26 25		
Walker's Cutting.....	Drum'm'd & Arthab'ka.....	Q 43 68	21 00		
Walker's Point.....	Muskoka.....	O 26 50	18 75		
Walker's Settlement.....	King's and Albert.....	N.B. 4 00	18 75		
g Walkerville.....	Richmond.....	N.S. 25 18	18 75		
Wallace.....	Perth, N.R.....	O 113 44	40 50		3 75
Wallace.....	Mackenzie.....	Sask 12 25	18 75		
Wallace Bay.....	Cumberland.....	N.S. 40 25	18 75		
Wallace Bay South.....	Cumberland.....	N.S. 28 95	18 75		
Wallace Bridge.....	Cumberland.....	N.S. 178 26	76 50		7 50
Wallace Grant.....	Cumberland.....	N.S. 17 05	18 75		
Wallace Highlands.....	Cumberland.....	N.S. 10 20	18 75		
Wallace Mill.....	Rimouski.....	Q 14 25	18 75		
Wallace Ridge.....	Cumberland.....	N.S. 115 15	52 50	21 00	3 75
Wallace Station.....	Cumberland.....	N.S. 81 90	33 00	8 25	3 75
Wallbridge.....	Hastings, W.R.....	O 66 00	36 00		3 75
Wallbrook.....	King's.....	N.S. 18 75	18 75		
Wallenstein.....	Wellington, N.R.....	O 71 90	27 00		
Waller.....	Russell.....	O 6 25	18 75		
Walmer.....	Oxford, N.R.....	O 39 83	18 75		
Walnut.....	Lambton, E.R.....	O 71 75	33 00		
Walpole Island.....	Lambton, W.R.....	O 49 71	18 75		
Waltham Station.....	Pontiac.....	Q 207 63	60 00		3 75
Walton's Lake.....	King's and Albert.....	N.B. 5 00	18 75		
d Wanda.....	Strathcona.....	Alta 7 00	2 08		
Warner.....	Alberta.....	Alta c 8 00			
Wanstead.....	Lambton, W.R.....	O 117 47	58 50	12 00	3 75
Wapaha.....	Souris.....	M 10 00	18 75		
Wapta.....	Kootenay.....	B.C. 23 24	18 75		
Warburton.....	Leeds.....	O 134 46	61 50		3 75
Warden.....	Shefford.....	Q 97 00	99 00	9 00	† 17 50
Wardenville.....	Sask.....	Sask 29 00	18 75		
Ward's Brook.....	Cumberland.....	N.S. 61 41	26 25		
Ward's Creek Road.....	King's and Albert.....	N.B. 14 00	18 75		
Wareham.....	Grey, E.R.....	O 46 50	22 50		
Warina.....	Stormont.....	O 22 73	18 75		
Warleigh.....	Marquette.....	M 10 00	13 75		
Warmley.....	Assa. East.....	Sask 33 00	18 75		
Warminster.....	Simcoe, E.R.....	O 129 20	67 50	3 75	3 75
Warner.....	Lincoln.....	O 13 10	18 75		
Warren.....	York.....	N.B. 18 25	18 75		
Wartburg.....	Perth, N.R.....	O 42 47	18 75		
Warwick.....	Edmonton.....	Alta 77 58	45 00		3 75
Wasa.....	Kootenay.....	B.C. 38 08	18 75		
Wascana.....	Assa. West.....	Sask 12 50	22 50		
f Waseca.....	Sask.....	Sask 32 50	5 27		
Washabuck Bridge.....	Victoria.....	N.S. 6 25	18 75		
Washburn.....	Frontenac.....	O 95 47	40 50	2 25	3 75
Washington.....	Oxford, N.R.....	O 120 75	57 00		3 75

† Including \$10 arrears rent. a Opened 1-10-06. d Opened 1-3-07. e Credit for new office not yet opened. g Late Basin of River Inhabitants. f Opened 15 1-07. c Opened 1-11-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
a Wassewa.....	Souris..... M	6 31	10 80		
Waterborough.....	Sunbury and Queen's N.B.	37 25	18 75		
Waterford.....	Digby..... N.S.	27 25	18 75		
Waterford.....	King's and Albert..... N.B.	82 75	37 50	3 75	3 75
Waterford.....	Prince..... P.E.I.	14 00	18 75		
Waterloo.....	Lunenburg..... N.S.	14 75	18 75		
Waternish.....	Guysborough..... N.S.	23 75	18 75		
Waterside.....	King's and Albert..... N.B.	81 21	38 00		2 50
Waterside.....	Pictou..... N.S.	24 00	18 75	2 25	
Waterton.....	Brockville..... O	42 00	18 75		
Watervale.....	Pictou..... N.S.	38 75	25 50		
Waterville.....	Carleton..... N.B.	65 00	25 50		
Watford.....	Lunenburg..... N.S.	17 00	18 75		
Watson's Corners.....	Lanark, N.R..... O	133 50	58 50	2 25	3 75
Watson Settlement.....	Carleton..... N.B.	12 25	18 75		
Wattenwyl.....	Parry Sound..... O	23 70	18 75		
Watt Section, Sheet Harbour.....	Halifax..... N.S.	43 16	18 75	3 75	
Wattsburg.....	Kootenay..... B.C.	181 80	48 00		3 75
Wattsville.....	Marquette..... M	12 00	18 75		
b Waubamick.....	Parry Sound..... O		6 25		
Waubuno.....	Lambton, W.R..... O	59 07	31 50		
Waubry.....	Grey, S.R..... O	16 00	18 75		
d Waugh.....	Gloucester..... N.B.	5 00			
Waugh.....	Edmonton..... Alta	14 00	18 75	* 9 17	
Waugh's River.....	Colchester..... N.S.	130 60	73 50		7 50
Waupoos.....	Prince Edward..... O	94 41	45 00		3 75
Waupoos East.....	Prince Edward..... O	43 50	18 75		
Wavy Bank.....	Selkirk..... M	21 41	18 75		
Wavy Lake.....	Strathcona..... Alta	69 44	24 00	1 88	
WaWa.....	Algoma, W.R..... O	26 66	41 25		2 50
Waweig.....	Charlotte..... N.B.	54 21	24 00		
Wawota.....	Assa, East..... Sask.	265 51	27 00		
Wayerton.....	Northumberland..... N.B.	6 50	18 75		
Wayland.....	Algoma, West..... O	33 00	18 75		
Wayside.....	Lanark, S.R..... O	59 25	25 50		
Way's Mills.....	Stanstead..... Q	146 00	75 00		7 50
Weatherly.....	Lunenburg..... N.S.	18 75	18 75		
Weaver.....	Victoria..... N.B.	11 25	18 75		
Weaver Settlement.....	Digby..... N.S.	21 00	18 75		
Webster's Corner.....	Queen's..... P.E.I.	24 00	18 75	2 25	
Webster's Corners.....	New Westminster..... B.C.	30 50	18 75		
Weedon.....	Richmond and Wolfe..... Q	28 19	18 75		
Weedon Centre.....	Richmond and Wolfe..... Q	69 75	37 00		2 50
Weidmann.....	Lambton, E.R..... O	40 00	18 75		
Weir.....	Wentworth..... O	36 75	18 75		
Weirhill.....	Assa, East..... Sask.	18 50	18 75		
Weirstead.....	Pontiac..... Q	49 20	26 50		
Weissenburg.....	Waterloo, N.R..... O	30 00	18 75		
Welch.....	Westmoreland..... N.B.	12 60	18 75		
Welcome Pass.....	Comox-Atlin..... B.C.	23 96	18 75		
Weldon.....	Humboldt..... Sask.	51 60	33 00		2 50
Weldon.....	King's and Albert..... N.B.	14 00	18 75		
Wellburn.....	Middlesex, E.R..... O	36 25	18 75		
Wellington.....	Prince..... P.E.I.	6 00	18 75		
Wellington.....	Yarmouth..... N.S.	30 15	18 75		
Wellington Station.....	Halifax..... N.S.	11 45	18 75		
Wells.....	King's and Albert..... N.B.	8 25	18 75		

* Including \$1.67 arrears forward.

b Closed 1-10-06.

d Opened 15-3-07.

a Closed 6-12-06.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welsford.....	Pictou..... N.S	68 69	33 00		3 75
Welsford Road.....	King's..... N.S	25 25	18 75		
Welshtown.....	Shelburne and Queen's..... N.S	4 75	18 75		
Welton's Corner.....	Kings..... N.S	37 95	18 75		
a Welwyn.....	Assa. East..... Sask		2 08		
Wemyss.....	Lanark, S.R..... O	72 62	30 00	3 75	
Wendover.....	Prescott..... O	222 10	72 00		7 50
Wensley.....	Frontenac..... O	103 67	36 00		3 75
Wentworth.....	Cumberland..... N.S	38 30	22 25		
Wentworth Creek.....	Hants..... N.S	29 50	18 75		
Wentworth Station.....	Cumberland..... N.S	206 00	90 00	31 50	7 50
Wentzell's Lake.....	Lunenburg..... N.S	31 25	18 75		
Wesley.....	Dufferin..... O	41 53	18 75		
Wesleyville.....	Durham..... O	80 00	22 50		
Wessington.....	Strathcona..... Alta	54 00	18 75		
West Advocate.....	Cumberland..... N.S	35 75	18 75		
West Alba.....	Inverness..... N.S	31 00	18 75		
West Amherst.....	Cumberland..... N.S	35 44	18 75		
West Apple River.....	Cumberland..... N.S	20 83	18 75		
West Aylwin.....	Wright..... Q	36 23	18 75		
Westbank.....	Yale & Cariboo..... B.C	18 22	18 75		
West Bay Road.....	Inverness..... N.S	111 88	43 50	15 00	3 75
West Berlin.....	Shelburne & Queen's..... N.S	54 88	25 50		
West Bolton.....	Brome..... Q	18 95	18 75		
West Branch, River John.....	Pictou..... N.S	151 83	64 50		3 75
West Branch, St. Nicholas River.....	Kent..... N.B	34 00	18 75		
Westbridge.....	Yale & Cariboo..... B.C	12 00	18 75		
West Bridgeford.....	Assa. West..... Sask	47 84	18 75		
West Brook.....	Frontenac..... O	131 70	48 00		3 75
West Brook.....	Cumberland..... N.S	29 30	19 50		
West Brooklyn.....	Annapolis..... N.S	23 25	21 25		
Westbrook Mills.....	Cumberland..... N.S	38 05	19 50		
Westbury.....	Compton..... Q	18 93	18 75		
Westbury Basin.....	Compton..... Q	11 00	18 75		
West Caledonia.....	Shelburne & Queen's..... N.S	20 00	18 75		
West Cape.....	Prince..... P.E.I	21 65	18 75		
Westchester.....	Cumberland..... N.S	29 25	18 75		
Westchester Lake.....	Cumberland..... N.S	6 50	18 75		
West Chezzetcook.....	Halifax..... N.S	53 98	25 50		
West Clifford.....	Lunenburg..... N.S	18 00	18 75		
Westcock.....	Westmoreland..... N.B	22 00	18 75		
West Devon.....	Prince..... P.E.I	63 55	36 00		3 75
West Ditton.....	Compton..... Q	9 00	18 75		
West Dublin.....	Lunenburg..... N.S	131 55	64 50	9 00	3 75
West Earltown.....	Colchester..... N.S	12 75	18 75		
West Ely.....	Shefford..... Q	58 50	18 75		
Westerly.....	Pictou..... N.S	11 25	18 75		
Western Covehead.....	Queen's..... P.E.I	38 25	18 75		
Western Head.....	Shelburne & Queen's..... N.S	23 00	18 75		
Western Road.....	Prince..... P.E.I	1 00	18 75		
West Essa.....	Simcoe, S.R..... O	20 78	18 75		
Westfield.....	Huron, E.R..... O	55 00	30 00		
Westfield.....	Shelburne & Queen's..... N.S	11 00	18 75		
Westfield Centre.....	King's & Albert..... N.B	134 10	60 00		3 75
West Flamborough.....	Wentworth..... O	152 33	73 50		7 50
Westford.....	Bruce, S.R..... O	13 00	18 75		
West Franklin.....	York, N.R..... O	22 50	18 75		
West Glassville.....	Carleton..... N.B	26 75	18 75		

† Including \$9, night allowance.

a Closed 31-7-06.

SESSIONAL PAPER No. 24

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
West Grove.....	Muskoka.....	O 10 00	18 75		
West Guilford.....	Victoria & Haliburton..	O 24 13	18 75		
West Hall.....	Souris.....	M 17 25	18 75		
Westham Island.....	New Westminster.....	B.C 34 20	22 50		
West Hansford.....	Cumberland.....	N.S 13 45	18 75		
West Head.....	Shelburne & Queen's..	N.S 28 00	18 75		
West Hill.....	York, C.R.....	O 59 86	22 50		
Westholme.....	Nanaimo.....	B.C 172 05	57 00		3 75
West Huntingdon.....	Hastings, W.R.....	O 88 75	37 50		3 75
West Inglesville.....	Annapolis.....	N.S 15 06	18 75		
West Jeddore.....	Halifax.....	N.S 42 70	22 50		
West Keith.....	Compton.....	Q 21 73	18 75		
West La Have Ferry.....	Lunenburg.....	N.S 115 63	49 50	3 75	3 75
West Lake.....	Prince Edward.....	O 84 10	37 50		3 75
West Lakevale.....	Antigonishe.....	N.S 6 00	18 75		
West Lawrencetown.....	Halifax.....	N.S 17 46	18 75		
West Leicester.....	Cumberland.....	N.S 18 75	18 75		
Westley.....	Kootenay.....	B.C 157 25	59 50		5 00
West Liscombe.....	Guysborough.....	N.S 18 75	18 75		
West Lochaber.....	Antigonishe.....	N.S 18 83	18 75		
West Mabou-Harbour.....	Inverness.....	N.S 5 25	18 75		
West McGillivray.....	Middlesex, N.R.....	O 22 75	18 75		
West Medford.....	King's.....	N.S 18 00	18 75		
West Merigomish.....	Pictou.....	N.S 78 65	54 50		3 75
West Middle Sable.....	Shelburne & Queen's..	N.S 17 33	18 75		
Westminster.....	Prescott.....	O 23 60	18 75		
West Montrose.....	Waterloo, N.R.....	O 69 67	52 59		3 75
Westmoreland Point.....	Westmoreland.....	N.B 51 52	48 75	40 50	3 75
West New Annan.....	Colchester.....	N.S 145 00	56 50		3 75
West Newdy Quoddy.....	Halifax.....	N.S 86 02	37 50		3 75
West Newton.....	Prince.....	P.E.I 6 50	18 75		
West Northfield.....	Lunenburg.....	N.S 27 75	21 00	3 75	
Weston.....	King's.....	N.S 147 48	62 00		3 75
Weston.....	Carleton.....	N.B 8 00	18 75		
West Osgoode.....	Russell.....	O 45 00	22 50		
Westover.....	Wentworth.....	O 98 90	48 00		3 75
West Petpeswick.....	Halifax.....	N.S 7 90	18 75		
West Plain.....	Lennox & Addington..	O 15 50	18 75		
*West Point.....	Prince.....	P.E.I 73 50	33 00		3 75
West Point.....	Prince Edward.....	O 10 00	25 00		
West Port Clyde.....	Shelburne & Queen's..	N.S 79 20	37 50		3 75
West Quaco.....	St. John.....	N.B 117 20	54 00		3 75
West River.....	King's & Albert.....	N.B 26 59	18 75		
West River.....	Pictou.....	N.S 61 50	22 50	13 50	
West Scotch Settlement.....	King's & Albert.....	N.B 10 60	18 75		
West Shefford Station.....	Shefford.....	Q 10 59	18 75		
West Side of Middle River.....	North Cape Breton & Vic- toria.....	N.S 25 20	18 75	2 25	
West St. Andrews.....	Colchester.....	N.S 3 20	18 75		
West St. Peter's.....	King's.....	P.E.I 7 00	18 75		
West Sutton.....	Brome.....	Q 46 50	18 75		
West Tatamagouche.....	Colchester.....	N.S 19 73	18 75		
Westview.....	Assa, West.....	Sask 35 96	21 00		
Westward Ho.....	Calgary.....	Alta 23 37	18 75		
a West Waterville.....	York.....	N.B 5 00			
Wexford.....	York, C.R.....	O 65 28	28 50		
Whalen.....	Middlesex, N.R.....	O 43 33	18 75		
Whaletown.....	Comox-Atlin.....	B.C 31 94	18 75		

a Opened 15-3-07. * Summer office.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wharncliffe.....	Algoma, E.R.....O	12 25	18 75		
Wharton.....	Cumberland.....N.S	23 00	18 75		
Wheatfields.....	Sask.....Sask	34 95	18 75	2 75	
Wheatland.....	Drummond & Arthab'ka Q	41 05	18 75		
Wheatley River.....	Queen's.....P.E.I	42 52	18 75	2 25	
Wheaton Mills.....	Westmoreland.....N.B	22 71	18 75		
Wheaton Settlement.....	Westmoreland.....N.B	23 75	18 75		
Wheatwyn.....	Assa. West.....Sask.	20 12	18 75		
Wheeler.....	Lambton, E.R.....O	13 64	18 75		
Whelan Lake.....	Renfrew, S.R.....O	22 10	18 75		
Whim Road Cross.....	King's.....P.E.I	36 00	18 75		
White.....	Lanark, N.R.....O	16 00	18 75		
Whitebread Station.....	Kent, E.R.....O	64 00	26 25		
Whitebrush.....	Strathcona.....Alta	84 34	24 00		
Whiteburn Mines.....	Shelburne & Queen's N.S	15 23	18 75		
White Church.....	Bruce, S.R.....O	177 00	93 00	8 25	7 50
White Fish Lake.....	Wright.....Q	6 45	18 75		
White Fish Lake.....	Edmonton.....Alta	17 95	18 75		
White Glen.....	Carleton.....N.B	12 25	18 75		
Whitehall.....	Parry Sound.....O	30 20	18 75	2 25	
White Hawk.....	Mackenzie.....Sask	31 50	18 75		
White Head Percé.....	Gaspé.....Q	54 20	18 75		
Whitehead.....	King's & Albert.....N.B	22 50	18 75		
White Head.....	Charlotte.....N.B	56 76	21 00		
White Hill.....	Pictou.....N.S	9 50	18 75		
Whitehurst.....	Brockville.....O	45 00	18 75		
White Lake.....	Renfrew, S.R.....O	123 22	55 50	2 25	3 75
White Lake.....	Yale & Cariboo.....B.C	31 70	18 75		
White Oak.....	Middlesex, E.R.....O	36 00	18 75		
White Point.....	North Cape Breton and Victoria.....N.S	8 45	18 75		
White Rock Mills.....	King's.....N.S	64 00	33 00		
White Rose.....	York, N.R.....O	17 30	18 75		
White Sand.....	Mackenzie.....Sask	20 75	18 75		
White Sands.....	King's.....P.E.I	15 15	18 75		
Whiteside.....	Richmond.....N.S	23 00	18 75		
White's Corner.....	King's.....N.S	17 25	18 75		
White's Cove.....	Sunbury & Queen's N.B	107 69	48 00	3 00	3 75
Whiteside.....	Muskoka.....O	94 45	45 00		3 75
White's Lake.....	Halifax.....N.S	6 00	18 75		
White's Mills.....	King's & Albert.....N.B	5 75	18 75		
White's Mountain.....	King's & Albert.....N.B	4 00	18 75		
White's Point.....	Sunbury & Queen's N.B	18 67	18 75		
White's Settlement.....	Kent.....N.B	16 35	18 75		
White's Station.....	Huntingdon.....Q	29 80	22 50		
Whitestone.....	Parry Sound.....O	124 12	84 00		7 50
Whitewater.....	Kootenay.....B.C	209 00	61 50		3 75
Whitfield.....	Dufferin.....O	14 96	18 75	3 75	
Whitford.....	Edmonton.....Alta	91 20	33 00	12 00	
Whitney.....	Northumberland.....N.B	48 25	22 25		
Whittier's Ridge.....	Charlotte.....N.B	10 25	18 75		
Whittington.....	Dufferin.....O	32 25	18 75		
Whitwick.....	Compton.....Q	11 70	18 75		
Whitworth.....	Témiscouata.....Q	130 39	57 50		3 75
Whycocomagh Bay (N. side).....	Inverness.....N.S	7 00	21 75	2 25	
Whycocomagh Mount.....	Inverness.....N.S	4 00	18 75		
Whycocomagh Portage.....	Inverness.....N.S	10 30	18 75	10 50	
Wick.....	Ontario, N.R.....O	42 05	18 75		

|| Including 50c. arrears forward. † Including \$3 night allowance.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wickham	Sunbury & Queen's. N.B.	63 93	21 00		
Wickham Falls	Drummond & Arthabaska Q.	26 76	18 75		
Wicklow	Northumberland, W. R. O.	101 50	45 00		3 75
Wicklow	Carleton. N.B.	29 50	19 50		
Wicksteed	Victoria & Haliburton. O.	2 00	18 75		
Widder	Lambton, E. R. O.	46 85	21 00		
Widdifield Station	Nipissing. O.	97 59	27 00		
Wiggins	Sunbury & Queen's. N.B.	6 25	18 75		
Wiggins	Assa. West. Sask	b, 00			
Wikwemikong	Algoma, E. R. O.	85 00	34 50		3 75
Wilbur	Frontenac. O.	34 25	18 75		
a Wilbert	Sask. Sask	67 69	18 75		
Wilcox	Lincoln. O.	30 63	18 75		
Wildfield	Peel. O.	46 25	18 75		
Wild Oak	Dauphin. M.	33 70	39 00		3 75
Wildwood	Oxford, N. R. O.	27 93	18 75		
Wilford	Dauphin. M.	10 70	18 75		
Wilfrid	Ontario, N. R. O.	93 95	40 50		3 75
Wilkinson	Frontenac. O.	30 45	18 75		
Willetsholme	Frontenac. O.	20 50	18 75		
Williams	Kent, W. R. O.	70 14	18 75		
Williamsburg	York. N.B.	41 80	25 25		
Williamsdale	Cumberland. N.S.	18 75	18 75		
Williamsdale East	Cumberland. N.S.	66 50	28 50		
William's Siding	Kootenay. B.C.	24 20	18 75		
Williamstown	Carleton. N.B.	17 25	18 75		
Williscroft	Bruce, S. R. O.	75 80	39 00		3 75
Willocks	Assa. East. Sask	20 20	18 75	2 25	
Willoughby	Sask. Sask	14 94	21 00		
Willowbank	Inverness. N.S.	19 00	+23 25	5 25	
Willowbrook	Mackenzie. Sask	67 97	27 00	4 50	
Willow Bunch	Assa. West. Sask	70 49	24 00		
Willow Creek	Bruce, N. R. O.	41 00	21 00		
Willowdale	York, S. R. O.	253 02	96 00		7 50
Willowdale	Pictou. N.S.	34 25	+23 25		
Willow Grove	St. John. N.B.	2 25	18 75		
Willowgrove	Haldimand. O.	86 96	27 00		
c Willow Hill	Humboldt. Sask	10 00			
Willow Point	Kootenay. B.C.	18 00	18 75		
Willow Range	Macdonald. M.	167 98	67 50	4 50	6 25
Willows	Alta. Alta	14 50	18 75		
Wilnot	Carleton. N.B.	16 95	18 75		
Wilnot Valley	Prince. P.E.I.	15 48	18 75		
Wilsonburgh	Sunbury & Queen's. N.B.	5 50	18 75		
Wilson Croft	Lambton, E. R. O.	10 00	18 75		
Wilson's Bay	Grenville. O.	16 00	18 75		
Wilson's Beach	Charlotte. N.B.	141 00	52 50		3 75
Wilson's Corners	Wright. Q.	28 37	18 75		
Wilson's Mills	Mégantic. Q.	68 86	33 75		3 75
Wilson's Point	Gloucester. N.B.	6 98	18 75		
Wilsonville	Norfolk. O.	93 50	37 50		3 75
Willstead	Leeds. O.	29 52	18 75		
Wilton Grove	Middlesex, E. R. O.	87 00	39 00		3 75
d Wilton Park	Strathcona. Alta	7 00	4 16		
Winchelsea	Huron, S. R. O.	100 95	51 00		3 75
Windon	King's. P.E.I.	5 25	18 75		
Windfall	Essex, S. R. O.	39 95	18 75		

a Late Lamont. b Credit for new office not yet opened.

c Opened 1-2-07.

d Opened 18-3-07.

† Including \$4.50 night allowance.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Windham Hill.....	Cumberland.....N.S	13 00	18 75		
Windsor.....	Carleton.....N.B	45 98	18 75		
Windsor Forks.....	Hants.....N.S	75 93	33 00		3 75
Windsor Junction.....	Halifax.....N.S	92 60	40 50		3 75
Windsor North.....	Richmond & Wolfe... Q	16 25	18 75		
Windthorst.....	Qu'Appelle.....Sask	25 00			
Windygates.....	Lisgar.....M	17 95	18 75		
Winfield.....	Wellington, N.R.... O	46 00	22 50		
Wingard.....	Sask.....Sask	16 75	18 75	9 00	
Winger.....	Welland.....O	149 20	58 50		3 75
Wingle.....	Renfrew, S.R.... O	23 00	18 75	3 75	
Winlaw.....	Assa, East.....Sask	33 55	18 75		
Winlaw.....	Kootenay.....B.C	111 66	55 50		3 75
Winnipeg Beach.....	Selkirk.....Man	336 50	† 132 00	90 00	11 25
Winsloe Road.....	Queen's.....P.E.I	12 61	18 75		
Winsloe Station.....	Queen's.....P.E.I	22 65	18 75	10 50	
Winslow.....	Lincoln.....O	58 17	27 00		
Winterburn.....	Edmonton.....Alta	10 00	18 75		
Winterbourne.....	Waterloo, N.R.... O	135 29	56 25		3 75
Winthrop.....	Huron, S.R.... O	80 11	45 00		3 75
Wisawasa.....	Parry Sound.....O	56 41	30 00	2 25	
Wisbeach.....	Lambton, E.R.... O	50 75	36 00		3 75
Wisely.....	York.....N.B	7 00	18 75		
Wishart.....	Humboldt.....Sask	120 42	40 50		3 75
Wittenburg.....	Colchester.....N.S	32 75	18 75		
Woburn.....	York, C.R.... O	36 69	18 75		
Wode House.....	Grey, E.R.... O	192 33	24 00		
Wolfe Ridge.....	Missisquoi.....Q	5 68	18 75		
Wolf Lake.....	Pontiac.....Q	52 33	21 00		
Wolford Centre.....	Grenville.....O	4 00	21 25		
Wolfsheim.....	Humboldt.....Sask	51 98	18 75		
Wolseley.....	Grey, N.R.... O	11 75	18 75		
Wolverton.....	Oxford, N.R.... O	140 00	66 00		3 75
Wood.....	Hastings, W.R.... O	13 00	18 75		
Woodbank.....	Middlesex, E.R.... O	12 50	18 75		
Wood Bay.....	Lisgar.....M	46 57	37 00		2 50
Woodbine.....	South Cape Breton.. N.S	17 87	18 75		
Woodbourne.....	Pictou.....N.S	7 20	18 75		
Woodburn.....	Wentworth.....O	89 25	37 50		3 75
Woodfield.....	Pictou.....N.S	18 50	18 75		
Woodfield.....	Selkirk.....M	12 52	18 75		
Wood-Green.....	Middlesex, W.R.... O	74 00	33 00		
Woodhill.....	Peel.....O	47 59	21 00		
Woodhurst.....	Westmoreland.....N.B	2 00	18 75		
Woodington.....	Muskoka.....O	70 00	35 00		
Wood Island.....	Queen's.....P.E.I	55 90	28 50	1 25	
Wood Islands, North.....	Queen's.....P.E.I	17 45	18 75		
Wood Islands, West.....	Queen's.....P.E.I	8 25	18 75		
Wood Lake.....	St. John.....N.B	5 20	18 75		
Woodland.....	Chateauguay.....Q	96 50	56 25		3 75
Woodlands.....	Stormont.....O	27 00	18 75		
Woodlands.....	Macdonald.....M	155 25	46 50	18 00	3 75
Woodlands.....	York.....N.B	5 00	18 75		
Woodlawn.....	Carleton.....O	37 14	18 75		
Woodlawn.....	Carleton.....N.B	6 25	18 75		
Woodlea.....	Portage la Prairie.. M	9 20	18 75		
Woodmore.....	Provencher.....M	25 84	18 75		
Wood Mountain.....	Assa, West.....Sask	41 20	21 00		

† Opened 18-3-07. † Including \$22.50 night allowance.

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APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Woodnorth.....	Brandon.....M	18 57	18 75		
Wood Point.....	Westmoreland.....N.B	26 65	18 75		
Wood River.....	Strathcona.....Alta	11 00	18 75		
Woodridge.....	Provencher.....M	164 20	55 50		3 75
Woodroffe.....	Carleton.....O	18 50	18 75		
Woodroyd.....	Selkirk.....M	24 54	18 75		
Woodside.....	Mégantic.....Q	24 46	18 75	3 75	
Woodside.....	Portage la Prairie.....M	8 00	18 75	2 25	
Woodside.....	Sunbury & Queen's.....N.B	15 65	18 75		
Woodside.....	King's.....N.S	12 10	18 75		
Woodstock Road Station.....	Carleton.....N.B	28 00	18 75		
Woodvale.....	Digby.....N.S	18 98	18 75		
Woodville.....	Hants.....N.S	33 33	18 75		
Woodville.....	Prince.....P.E.I	8 00	18 75		
Woodville.....	Victoria.....N.B	16 00	18 75		
Woodville Mills.....	King's.....P.E.I	23 73	18 75		
Woodward.....	New Westminster.....B.C	13 00	18 75		
Woodward's Cove.....	Charlotte.....N.B	95 01	42 00		3 75
a Woody River.....	Dauphin.....M	236 13	+ 108 75		7 50
Woolchester.....	Assa. West.....Alta	11 95	18 75		
Woonona.....	Macdonald.....M	11 00	18 75		
Workman.....	Assa. West.....Sask	23 45	18 75		
b Worley.....	Edmonton.....Alta	7 00	2 08		
Wostok.....	Edmonton.....Alta	129 85	66 00		3 75
Wreck Cove.....	North Cape Breton and Victoria.....N.S	18 75	18 75		
Wright.....	Wright.....Q	322 25	82 50	4 50	7 50
Wyandot.....	Wellington, N.R.....O	21 00	18 75		
Wycliffe.....	Kootenay.....B.C	448 87	123 75		3 75
Wyecombe.....	Norfolk.....O	110 10	* 63 00		3 75
Wylie.....	Renfrew, N.R.....O	40 89	18 75		
Wyman.....	Pontiac.....Q	135 43	66 00	6 00	3 75
Wyse's Corner.....	Halifax.....N.S	15 48	18 75		
Wytton Station.....	Middlesex, E.R.....O	36 00	18 75		
Wyvern.....	Cumberland.....N.S	17 95	18 75		
YAHK.....	Kootenay.....B.C	149 80	60 00		3 75
Yamaska.....	Yamaska.....Q	244 10	96 00		7 50
Yarm.....	Pontiac.....Q	39 27	18 75		
Yarmouth Centre.....	Elgin, E.R.....O	87 75	45 00		3 75
Yarrow.....	Alta.....Alta	35 00	22 50		
Yatton.....	Wellington, N.R.....O	31 98	18 75	8 25	
Yearley's.....	Muskoka.....O	36 31	18 75		
Yelverton.....	Durham.....O	47 01	24 00		
Yeovil.....	Grey, S.R.....O	73 00	30 00	3 75	
Yoho.....	York.....N.B	7 00	18 75		
§Yoho Island.....	Parry Sound.....O	34 50	25 00		
Yone.....	Victoria.....N.B	11 00	18 75		
York Centre.....	Gaspé.....Q	34 00	18 75		
York Mills.....	York, S.R.....O	96 50	39 00		3 75
York Mills.....	York.....N.B	58 92	18 75		
York Point.....	Queen's.....P.E.I	12 30	18 75		
Youghall.....	Gloucester.....N.B	23 00	18 75		
Young Cove.....	Annapolis.....N.S	12 70	18 75		
Young's Cove.....	Sunbury & Queen's.....N.B	86 06	31 00		
Young's Cove Road.....	Sunbury & Queen's.....N.B	200 99	67 50	57 00	7 50

* Including \$9 night allowance.

† Including \$18.75 night allowance.

a Late Bowsman.

b Opened 1-3-07. § Summer Office.

7-8 EDWARD VII., A. 1908

APPENDIX D—Continued.

Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>b</i> Youngstown.....	Strathcona.....Alta	58 55	34 38	* 2 37	.....
Youville	Jacques Cartier.....Q	21 33	21 00	.....	.....
<i>a</i> Ythanbank	Humboldt.....Sask	17 00	2 08	.....	.....
Z ADOW	Renfrew, N.R.....O	28 45	18 75	.....	.....
Zealand	Frontenac.....O	17 25	18 75	.....	.....
Zealandia.....	Assa. W.....Sask	158 69	18 75	.....	.....
Zealand Station.....	York.....N.B	70 98	28 50	.....	.....
Zenda.....	Oxford, S.R.....O	80 50	31 50	.....	.....
Zimmerman	Halton.....O	70 98	30 00	.....	.....
Zion.....	Durham.....O	47 00	38 00	.....	2 50
Ziska.....	Muskoka.....O	24 69	18 75	.....	.....
Zorra.....	Mackenzie.....Sask	10 00	18 75	.....	.....

* Including 50c. arrears forward. *a* Opened 1-3-07. *b* Closed 14-2-07.

R. M. COULTER,

W. J. JOHNSTONE,

Deputy Postmaster General.

Accountant.

APPENDIX E

TRANSACTIONS

OF THE

POST OFFICE SAVINGS BANK

APPENDIX E

POST OFFICE SAVINGS BANK.

The aggregate balance at the credit of depositors on March 31, 1907, was \$47,452,957.75, or an increase of \$1,716,469.24 during the fiscal period of nine months. The average to the credit of each depositor was \$283.66 compared with \$276.75 on June 30, 1906.

The number of accounts opened during the period was 30,282, and the accounts transferred from the Dominion Government Savings Banks at Weymouth, N. S., and Fredericton, N. B., were 3,310 in number. The closed accounts numbered 30,849 and the number of accounts remaining open at the close of the period was 167,285, an increase of 2,743.

The deposits were 186,916 in number, with a total amount of \$8,803,233, and the average amount was \$47.09 as compared with \$46.21 of the preceding year.

The accounts in the Dominion Government Savings Bank at Weymouth, N. S., amounting to \$176,675.41, were transferred to the Post Office Savings Bank in August, 1906, and those in Fredericton, N. B., amounting to \$1,039,493.39, were similarly transferred in September, 1906.

Repayments numbered 79,338 and amounted to \$9,330,766.39; the average withdrawal being \$117.35 as compared with the average of \$115.26 for the previous fiscal year.

The interest paid to depositors during the nine months was \$51,367.86, and the interest accrued and made principal on March 31, 1907, was \$976,465.97, making a total of \$1,027,833.83.

The number of offices authorized to transact business was increased during the period from 1,011 to 1,043.

The claims of moneys of deceased depositors which were examined and paid were 1,028 in number.

Annexed is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

STATEMENT (in accordance with the Act 52 Vic., chap. 20, sec. 12) of the Post Office Savings Bank transactions for the year (nine months) ended March 31, 1907, and of the total amount due to depositors on that date.

	\$ cts.		\$ cts.
Balance due to depositors on June 30, 1906.....	45,736,488 51	Repayments to depositors during the year (nine months).....	9,330,766 39
Deposits received during the year....	8,803,233 00	Balance due to depositors on March 31, 1907.....	47,452,957 75
Amount of accounts transferred from Dominion Government Savings Bank	1,216,168 89		
Interest allowed to depositors during the year in accordance with the Statute	1,027,833 83		
	56,783,724 14		56,783,724 14

7-8 EDWARD VII., A. 1908

APPENDIX

STATEMENT of the Business of the Post Office Savings Bank,

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.
			\$	¢	¢	
Three months ended June 30, 1868.....	81	3,247	212,507	65.44	.....	166
Year ended June 30, 1869.....	213	16,653	927,885	55.71	.....	4,787
Year ended June 30, 1870.....	226	24,994	1,347,901	53.93	.....	9,478
Year ended June 30, 1871.....	230	33,256	1,917,576	57.66	.....	15,148
Year ended June 30, 1872.....	235	39,489	2,261,631	57.27	.....	20,154
Year ended June 30, 1873.....	239	44,413	2,306,918	51.94	.....	23,800
Year ended June 30, 1874.....	266	45,329	2,340,284	51.63	.....	25,814
Year ended June 30, 1875.....	268	42,508	1,942,346	45.69	.....	25,954
Year ended June 30, 1876.....	279	38,647	1,726,204	44.66	.....	24,152
Year ended June 30, 1877.....	287	36,126	1,521,000	42.10	.....	22,484
Year ended June 30, 1878.....	295	40,097	1,724,371	43.00	.....	21,944
Year ended June 30, 1879.....	297	43,349	1,973,243	45.52	.....	23,226
Year ended June 30, 1880.....	297	56,031	2,720,216	48.55	.....	26,716
Year ended June 30, 1881.....	304	71,747	4,175,042	58.19	.....	28,510
Year ended June 30, 1882.....	308	97,380	6,435,989	66.09	.....	35,859
Year ended June 30, 1883.....	330	109,489	6,826,266	62.35	.....	45,253
Year ended June 30, 1884.....	343	109,388	6,441,439	58.88	.....	56,026
Year ended June 30, 1885.....	355	116,576	7,098,459	60.89	.....	59,714
Year ended June 30, 1886.....	392	126,322	7,645,227	60.52	.....	62,205
Year ended June 30, 1887.....	415	143,076	8,272,041	57.81	.....	65,853
Year ended June 30, 1888.....	433	155,978	7,722,330	49.51	217,385.10	78,229
Year ended June 30, 1889.....	463	166,235	7,926,634	47.67	1,085,979.72	84,572
Year ended June 30, 1890.....	494	154,678	6,599,896	42.67	167,501.53	90,151
Year ended June 30, 1891.....	634	147,672	6,500,372	44.02	389,169.28	84,963
Year ended June 30, 1892.....	642	145,423	7,056,002	48.52	.....	77,381
Year ended June 30, 1893.....	633	148,868	7,708,888	51.78	.....	73,361
Year ended June 30, 1894.....	699	145,960	7,524,286	51.55	218,173.60	84,941
Year ended June 30, 1895.....	731	143,685	7,488,028	52.11	493,889.23	85,588
Year ended June 30, 1896.....	755	155,398	8,138,947	52.37	449,981.61	87,221
Year ended June 30, 1897.....	779	161,151	8,223,000	51.02	1,856,474.31	91,398
Year ended June 30, 1898.....	814	179,814	9,183,693	51.07	786,868.48	94,532
Year ended June 30, 1899.....	838	174,658	8,310,630	47.58	.....	95,090
Year ended June 30, 1900.....	847	201,262	10,448,485	51.91	141,171.82	92,713
Year ended June 30, 1901.....	895	212,217	11,091,099	52.26	.....	102,083
Year ended June 30, 1902.....	915	219,678	11,382,035	51.81	415,507.96	105,946
Year ended June 30, 1903.....	934	231,619	12,060,825	52.07	.....	104,393
Year ended June 30, 1904.....	961	235,043	11,737,940	49.94	.....	108,237
Year ended June 30, 1905.....	989	228,281	10,596,870	47.04	252,773.93	110,157
Year ended June 30, 1906.....	1,011	243,803	10,895,458	46.21	559,593.31	106,923
Nine months ended March 31, 1907.....	1,043	186,916	8,803,233	47.09	1,216,168.80	79,338
Total period ended March 31, 1907. . . .	1,043	4,861,466	249,032,196	51.23	8,250,638.68	2,434,460

W. H. HARRINGTON,

Superintendent.

SESSIONAL PAPER No. 24

E—Continued.

Canada year by year, from April 1, 1868, to March 31, 1907.

Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.	Number of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Interest allowed to Depositors.	Total amount standing to the credit of all Open Accounts, inclusive of interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
\$	\$					\$	\$	\$
8,857.48	53.35	2,146	.....	44	2,102	939.37	204,588.89	97.33
296,754.35	61.99	6,429	.....	1,319	7,212	21,094.72	856,814.26	118.80
664,555.51	70.11	7,823	.....	2,857	12,178	48,689.08	1,588,848.83	130.41
1,093,438.86	72.10	9,424	.....	4,449	17,153	84,273.68	2,497,259.65	145.59
1,778,565.19	81.33	10,846	.....	6,940	21,059	116,174.55	3,096,500.01	147.04
2,323,299.32	86.91	11,995	.....	9,528	23,526	126,932.88	3,207,051.57	136.32
2,468,643.42	86.04	12,048	.....	10,606	24,968	126,273.31	3,204,965.46	128.36
2,341,979.04	82.88	10,516	.....	11,190	24,294	129,758.06	2,926,090.48	120.44
2,021,437.97	77.11	10,218	.....	10,097	24,415	110,116.08	2,749,952.59	112.27
1,726,082.98	70.49	8,971	.....	9,312	24,074	104,067.86	2,639,937.47	109.60
1,713,658.79	70.55	10,058	.....	8,597	25,535	103,834.29	2,754,484.03	107.87
1,733,448.79	66.07	10,755	.....	8,845	27,445	110,912.56	3,105,190.80	113.14
2,015,813.16	69.89	14,407	.....	10,487	31,365	136,075.47	3,945,669.11	125.80
2,697,389.15	73.56	18,731	.....	10,491	39,605	184,904.81	6,208,226.77	156.75
3,461,619.31	96.33	25,778	.....	13,920	51,463	291,065.67	9,473,661.53	184.08
4,730,995.39	104.54	27,127	.....	17,531	61,059	497,305.17	11,976,237.31	196.13
5,649,611.13	100.84	26,162	.....	20,939	66,682	477,487.46	13,245,552.64	198.63
5,793,031.84	97.01	27,591	.....	20,951	73,322	539,560.51	15,090,540.31	205.81
6,183,470.60	99.40	29,103	.....	21,555	80,870	607,075.38	17,159,372.09	212.18
6,626,067.51	100.62	31,874	.....	22,585	90,159	692,404.57	19,497,750.15	216.26
7,514,071.78	96.05	37,515	723	26,704	101,693	765,639.15	20,689,032.62	203.44
7,532,145.56	89.06	38,049	2,963	29,581	113,123	841,921.79	23,011,422.57	203.41
8,575,041.98	95.12	32,127	570	33,499	112,321	786,875.37	21,990,653.49	195.78
7,875,977.57	92.67	29,791	1,124	32,006	111,230	734,430.89	21,738,648.09	195.44
7,230,839.14	93.44	28,943	.....	29,368	110,805	734,590.70	22,298,401.65	201.24
6,631,578.97	90.39	29,502	.....	26,032	114,275	777,482.98	24,153,193.66	211.36
7,473,585.46	87.98	29,116	662	27,033	117,020	835,800.31	25,257,868.14	215.84
7,310,291.97	85.41	27,998	1,647	26,037	120,628	876,049.07	26,805,542.47	222.22
7,406,066.13	84.91	30,100	1,959	26,245	126,442	944,524.73	28,932,929.68	228.82
7,656,086.64	83.76	30,236	5,722	26,663	135,737	1,024,511.74	32,380,829.09	238.55
8,853,178.42	93.65	33,722	2,279	29,449	142,289	982,725.62	34,480,937.77	242.47
9,021,862.56	94.88	30,172	.....	30,320	142,141	1,001,899.96	34,771,605.17	244.62
8,903,505.46	96.03	37,596	587	29,337	150,987	1,049,699.27	37,507,455.80	248.41
9,774,694.62	95.75	38,685	.....	32,304	157,368	1,126,952.44	39,950,812.62	253.87
10,617,070.50	100.21	38,886	712	34,205	162,761	1,188,924.83	42,320,209.91	260.01
11,379,756.94	109.01	39,786	.....	35,524	167,023	1,254,048.96	44,255,326.93	264.96
11,883,127.70	109.79	38,925	.....	37,376	168,572	1,309,567.05	45,419,706.28	269.44
12,129,101.23	110.11	35,376	572	39,002	163,518	1,320,511.70	45,367,760.68	274.09
12,324,529.26	115.26	37,681	879	39,536	164,542	1,328,205.78	45,736,488.51	276.75
9,330,766.39	117.35	30,282	3,310	30,849	167,285	1,027,833.83	47,452,957.75	283.66
234,152,018.01	96.18	986,890	23,708	843,313	137,285	24,322,141.08	47,452,957.75	283.66

R. M. COULTER,

Deputy Postmaster General.

APPENDIX F

TRANSACTIONS

IN CONNECTION WITH

POSTAL NOTES

7-8 EDWARD VII., A. 1908

APPENDIX F.

POSTAL NOTES.

STATEMENT showing the revenue derived from commission on Postal Notes for the nine months ended March 31, 1907.

Denominations.	Number of Paid Notes.	Total.	Rate of Commission.	Amount of Commission received.
				\$ cts.
20 cents.....	60,346			
25 ".....	113,097			
30 ".....	79,412			
40 ".....	73,843			
		326,698	1 cent	3,266 98
50 ".....	148,916			
60 ".....	65,847			
70 ".....	33,824			
75 ".....	70,982			
80 ".....	52,358			
90 ".....	46,613			
\$1.00 ".....	271,583			
1.50 ".....	105,002			
2.00 ".....	162,939			
2.50 ".....	62,574			
		1,020,638	2 cents.	20,412 76
3.00 ".....	102,974			
4.00 ".....	75,497			
5.00 ".....	164,017			
		342,488	3 cents	10,274 64
10.00 ".....	106,933			
		106,933	5 cents	5,346 65
		1,796,757		39,301 03

R. M. COULTER,

Deputy Postmaster General.

W. J. JOHNSTONE,

Accountant.

SESSIONAL PAPER No. 24

APPENDIX F—Continued.

STATEMENT showing the number and value of Postal Notes received from the American Bank Note Company and issued to Postmasters, during the nine months ended March 31, 1907.

Months.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	\$1.00	\$1.50	\$2.00	\$2.50	\$3.00	\$4.00	\$5.00	\$10.00	Total Number of Notes.	Total Value.	% cts.
1906.																					
July....	6,130	9,680	6,965	7,220	13,285	5,840	2,975	6,020	4,645	4,340	24,745	9,450	15,820	6,510	10,550	7,630	16,390	11,020	169,215	377,905	15
August.	5,885	10,350	8,460	7,215	13,390	6,445	3,450	6,410	5,000	4,215	23,850	8,970	16,205	6,455	10,215	7,790	17,535	11,585	173,455	389,828	95
Sept....	5,335	10,275	6,690	6,255	12,980	5,315	3,235	5,535	4,715	3,560	22,435	9,020	14,225	5,745	9,445	6,570	15,595	10,435	157,435	350,565	30
Oct....	7,105	12,245	8,685	9,355	17,360	7,455	4,255	8,515	6,395	5,715	29,125	11,645	18,045	8,480	12,500	10,250	20,430	14,265	211,825	475,511	85
Nov....	8,660	15,655	11,555	9,555	20,305	8,965	4,505	9,065	6,760	5,380	35,300	12,750	21,815	8,535	13,505	11,165	21,050	14,465	230,920	511,553	80
Dec....	8,230	16,140	10,680	10,315	20,860	9,855	4,945	10,370	7,850	7,445	37,725	14,840	23,960	9,410	15,130	10,580	24,145	15,720	258,200	556,319	00
1907.																					
January	9,975	16,735	11,825	10,740	22,690	10,280	5,025	10,865	7,585	6,890	40,800	15,775	23,590	8,710	13,685	9,925	21,205	12,035	258,335	591,501	15
Feb....	7,795	15,975	10,055	9,070	19,310	7,930	4,530	9,695	6,655	6,635	34,380	14,380	19,415	7,155	11,855	7,835	17,185	11,555	221,110	433,504	15
March..	7,865	16,120	10,795	9,910	20,280	8,005	4,385	9,640	6,125	5,280	34,590	13,900	19,095	6,900	12,070	7,870	18,915	11,315	223,390	439,134	20
	66,980	123,175	85,710	79,935	160,460	70,090	37,305	76,115	56,030	49,490	282,950	110,730	171,970	67,900	108,955	79,615	173,080	112,305	1,912,885	4,035,823	55

7-8 EDWARD VII., A. 1908

APPENDIX

STATEMENT of the number and value of paid Postal Notes received in the Postal Note affixed thereto to enable broken amounts to be remitted, and

Months.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	\$1.00
1906.											
July... ..	5,868	10,069	7,650	7,216	13,466	5,984	3,103	6,318	4,882	4,325	24,946
August.....	5,018	9,654	6,676	6,230	12,487	5,332	2,884	5,605	4,606	3,852	22,802
September..	5,035	9,601	6,871	6,403	13,391	5,420	2,861	5,758	4,548	3,841	23,050
October.....	5,769	11,279	8,134	7,606	15,305	6,475	3,262	6,635	5,292	4,578	27,927
November..	6,334	11,795	8,592	7,979	15,871	7,172	3,424	7,236	5,647	4,905	29,260
December...	7,583	15,276	10,503	9,424	19,372	8,803	4,470	9,562	7,118	6,358	36,957
1907.											
January....	8,485	15,906	10,721	10,050	20,022	9,470	4,992	11,096	7,310	6,899	37,760
February...	7,586	13,481	9,461	8,894	17,737	8,129	4,199	8,941	6,232	5,642	32,323
March... ..	8,668	16,036	10,804	10,041	21,265	9,062	4,629	9,831	6,723	6,213	36,558
	60,346	113,097	79,412	73,843	148,916	65,847	33,824	70,982	52,358	46,613	271,58

SESSIONAL PAPER No. 24

F—Continued.

Division during the nine months ended March 31, 1907; the value of Postage Stamps the amounts paid in Postage Stamps for Extra Commission.

\$1.50	\$2.00	\$2.50	\$3.00	\$4.00	\$5.00	\$10.00	Total Number of Notes.	Total value, including Postage Stamps affixed to Notes.	Value of Postage Stamps affixed to Notes for ex- tension of value.	Extra Commission paid in Postage Stamps.
								\$ cts.	% cts.	% cts.
9,607	15,921	6,324	10,436	7,741	16,592	10,785	171,233	374,678 59	683 67	3 45
8,384	14,638	5,603	9,430	7,074	15,937	10,654	156,866	352,835 91	634 66	4 41
8,420	14 757	5,506	9,459	7,065	15,648	10,591	158,225	351,789 71	649 96	3 85
10,021	17,133	7,024	11,056	8,804	18,796	12,798	187,894	422,492 10	756 50	3 38
10,550	18,244	6,893	11,785	9,042	19,071	12,967	196,767	435,098 60	765 75	3 92
14,894	22,288	8,811	13,978	10,287	22,221	14,051	241,956	510,354 70	815 20	3 32
15,168	21,350	8,074	12,906	9,228	19,493	12,056	240,986	470,411 53	883 23	2 69
13,230	18,431	7,021	11,398	7,711	17,372	10,813	208,601	412,085 51	737 31	3 84
14,728	20,177	7,318	12,526	8,545	18,887	12,218	234,229	457,130 15	804 60	5 45
105,002	162,939	62,574	102,974	75,497	164,017	106,933	1,796,757	3,786,876 73	6,730 88	34 31

7-8 EDWARD VII., A. 1908

APPENDIX F—Continued.

STATEMENT showing the number and value of Postal Notes returned to the Postal Note Division by Postmasters, and cancelled; and including the number and value of Postal Notes destroyed by fire, &c., while in possession of Postmasters, during the nine months ended March 31, 1907.

MONTHS.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	80 Cents.	90 Cents.	\$1.00	\$1.50	\$2.00	\$2.50	\$3.00	\$4.00	\$5.00	\$10.00	Total Number of Notes.	Total Value. \$
1906.																			
July	71	73	56	33	89	37	31	57	48	128	69	109	47	48	37	97	63	1,142	2,274 32
August	76	75	43	59	142	52	44	63	47	143	74	93	55	53	51	92	71	1,271	2,459 98
September	56	102	47	69	118	54	52	51	57	155	72	103	41	56	44	84	48	1,260	2,177 19
October	78	106	55	70	121	48	36	51	36	170	78	106	49	53	51	82	65	1,294	2,374 35
November	74	108	84	99	146	71	57	56	72	214	90	135	64	87	54	117	83	1,665	3,116 02
December	117	173	135	120	201	98	82	99	93	291	150	172	99	98	96	159	106	2,375	4,287 16
1907.																			
January	88	108	79	72	137	54	51	68	49	169	91	118	47	55	30	85	56	1,411	2,329 63
February	72	109	67	65	117	52	51	66	45	170	80	114	79	57	54	87	62	1,393	2,535 52
March	58	87	66	51	126	49	37	55	40	222	88	112	45	58	31	80	52	1,298	2,237 09
	690	941	632	638	1,197	515	444	566	487	1,662	792	1,062	52	565	448	883	606	13,109	23,781 26

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APPENDIX F—*Concluded.*

STATEMENT showing the number and value of Paid Postal Notes received in the Postal Note Division, year by year from August 1, 1898, to June 30, 1906; and for the nine months ended March 31, 1907.

Year ended June 30.											
	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cen s.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	\$1 00.
1899.....	16,267	33,830	19,428	23,413	44,149	16,402	28,388	.....	15,657	6,490	74,589
1900.....	28,515	47,290	38,817	37,592	61,784	33,461	23,127	30,046	27,963	20,863	102,626
1901.....	35,607	51,070	42,542	42,424	71,313	36,923	27,502	30,379	31,388	26,014	120,550
1902.....	36,389	61,120	48,718	46,995	79,793	40,984	28,576	39,486	34,305	29,167	144,028
1903.....	39,694	71,530	55,966	53,744	96,008	46,098	31,066	48,188	39,492	35,201	173,114
1904.....	45,737	82,740	63,782	61,046	112,776	52,447	33,240	60,421	47,192	39,780	206,924
1905.....	59,380	112,291	80,675	76,659	149,982	64,742	38,248	78,782	59,143	47,982	270,258
1906.....	74,360	141,672	101,199	94,647	188,784	82,451	43,968	91,598	70,379	57,953	332,506
(Nine months ended Mar. 31) 1907...	60,346	113,097	79,412	73,843	148,916	65,847	33,824	70,982	52,358	46,613	271,583

Year ended June 30.								Total Number of Notes.	Total Value, including Postage Stamps, affixed to Notes.	Value of Postage Stamps affixed for extension of value.	Extra Commission paid in Postage Stamps.
	\$1.50.	\$2.00.	\$2.50.	\$3.00.	\$4.00.	\$5.00.	\$10.00.				
1899.....	32,411	48,316	26,710	15,172	11,182	59,063	.....	471,407	771,490	28	2,272 38 5 56
1900.....	50,578	67,785	31,048	43,989	32,448	91,318	..	769,250	1,289,976	47	4,897 97 38 46
1901.....	61,002	78,682	34,036	50,880	37,602	99,685	..	877,599	1,459,015	75	5,045 70 61 84
1902.....	79,732	94,105	38,022	58,128	42,812	118,791	.....	1,012,091	1,702,469	85	5,775 75 70 70
1903.....	80,509	114,053	46,211	68,804	49,577	147,308	.....	1,196,563	2,046,094	54	6,390 34 87 65
1904.....	89,985	132,805	53,219	83,001	60,507	140,871	65,244	1,431,717	2,898,751	28	6,985 33 67 41
1905.....	109,790	168,255	64,713	106,226	78,416	172,643	103,800	1,843,985	3,879,568	86	7,767 01 41 13
1906.....	128,585	203,945	75,894	129,484	93,558	266,356	131,128	2,248,467	4,707,563	88	8,503 28 42 03
(Nine m'nths ended Mar. 31) 1907...	105,002	162,939	62,574	102,974	75,497	164,017	106,933	1,796,757	3,786,876	73	6,730 88 34 3

R. M. COULTER,

Deputy Postmaster General.

W. J. JOHNSTONE,

Accountant.

APPENDIX G

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

APPENDIX G.

STATEMENT showing the losses sustained in collecting the Postal Revenue and conducting the Money Order, Postal Note and Savings Bank Systems in the Dominion of Canada, brought to account during the nine months ended March 31, 1907.

	§	cts.
Postage Stamps, &c. destroyed by fire at Hemison, Que., Dec. 11, 1906.....	2	50
" " " Kinburn, Ont., Jan. 24, 1907.....	23	27
" " " Last Chance, Y. T., Oct. 24, 1906.....	10	00
" " " New Denver, B.C., Nov. 4, 1906.....	6	03
" " " Troy, Ont., Feb. 12, 1907.....	7	50
" " " Upper New Cornwall, N.S., Nov. 18, 1906.....	9	00
" and Post Office funds destroyed by fire at Advocate Harbour, N.S., Nov. 7, 1904.....	306	47
" " " " " Arrowhead, B.C., Jan. 25, 1906.....	162	92
" " " " " Higgins Road, P.E.I., Jan. 26, 1905.....	2	17
" " " " " Nashville, Ont., March 19, 1906.....	37	22
" " " " " Oakland, Ont., Aug. 22, 1906.....	15	00
" " " " " Partridge Hill, Alta., April 14, 1905.....	26	30
" &c., stolen at Wellwood, Man., Sept. 7, 1906.....	1	96
" and Post Office funds stolen at Beeton, Ont., Oct. 25, 1906.....	108	56
" " " " " Manchester, Ont., Oct. 25, 1906.....	13	00
" " " " " Minnitaki, Ont., May 26, 1906.....	20	00
" " " " " Mount Wheatley, Ont., Nov. 28, 1906.....	22	93
" " " " " Raven, Alta., April 18, 1906.....	24	00
" " " " " Ridgeway, Ont., Aug. 23, 1906.....	247	32
" " " " " Shawville, Que., Sept. 12, 1906.....	14	06
" " " " " Watson, Sask., Oct. 25, 1906.....	29	02
Post Office funds stolen at Athol, N.S., Sept. 13, 1906.....	27	35
" " " Beauceville Est, Que., Sept. 24, 1906.....	18	93
" " " Claremont, Que., Nov. 11, 1906.....	39	84
" " " South Nelson, B.C., Nov. 20, 1906.....	75	
Post Office funds lost in transit from Aldermere, B.C., to Victoria, B.C., Oct. 31, 1906.....	35	00
Balance due from Postmaster which could not be collected : Doncaster, Que.....	9	00
" " " " " " " " Lorneville, N.B.....	5	93
Total	1,226	03

R. M. COULTER,

Deputy Postmaster General.

W. J. JOHNSTONE,

Accountant.

APPENDIX H

REPORT OF MISSING LETTERS

CLASS A---REGISTERED LETTERS

7-8 EDWARD VII., A. 1908

APPENDIX H.

Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the results of the proceedings instituted therein by the Department.

CLASS A.—REGISTERED LETTERS

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	\$ cts.					
1	W. W. B. Elster mailed.	Port Essington, B.C.	Nov. 19	50 00	Prov. Lands and Works Dept.	Victoria ..	Stated not to have been received by the person addressed.	This letter was duly registered at Port Essington but as there was no evidence of its despatch therefrom, the value of its contents was made good by the postmaster.	3
2	Mrs. Geo. Lanspary	Windsor, O.	" 29	15 00	Jas. McNeillage.	Eberts, O.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
3	Jessie Ball	Sandfield, O.	1906, Jan. 2	3 50	R. Simpson Co.	Toronto, O.	Stated not to have been received by the person addressed.	This letter is said to have been des- patched from Sandfield to Manito- wauing en route to destination but not to have reached Manitowauing. Value of contents made good by the postmasters of Sandfield and Mani- towauing—the former for not re- questing an acknowledgment for the letter and the latter for not reporting its non-receipt.	3
4	Geo. Clarke	Palcarres, Sask.	Feb. 12	10 00	H. M. Lawrence	Cut Knife, Sask.	Stated to have been received without contents	No evidence to account for the alleged discrepancy.	7
5	T. L. Thomson, ...	Hurry, Alta.	" 15	10 00	T. Eaton Co.	Winnipeg, M.	Stated not to have been received.	" " " "	3
6	Mrs. A. Kennedy	Loch Ban, N.S.	" 27	5 00	Alex. Beaton, ...	North East Ma- bon, N.S.		" " " " " " " " This letter duly reached Mabou P. O., where it was mis-delivered. Con- tents were made good by the post- master of Mabou.	

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7	Miss Clara Coll.	Hurry, Alta.	Mar. 22	1 90	Talbot Bros.	Wetaskiwin, Alta.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
8	F. Gainey	Coleman, Alta.	" 22	5 00	Postmaster	Blain ore, A.	"	"	3
9	Thos. Gagnon	St. Leonard de Chateaufort.	Apr. 16	8 00	Charles Larouche	Jonquiere, Q.	Stated not to have been received by the person addressed.	This letter duly reached the Jonquiere P. O. where it was misdelivered to a person of the same name as addressee. Contents were subsequently received from this person.	3
10	Thos. Swords	Chiltepen, B.C.	May 11	75 00	Great West Trading Co.	West Calgary	Only \$61 stated to have been received.	No evidence to account for the alleged discrepancy.	7
11	Mrs. A. Mackenzie	150 Mile House, B.C.	" 20	10 00	Greenshields & Co.	Vancouver, B.C.	Only \$5 stated to have been received.	"	3
12	Mrs. Ternan	Arthur	" 21	15 00	Mr. Simonsky.	Goldstone	Stated to have been received without contents.	"	7
13	Mrs. A. Mackenzie	150 Mile House.	" 23	50 00	Gordon, Ironside, Tares & Co.	Winnipeg, M.	Only \$40 stated to have been received.	"	3
14	Mrs. M. Hunter.	Rapid City.	June 15	4 00	T. Eaton Co.	"	Stated not to have been received by the person addressed.	This letter duly reached the Brandon P. O. en route where no further trace of it could be obtained. Value of contents made good by the Brandon Post Office.	3
15	Nam Sing	Quesnel Forks, B.C.	" 15	15 00	Wah Lee Co.	Quesnel	Only \$10 stated to have been received.	No evidence to account for the alleged discrepancy.	7
16	Quong Mow Long.	"	" 22	15 00	Gin Lee Yuen	Vancouver	"	"	7
17	"	"	" 22	15 00	"	"	"	"	7
18	Far Kee	"	" 22	11 00	"	"	Only \$1 stated to have been received.	"	7
19	Ah Lam	Keithley Creek, B.C.	" 23	50 00	"	"	Only \$40 stated to have been received.	"	7
20	Mrs. J. T. Carlyle.	Hurry, Alta.	" 30	24 00	Mrs. Isabella Groat.	Rodney O.	Only \$20 stated to have been received.	"	3
21	Mrs. S. Ward.	Toronto	July 7	10 00	P. Ward.	Calgary	Stated not to have been received by the person addressed.	This letter was delivered by the Calgary post office to an individual who falsely represented himself as the addressee. Value of contents made good by the Calgary Post Office for having failed to obtain identification of the applicant.	3
22	Alf. Belzile	St. Mathieu, Q.	" 13	164 01	N. Lemieux & Sons.	Quebec	Only \$109 stated to have been received.	This letter is believed to have been tampered with by a letter carrier at the time employed in the Quebec post office, against whom, it was considered, that the evidence was not sufficient to secure conviction. Loss made good by the individual in question.	5

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APPENDIX H—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	\$ cts.					
23	H. Mellon.....	Pleasant Valley.	July 13	79 00	J. H. Meikle.....	Morrisburgh...	Only \$55 stated to have been received.	No evidence to account for the alleged discrepancy.	7
24	Mrs. Ford Jones..	Regina.....	" 25	20 00	Hy. Birk's & Sons	Winnipeg	Stated not to have been received by the person addressed.	There being no evidence of the despatch of this letter from the Regina post office the value of its contents was made good by the then postmaster.	3
25	Thos. Finnegan...	Unfraville, O...	" 27	15 00	Miss. M. Muller.	Read O.....	" " " "	This letter duly reached the Read post office where no further trace of it could be obtained. Value of contents made good by postmaster.	3
26	Mrs. Edna Hooper	Gilman, Q.....	" 28	8 42	Ball Bros.....	Granby, Q.....	Only \$3.42 stated to have been received.	This letter was duly registered, but was despatched from Gilman as an ordinary letter. It reached its destination short of its stated money contents and the loss was made good by the postmaster of Gilman for having failed to send it forward under registration.	5
27	Jos. Dupuis.....	St. Anicet, Q...	Aug. 3	2 00	Rev. Sister Ste. Barbe.	Montreal.....	Stated not to have been received by the person addressed.	This letter was lost by a letter carrier of the Montreal post office, who made good the value of its contents.	3
28	Lee Hing Sing....	Kelowna, B.C...	" 3	10 00	Hong Sing Tai..	Vancouver.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
29	Chung Tay.....	" " " "	" 4	3 00	Lai Fong.....	" " " "	Stated not to have been received by the person addressed.	" " " "	3
30	W. J. Brown.....	St. Henri, Q...	" 4	23 00	R. M. Davy.....	Montreal.....	Only \$69.42 stated to have been received.	This letter was lost by a letter carrier of the Montreal post office, who made good the value of its contents.	3
31	Jos. Langlois.....	Armagh, Q.....	" 8	74 42	N. Lemieux & Sons.	Quebec.....	Only \$69.42 stated to have been received.	No evidence to account for the alleged discrepancy.	7

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32	H. Meigan	Camp McKinley, B.C.	"	16	18 50	H. Birks & Sons	Winnipeg.	Stated not to have been received by the persons addressed.	This letter, whilst lying in the Midway post office to which it had been despatched en route to destination, was stolen by burglars. No clue to the perpetrators of the robbery.	9
33	Jos. Quiron	St. Gedeon de Beauce.	"	21	6 00	Siméon Drouin.	Beauceville, East	Stated to have been received without contents.	The Beauceville East post office was entered by burglars and this letter robbed of its contents. No clue to the perpetrators of the robbery.	9
34	Mrs. Thos. Davie.	Winnipeg	"	24	11 00	Mrs. Geo. Wilson	Glenella, M.	Stated not to have been received by the person addressed.	This letter duly reached the Tenby post office, en route, where further trace of it could not be obtained. Value of contents made good by postmaster of Tenby.	3
35	P. Jalbert	Demenles	Sept.	5	227 97	J. H. Jacques & Sons.	Quebec	Only \$127.97 stated to have been received.	See case No. 22.	5
36	J. Dilworth	Kualt, B.C.	"	5	6 35	Kelowna Farm- ers' Exchange.	Kelowna, B.C.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
37	J. D. Brophy.	Starks Corners, Q.	"	8	31 00	C. E. Fitzsim- mons.	Ottawa	Stated not to have been received by the person addressed.	This letter reached Shawville en route to destination and was destroyed in the fire which consumed that office on the 12th September. Value of its contents made good by the post- master, who had inadvertently omitted to despatch it on the day preceding the fire.	3
38	Jos. Tremblay	St. Cyrille de L'Islet, Q.	"	8	40 00	Jos. Bernier	St. Eugène de Lanartine.	"	This letter was duly registered, but was forwarded from St. Cyrille de L'Islet as an ordinary letter. Value of contents made good by the post- master.	3
39	J. A. McDonnell.	Mabou, N.S.	"	21	39 00	P. McKenzie ...	Margaree Forks, N.S.	"	There being no evidence of the des- patch of this letter from Mabou, the value of its contents was made good by the then postmaster.	3
40	Jas. Kidd	Malta, O	"	25	15 00	Mrs. Ellen Kidd	Bracebridge	"	This letter duly reached Severn Bridge, en route, and was destroyed in the fire which consumed that office on the 26th September.	10
41	Achille Garlin	Arnagh, Q.	Oct.	2	18 00	Masscy, Harris Co.	Montreal.	Only \$8 stated to have been received.	No evidence to account for the alleged discrepancy.	7
42	Postmaster.	Charlottetown...	"	2	13 25	Postmaster	West Devon, P. E.I.	Stated not to have been received by the person addressed.	This letter was duly despatched from Charlottetown to the Charlottetown and Tignish Ry. Post Office and is stated to have been forwarded by the latter to West Devon. The post- master of that office states however that it never reached West Devon. Value of contents made good.	3

APPENDIX H—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	\$ cts.					
43	Millar & McCool.	Pembroke.	Oct.	15 00	T. Corrier.	Buckingham.	Stated not to have been received by the person addressed.	This letter was delivered by the Buckingham Post Office to a person for whom it was not intended. Value of contents made good by the postmaster.	3
44	D. F. Beaton.	Mabou, N.S.	"	5 00	Manson Campbell.	Chatham, O.	"	There being no evidence of the despatch of this letter from the Mabou Post Office, the value of its contents was made good by the then postmaster.	3
45	S. McKnight.	Ninga, M.	"	10 00	John McKnight, jr.	Fincher, Alaska.	Stated to have been received without contents.	This letter duly reached the Fincher Station Post Office, where it was not properly safeguarded. Value of contents made good by the P.O. in question.	5
46	L. Broughton.	Aldermore, B.C.	"	25 00	Postmaster.	Vanconver.	Stated not to have been received by the persons addressed.	These letters were contained in the mail despatched from Hazelton, B.C., on Oct. 31, 1906, for Port Essington, and were lost in the Skeena River owing to the upsetting of the canoe in which they were being conveyed.	10
47	do.	do.	"	10 00	do.	do.		No evidence to account for the alleged discrepancy.	
48	Philip Koch.	St. Norbert, Q.	"	31 00	La Panque Provinciale du Canada.	Berthierville.	Only \$11.00 stated to have been received.	"	7
49	F. D. Morton.	Kinistino, Sask.	"	5 00	Mrs. P. Bong.	Ravenshoe, O.	Stated to have been received without contents.	"	
50	E. B. Meyer.	St. Catherine St. Centre, Montreal.	"	50 00	Thos. Logan.	Vernet, Q.	Only \$10 stated to have been received.	No evidence to account for the alleged discrepancy.	7

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51 John A. McDowell.	"	12	72 60	P. N. Tompkins	East Margaree.	Stated not to have been received by the person addressed.	There being no evidence of the despatch of this letter from the Mahon post office, the value of its contents was made good by the postmaster.	3
52 Mrs. Agnes Green	"	13	50 00	Jas. Lumbers	Toronto.	"	There being no evidence of the despatch of this letter from the Reaboro' post office, the loss was borne by the sender, the assistant postmaster.	3
53 Thos. Quigley	"	15	12 00	R. Simpson Co.	"	"	There being no evidence of the despatch of this letter from the Mahon post office, the value of its contents was made good by the postmaster.	3
54 A. Mackswell	"	16	2 00	J. Flewin	Port Simpson, B.C.	"	See cases 46 and 47.	10
55 Joseph Belleville	"	19	6 00	J. A. Laterriere	Berthierville.	"	There being no evidence of the despatch of this letter from Ste. Emilie de l'Energie post office, the value of its contents was made good by the postmaster.	3
56 R. G. Horthyan	"	22	10 00	J. Veitch	Becton.	"	The Becton post office was entered by burglars on Oct. 26 and these letters stolen. No clue to the perpetrators of the robbery.	9
57 Mrs. Jane McLough.	"	22	5 00	M. Taylor	"	"	Case still under investigation.	11
58 Union Bank of Canada.	"	23	5,000 00	Union Bank of Canada.	Leunberg, Sask.	"	See cases 56 and 57.	9
59 James Bruce	"	24	15 00	J. Veitch	Becton.	"	See cases 46, 47 and 54	10
60 Wm Tung	"	30	27 00	McC Yuen Co.	Vancouver.	"	This letter was mis-delivered by a letter carrier of the London post office, who made good the value of its contents.	3
61 Miss Pneo	"	30	10 00	Mrs. Geo. Pinea	Berick, N.S.	"	No evidence to account for the alleged discrepancy.	7
62 Dr. H. C. Winch.	"	30	21 00	T. T. Langlois	Vancouver.	"	This letter is stated to have been duly despatched from Cape Croker to Warton but not to have reached the latter office. Cause of failure not discoverable.	2
63 James Kirby	"	30	15 25	J. Flewin	Port Simpson, B.C.	"		
64 Nancy White	"	30	5 00	T. Eaton Co.	Winnipeg	"		
65 Agnes Fowler	"	30	1 00	"	"	"		
66 R. E. Loring	"	30	7 00	R. Maynard	Victoria	"		
67 John Mudge	Nov.	1	5 00	Mrs. C. Baldwin	London	"		
68 Capt. J. B. Stoddard.	"	1	238 00	W. A. Poole & Co.	Lower Montague, P.E.I.	Only \$228 stated to have been received by the addressee.		
69 Stephen Elliott	"	9	10 00	Wm. Lyman & Sons.	Warton, O.	Stated not to have been received by the person addressed.		

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APPENDIX II—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.						
70	Mrs. E. Pilon. . .	Lac des Écorces	Nov 11	1 35 cts.	W. H. Scroggie.	Montreal.	Stated not to have been received by the person addressed.	This letter duly reached the Montreal post office and was handed to a letter carrier to effect delivery. Further trace of it could not be obtained. Value of contents made good by the letter carrier.	3
71	J. W. Tipton. . . .	Milestone, Sask.	" 12	69 25	B. W. Cherry . .	Lipton, Sask. . . .	Only \$19 stated to have been received.	Case still under investigation	11
72	G. Sabourin	Ferne Neuve. . .	" 12	12 00	Goulet Bros. . . .	} Montreal	Stated not to have been received by the persons addressed.	See case 70	3
73	A. Doré	" " " " " "	" 12	4 00	B. Hernan				
74	M. Lafontaine. . .	Rapido de l'Orignal.	" 13	2 50	His Grace Arch- bishop Bruchesi .				
75	C. Papineau	Ferne Neuve. . .	" 13	15 00	McColl Bros. . . .	} " " " " " "	" " " " " "	This letter was lost by a letter carrier of the Montreal post office, who made good the value of its contents. Case still under investigation.	3
76	Bank of Montreal.	Victoria.	" 13	2 84	H. M. Lamb . . .	" " " " " "			
77	Oliver C. Millham.	Hazel Cliff, Sask.	" 17	272 00	B. Cheeseman. .	Maple Creek . . .	" " " " " "	This letter was contained in a mail bag despatched from La Vallée to Port Frances which is stated not to have reached Port Frances. Value of the contents of the letter made good by the contractor for the railway station and Port Frances service, who had failed to take proper precaution for the delivery of the mail.	11
78	Wm. Ronlston. . . .	La Vallée, Q. . .	" 17	12 00	W. W. Schweit- zer.	Elmo, O.	" " " " " "		

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79	P. Cretnay	Corbyville, O....	"	19	1 50	'Farmers' Advocate,'	London,	"	"	..	There being no evidence of the despatch of this letter from Corbyville, the value of its contents was made good by the postmaster.	3
80	A. Lebreuf	Newton, O.....	"	26	13 35	H. Bernier	Levis, Q.....	Only \$3.35 stated to have been received.			No evidence to account for the alleged discrepancy.	7
81	P. Beakes	Strathclair, Sask.	"	29	2 00	M. Choma	Macleod	Stated not to have been received by the person addressed.			This letter was delivered by the Macleod post office to a person who was not authorized to receive it. Value of contents made good by the postmaster.	3
82	C. Fick	Walsh, O	Dec.	5	5 00	Geo. W. Brown	Yarmouth Centre	Stated to have been received without contents.			No evidence to account for the alleged discrepancy.	7
83	Mrs. D. Wilson	Fort Rouge sub-P.O., Winnipeg	"	6	4 00	F. Bates	Glenella	Stated not to have been received by the person addressed.			This letter duly reached the Glenella post office, where no further trace of it could be found. Value of contents made good by the postmaster.	3
84	S. Lee	Rosemont, O....	"	13	6 00	James Lamb	Mansfield, O....	"	"	..	This letter duly reached the Beeton and Collingwood Railway post office, whence it is stated to have been despatched to Mansfield. As the postmaster of that office failed to promptly report non-receipt of the letter bill on which the letter should have been charged he made good value of its contents.	3
85	C. H. Brisham	Vicars, Q	"	17	67 50	Wm. Currie	Aubrey, Q	Only \$37.50 stated to have been received.			No evidence to account for the alleged discrepancy.	7
86	Mrs. W. Jardine	Banger, P.E.I.	"	20	3 00	Dr. J.G. Toombs	Mount Stewart	Stated not to have been received by the person addressed.			This letter duly reached the Charlottetown and Souris Railway post office and is stated to have been despatched therefrom to Mount Stewart, but not to have reached that office. Value of contents made good by the railway mail clerk, who had mis-treated the letter.	3
87	Mrs. Clowes	Elm St., branch P.O., Toronto	"	20	2 00	Miss F.B. Clowes	Winnipeg	"	"		Case still under investigation.	11
88	P. T. Legere	Montréal, West	"	21	5 00	Frost & Wood	St. John	"	"		This letter duly reached the Halifax & Campbellton railway mail clerk, who failed to continue its registration. Value of contents made good by the Railway Mail Clerk.	3
89	Mrs. M.J. Harrison	Vancouver (East End) P.O.	"	22	5 00	Mrs. J. Jefferson	Portage la Prairie	Stated to have been received without contents.			No evidence to account for the alleged discrepancy.	7

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APPENDIX II—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	\$ cts.					
90	W. T. Gardner . . .	St. Louis Station Q	Dec. 26	50 00	Merchant's Bank	Montreal.	Stated not to have been received by the persons addressed.	Case still under investigation.	11
91	A. Vipond.	Hudson, Q.	" 26	17 20	A. Racine & Co.	"			
			1907						
92	McLachlin Bros . .	Arnprior.	Jan. 2	35 00	Mrs. J. Emery.	Eddyville, Q. . . .	"	This letter duly reached the Hull post office, en route to Eddyville, where it was mis-delivered by the postmaster. Value of contents made good by the postmaster of Hull.	3
93	Mrs. Carry A. Brown	Shawbrook. . . .	" 3	1 00	Mrs. Lucetia Wood	Spencer's Island, N. B.	"	This letter duly reached the Moncton post office, en route, where further trace of it could not be obtained. Value of contents made good by the Moncton Post Office.	3
94	Chas. G. Wheeler.	Moose Jaw.	" 4	18 00	H. A. Andrews.	Calgary	Stated to have been received without contents.	Case still under investigation.	11
95	T. R. Skelton . . .	Woodstock, O. . .	" 5	37 50	Miss Susie Seard.	Walton	Stated not to have been received by the person addressed.	This letter is said to have been dispatched from Woodstock to London and Niagara Falls by post office, but not to have reached the latter post office. Cause of failure not discoverable.	2
96	M. L. Sutherland..	New Carlisle, Q.	" 22	4 00	Miss L. E. Sutherland.	Montreal.	"	This letter duly reached Station " B " post office, Montreal, where it was lost by a letter carrier. Value of contents made good by the letter carrier.	3
97	Postmaster	Upton, Q.	" 25	520 00	Bank of Montreal	Ottawa.	"	Case still under investigation	11

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98	Geo. Martin	Orange, Sask.	"	26	50 00	Mrs. L. A. Free-land.	Weyburn, Sask.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
99	E. D. Bensford	Willow Grove, O ..	"	—	5 00	W. J. Hill	Burtch, O	Stated not to have been received by the person addressed.	This letter is stated to have been despatched to London and Niagara Falls Ky. post office but not to have reached it. Cause of failure not discoverable.	2
100	Miss Edna Whelan	Aylmer, Q	Feb.	22	10 00	Mrs. John Waters.	Heyworth, Q	"	This letter duly reached the Heyworth post office, where no further trace of it could be found. Value of contents made good by the postmaster.	3
101	W. J. Latimer	Orland, O	"	25	3 00	T. Eaton Co.	Toronto	"	This letter is stated to have been duly despatched from Orland to Brighton, en route, but not to have been received at Brighton. Value of contents made good by postmaster of Orland, who had neglected to send a letter-bill to Brighton.	3
102	T. Eaton Co.	Winnipeg	"	28	1 75	W. Carn	Elm Creek	"	The Elm Creek post office was entered on the night of the 7th March and this letter stolen. Value of contents made good by the postmaster, who had failed to properly safeguard it.	8
103	Molson's Bank	Ottawa	"	28	5,000 00	Molson's Bank ..	Chesterville	"	This letter was lost on the 1st March, owing to the wreck, near Mountain, of the train by which it was being conveyed.	10
104	Thos. Guest	Hartney, M	"	28	50 00	Trotter & Trotter	Brandon	"	There being no evidence of the despatch of this letter from Hartney the value of its contents was made good by the postmaster.	3
105	T. Eaton Co.	Winnipeg	March	2	1 25	C. A. Laing	Elm Creek	"	Case 102	8
106	J. Ledham	"	"	4	4 00	W. L. Simpson ..	"	"		
107	Wm. Perkins	Rossendale, M	"	9	8 60	Geo. Keith	Toronto	Only 60 cents stated to have been received.	No evidence to account for the alleged discrepancy.	7
108	Jas. Allan	Rylstone, O	"	16	4 50	John Massey	"	Stated to have been received without contents.	Case still under investigation.	11
109	Postmaster	Chamblay, Can- ton.	"	16	1,075 00	Bank of Mont- read.	Ottawa	Only \$75 stated to have been received.	"	11
110	Alex. Gillis	Reserve Mines, N.S.	"	20	10 00	J. A. McMillan.	Boisdale, N.S.	"	"	
111	A. McLean	"	"	20	5 00	J. L. Allister	Clark's Road	Stated not to have been received by the persons addressed.	The Reserve Mines post office was totally destroyed by fire and these letters burnt.	10
112	D. D. Fraser	"	"	20	2 00	A. D. Fraser	"	"	"	
113	John Keats	"	"	20	1 00	Ellen Keats	North Sydney	"	"	
114	"	"	"	20	1 00	E. J. Wort	Asland, N.S.	"	"	
115	Mrs. Peterson	Nanaimo, B.C.	"	25	45 00	A. McLennan	Beaver Point, B.C.	"	Case still under investigation.	11

APPENDIX H

REPORT OF MISSING LETTERS

CLASS B---UNREGISTERED LETTERS

SESSIONAL PAPER No. 24

3

1

16	R. H. Humphrey,	Thamesford, O.....	"	7	Mrs. R. H. Humphrey,	Chatham, O.....	"	"	"
17	Heintzman Piano Co.,	London, O.....	"	9	Milton Francis.....	Stratford, O.....	"	"	"
18	Mrs. R. H. Love,	Flower Station, O.,	"	9	The Journal Pig Co.,	Ottawa, O.....	"	"	"
19	G. Descaries.....	St. Placide, Q.....	"	18	Standard Life Ins. Co.,	Montreal, Q.....	"	"	"
20	C. A. Walsh.....	London, O.....	"	20	Morang & Co.....	Toronto, O.....	"	"	"
21	T. Eaton Co.....	Toronto, O.....	"	23	Alice Hall.....	Waburn, Q.....	"	"	"
22	D. W. McLean.....	Winnipeg, M.....	"	25	Mrs. D. W. McLean,	Caladonia, O.....	"	"	"
23	Mrs. J. G. Acres.....	Vernon, O.....	"	31	L. E. Stanley & Co.,	Ottawa, O.....	"	"	"
24	P. O'Connor.....	Wakefield, Q.....	"	31	The Journal Pig Co.,	"	"	"	"
25	Miss A. O. Barber.....	Nelson, B.C.....	June	6	Miss Alida Barber.....	Vancouver, B.C.,	"	"	"
26	Dave Jordan.....	Kenora, O.....	"	7	Dr. McLaughlin Co.,	Montreal, Q.....	"	"	"
27	Anna Mary Morley,	Winnipeg, M.....	"	8	Mrs. J. C. Morden.....	Greenville, O.....	"	"	"
28	F. Clincworth.....	Oshawa, O.....	"	9	F. Hall.....	Bracklin, O.....	"	"	"
29	Mrs. Turley.....	Clayton, Q.....	"	10	Mrs. R. P. Harris.....	Ottawa, O.....	"	"	"
30	E. Walsh.....	Tenno, N.S.....	"	11	J. W. Peppard, M.D.,	Great Village, N.S.,	"	"	"
31	Mrs. Geo. Jewell.....	Ottawa, O.....	"	11	The Sisters of the Precious Blood,	Ottawa, O.....	"	"	"
32	Hattie M. Baxter.....	Joek Vale, O.....	"	12	"	"	"	"	"
33	Thos. Beland.....	Three Rivers, Q.....	"	12	J. H. Roy.....	St. Sauveur de Que, Q.....	"	"	"
34	Rev. R. T. S. Adamson,	Lambeth, O.....	"	12	T. Eaton Co.....	Toronto, O.....	"	"	"
35	Miss A. V. Webb.....	London, O.....	"	13	W. R. Jos.....	London, Ont.,	"	"	"
36	J. G. Dobier.....	Ottawa, O.....	"	13	Ottawa Sanitary Laundry,	Ottawa, O.....	"	"	"
37	Alphonse Piquette.....	St. Romuld d'Eleclum, Q.....	"	14	T. L. Eanyet.....	Montreal, Q.....	"	"	"
38	Jos. Shanahan.....	London, Q.....	"	14	M. Shanahan.....	Queph, O.....	"	"	"
39	Onier Garnau.....	Quebec, Q.....	"	15	Cie Medice.....	Montreal, Q.....	"	"	"
40	Nelson Foster.....	Davenport, O.....	"	16	Mrs. Nelson Foster.....	Sevorg, O.....	"	"	"
41	Miss H. K. Smith.....	Barcelville, B.C.....	"	19	Robt. Simpson Co.,	Toronto, O.....	"	"	"
42	E. J. Wood.....	Brantford, O.....	"	20	W. A. Russell.....	Tillsonburg, O.....	"	"	"
43	D. W. Bruce.....	Winnipeg, M.....	"	20	Mrs. Harris.....	Winnipeg, M.....	"	"	"
44	Mrs. M. Coleman.....	Kearney, O.....	"	21	Mrs. M. Shendan.....	Oshawa, O.....	"	"	"
45	Mrs. E. Adams.....	L'Original, O.....	"	21	Payson, Graham & Co.,	Ottawa, O.....	"	"	"
46	Mrs. Mculloch.....	Fort William, O.....	"	21	Mrs. R. Mum.....	Portage La Prairie, M.,	"	"	"

This letter was posted for registration and is believed to have been forwarded as an ordinary letter. Postmaster of St. Placide made good contents.

No trace owing to want of registration.

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APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recaptulation.
					Name.	Place.			
			1906.	\$ cts.					
47	Mrs. Anna H. Ball	Port Hope, O.....	June 22	0 50	D. W. H. Walton Ball.	Toronto, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
48	Geo. A. Hodgins.	Carpi, O.....	" 22	4 00	Miss Ina Hodgins.	Ottawa, O.....	" "	" "	
49	J. A. Chisholm	N. Tryon, P. E. I.	" 22	4 00	Royal Bank of Canada.	P. E. I.	" "	" "	
50	C. Lussier.	St. Hyacinthe, Q.	" 22	5 00	Mlle. Louisa Côté.	Montreal, Q.	" "	" "	
51	A. Jones.	Winnipeg, M.	" 24	2 00	Mrs. E. Jones.	Brandon, M.	" "	" "	
52	Geo. Turner	Pt. Collingue, O.	" 25	10 00	Mrs. Geo. Turner.	Hamilton, O.	" "	" "	
53	Mrs. Dowsley.	Prescott, O.	" 26	5 00	Miss Edna Dowsley	Ottawa, O.	" "	" "	
54	Mrs. Stanley Coon	Brantford, O.	" 26	2 00	Mrs. J. Coon.	Belleville, Q.	" "	" "	
55	M. F. Mead.	Ottawa, O.	" 27	1 00	Mrs. Chas. Mead.	Montreal, Q.	" "	" "	
56	Miss Alice Stinson	St. Andrews, N. B.	" 27	15 00	Miss Jean Stinson.	Toronto, O.	" "	" "	
57	Robt. Axton	London, O.	" 27	2 00	Mrs. Geo. Axton.	Ottawa, O.	" "	" "	
58	Andrew Curran	Montreal, Q.	" 28	2 00	G. W. Stacey.	Ottawa, O.	" "	" "	
59	Marc. Turcotte	Montreal, Q.	" 28	2 00	Mme. M. Turcotte	Châte à Blon- deau, Q.	" "	" "	
60	C. Lussier.	St. Hyacinthe, Q.	" 28	2 00	Mlle. Louisa Côté.	Montreal, Q.	" "	" "	
61	E. W. Beauchamp	Ottawa, O.	" 28	3 00	Mrs. Beauchamp.	" "	" "	" "	
62	Mrs. G. Primer	Morrisburg, O.	" 29	1 00	Cyril Primer	Conwall, O.	" "	" "	
63	Narcisse Drouin	St. Joseph Bee, Q.	" 30	5 00	Adèle Rouseau.	Montreal, Q.	" "	" "	
64	Mrs. L. Anon.	Brockville, O.	July 1	1 70	W. H. Scroggie, Ltd.	" "	" "	" "	
65	Cambridge Corporation, Ltd.	Toronto, O.	" 1	33 00	Cambridge Corporation.	" "	" "	" "	
66	Miss Tilley Smith.	Seaford, O.	" "	4 50	Miss L. McK Smith	Peterboro, O.	" "	" "	
67	S. H. McMaster	Sydney, N. S.	" 2	4 00	Mrs. McMaster.	Queensville, N. S.	" "	" "	
68	James Wright, st.	Montreal, Q.	" 3	4 00	Mrs. J. S. Ogilvy.	Maisonmieu, Q.	" "	" "	
69	F. O. Smart.	Ry. Station Box, Regina, M.	" 3	10 00	Mrs. Scoville.	Paynton, S.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7

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70	Union Bank of Canada.	4	£5	Union Bank of Canada.	of Quebec, Q.	Stated not to have been received by the person addressed. Only \$25 stated to have been received.	No trace owing to want of registration.	1
71	O. Forest.	"	50 00	La Banque de St. Hyacinthe, Q.	St. Hyacinthe, Q.	No violence to account for the alleged discrepancy.		7
72	Mr. Buckley.	"	4 00	Mrs. Buckley.	Wallace, N.S.	No trace owing to want of registration.		
73	B. E. Haynes.	"	5 00	B. E. Haynes.	St. Catherine Station, Q.	"	"	
74	Melle, Ross and Casselman, O.	"	2 00	Mad. Antoine St. Bourin.	Montreal, Q.	"	"	
75	Maggie Ansie.	"	1 00	J. P. Clarkin.	Charlottetown, P.E.I.	"	"	
76	W. C. Elliott.	"	1 60	Wm. Beasley.	Montreal, Q.	"	"	
77	Mrs. Young.	"	4 75	Leo Butler.	Toronto, O.	"	"	
78	Mlle. D. Guillot.	"	7 00	Mme. J. Guillot.	Maisonneuve, Q.	"	"	
79	Mrs. Young.	"	4 75	Mr. Leo Butler.	Toronto, O.	"	"	
80	Mrs. J. Cogan.	"	4 00	Miss Jones.	Montreal, Q.	"	"	
81	A. L. Marcelin.	"	5 00	Alp. Marsolais.	"	"	"	
82	Robert Axton.	"	15 00	Mrs. Geo. Axton.	Toronto, O.	"	"	
83	S. H. Coates.	"	3 00	Miss M. Summer-ville.	Montreal, Q.	"	"	
84	Mrs. Anna H. Ball	"	0 50	Dr. W. H. Walton	Toronto, O.	"	"	
85	Carl Slick.	"	2 00	Mrs. Carl Slick.	Tamworth, O.	"	"	
86	Ernest Bastien.	"	6 05	M. Emeline Berthelot.	Maisonneuve, Q.	"	"	
87	Clas. Finkle.	"	1 00	Miss C. C. Finkle.	Belleville, O.	"	"	
88	Carl Sheik.	"	2 00	Mrs. Carl Sheik.	Tamworth, O.	"	"	
89	N. H. Young.	"	5 00	Willie V. Sloan.	Toronto, O.	"	"	
90	Riley & Co.	"	4 00	M. Gustave Weprecht.	Montreal, Q.	"	"	
91	Mrs. Filby.	"	3 00	Mrs. Moses Doyle.	Oakville, O.	"	"	
92	W. R. Pitman.	"	20 00	Miss D.F. Shepard.	Holland Land- ing, O.	"	"	
93	Wm. Perkins.	"	6 00	Mrs. Wm. Perkins.	London, O.	"	"	
94	Mrs. Dufresne.	"	5 00	Wm. Allen.	Vancouver, B.C.	"	"	
95	H. Beauchene.	"	1 00	J. A. Bellefleur.	Quebec, Q.	"	"	
96	W. G. L. Empey.	"	3 00	Mrs. Lorne Empey.	Berwick, O.	"	"	
97	B. Harrington.	"	1 00	Mrs. John Hazleton.	Ottawa, O.	"	"	
98	Jno. Morrison.	"	5 00	T. McAvity & Sons.	St. John, N.B.	"	"	
99	T. R. Alston.	"	5 00	James Porter.	Edgely, O.	"	"	
100	E. Amburst.	"	3 10	W. A. Lyon & Co.	Toronto, O.	"	"	
101	W. G. L. Empey.	"	3 00	Mrs. L. Empey.	Berwick, O.	"	"	
102	W. B. Cope.	"	25 00	Mrs. W. B. Cope.	Ottawa, O.	"	"	
103	Chs. Thernault.	"	10 00	Mme F. N. Thernault.	Montreal, Q.	"	"	

APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	\$ cts.					
104	Marie Louise Lafleur	Oka, Q.	July 19	2 50	Mlle Eva Lafleur.	Montreal, Q.	Stated not to have been received by the person addressed....	No trace owing to want of registration.	
105	S. B. Heward.	Montreal, Q.	" 19	1 00	F. S. B. Heward...	St. Renoit, Q.	" " " " " " " "	" " " " " " " "	
106	Arthur Fielding.	Bracebridge, O.	" 19	3 00	Mrs. Thos. McFee	S. S. Marie, O.	" " " " " " " "	" " " " " " " "	
107	Harry Taylor.	Watford, O.	" 19	5 00	Mrs. W. J. Wilson	London, O.	" " " " " " " "	" " " " " " " "	
108	Miss M. P. Synning.	Station B. Montreal.	" 20	5 00	W. G. Strawder...	North Williamsburg, O.	" " " " " " " "	" " " " " " " "	
109	Thos. Patry.	Quebec, Q.	" 20	5 00	Mme Pierre Paquet	Montreal, Q.	" " " " " " " "	" " " " " " " "	
110	Miss M. P. Synning.	Station B. Montreal.	" 20	5 00	W. C. Strawder...	North Williamsburg, O.	" " " " " " " "	" " " " " " " "	
111	Shal Inman & Ingram.	London, O.	" 20	2 00	Mrs. J. C. Clark.	Melbourne, O.	" " " " " " " "	" " " " " " " "	
112	C. McIntosh.	North Tonawanda, Q.	" 21	5 00	Mrs. Jas. McIntosh	Alexandria, O.	" " " " " " " "	" " " " " " " "	
113	Dr. F. W. Dobson.	Halifax, N. S.	" 22	5 00	Mrs. F. W. Dobson	Charlottetown, P. E. I.	" " " " " " " "	" " " " " " " "	
114	Wm. Lynch.	150 Millo House, B.C.	" 22	10 00	David Spencer...	Victoria, B.C.	" " " " " " " "	" " " " " " " "	
115	O. Forest.	Charvoux, Q.	" 23	65 00	La Panque de St. Hyacinthe.	St. Hyacinthe, Q.	Only \$35 stated to have been received.	No evidence to account for the alleged discrepancy.	7
116	Miss A. C. McRea	Apple Hill, O.	" 23	50	The Fruitatives Ltd.	Ottawa, O.	Stated not to have been received by the person addressed....	No trace owing to want of registration.	
117	F. G. Scott.	West Selkirk, M.	" 23	3 00	Chas. Sim.	Toronto, O.	" " " " " " " "	" " " " " " " "	
118	Mrs. George Auld.	Charlottetown, P. E. I.	" 24	2 00	Clyde Auld, V. M.	Woodbourne, N. S.	" " " " " " " "	" " " " " " " "	
119	J. S. Smith.	Bellefleur Ry. Station, O.	" 24	5 00	Mrs. J. S. Smith.	Otterville, O.	" " " " " " " "	" " " " " " " "	

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120	Mrs. E. Van Camp.	Toronto, O.	July	25	Mrs. W. J. Sims.	Ottawa, O.	"	"	"	1
121	J. B. Rinaud.	Quebec, Q.	"	25	George Blackburn.	Montreal, Q.	"	"	"	"
122	Mrs. Kohl.	Ste. Anne de Bel., Q.	"	25	Dr. W. G. Nichol.	"	"	"	"	"
123	Mme J. B. Lacombe.	Quebec, Q.	"	25	Geo. Blackburn.	"	"	"	"	"
124	Mrs. Susan Van Camp.	Toronto, O.	"	25	Mrs. J. Sims.	Ottawa, O.	"	"	"	"
125	Colin McKinnon.	Montreal, Q.	"	25	Miss Katie Sinclair.	Vankleek Hill, O.	"	"	"	"
126	Mrs. Frank Baxter.	Toronto, O.	"	26	Miss N. Burke.	Montreal, Q.	"	"	"	"
127	Mrs. E. Gibson.	Kingston, O.	"	26	Mrs. W. Grayson.	"	"	"	"	"
128	Mrs. T. Hogan.	Moncton, N.B.	"	26	Miss F. Hogan.	"	"	"	"	"
129	Mrs. Frank Baxter.	Toronto, O.	"	26	Miss N. Burke.	"	"	"	"	"
130	Louis Corcoran.	St. Raymond, Q.	"	27	Nellie Day.	Woodville, Q.	"	"	"	"
							Stated to have been received with out contents.	This letter was found without contents by the G.T.R., yard foreman at South Quebec, in a bag which had been returned to the Ry. P.O. by P. M. Plessisville. As the P. M. of Plessisville failed to follow the regulations in the treatment of the bag he made good the contents of the letter.		5
131	Alf. Deakin.	Port Renfrew, B.C.	"	27	Brackman & Lee.	Victoria, B.C.	Stated not to have been received by the person addressed.	No trace owing to want of registration.		1
132	A. W. Spence.	New Liskeard, O.	"	27	Mrs. A. W. Spence.	Ottawa, O.	"	"	"	"
133	Mrs. Edna Hooper.	Grhuau, Q.	"	28	Ball Brothers.	Granby, Q.	Only \$3.42 stated to have been received.	No evidence to account for the alleged discrepancy.		7
134	Mrs. F. Hygarth.	Toronto, O.	"	28	Mrs. John MacKenzie.	Woodville, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.		"
135	W. T. Ednauson.	"	"	28	Miss Eva Adnams.	Brooklin, O.	"	"	"	"
136	G. A. Clark.	Calton, O.	"	28	Farmers Advocate.	London, O.	"	"	"	"
137	Tillie Smith.	Seaforth, O.	"	30	Miss L. Smith.	Peterboro, O.	"	"	"	"
138	H. Duchesnay.	Quebec, Q.	"	30	Arthur Kiroune.	St. Cyrille de L'Islet, Q.	"	"	"	"
139	Nap. A. Comeau.	Godbout, Q.	"	30	M. Jacques.	Quebec, Q.	"	"	"	"
140	H. F. Stunges.	Montreal, Q.	"	30	A. Cleland.	Lachute, Q.	"	"	"	"
141	Mrs. Mary A. Rafferty.	Toronto, O.	"	30	Mrs. D. C. Bogie.	Nile, O.	"	"	"	"
142	A. B. Royan.	Winnipeg, M.	"	31	J. F. Walter & Sons.	Kuroki, Sask.	"	"	"	"
143	A. S. Cross.	Atlin, B.C.	"	31	D. Van Cramer.	Vancouver, B.C.	"	"	"	"
144	Mrs. R. T. Murams.	Toronto, O.	"	31	R. T. Murams.	Ottawa, O.	"	"	"	"
145	Mrs. M. J. Dennis.	Killalee Station, O.	"	31	Bryson Graham & Co.	"	"	"	"	"
146	Alex. Stewart.	Montreal, Q.	"	31	Mrs. Alex. Stewart.	South Lancaster, O.	"	"	"	"
147	N. E. Ouellet.	Plessisville, Q.	"	31	M. Bonquet.	Quebec, Q.	"	"	"	"
148	Alex. Stewart.	Montreal, Q.	"	31	Mrs. Alex. Stewart.	South Lancaster, O.	"	"	"	"
149	J. H. Lee.	Fonthill, O.	"	31	Joseph Wheeler.	Montreal, Q.	"	"	"	"

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APPENDIX H—Continued.

B—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended, March 31, 1907, of abstraction from, or loss of Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	% cts.					
150	Mrs. W. J. Lecon.	Callender, O.....	Aug. 31	5 00	Mrs. Joseph Lecon.	Angus, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
151	A. Belford.....	Toronto, O.....	"	3 45	Miss Minnie Gray.	Melancthon, O..	"	"	
152	J. N. Bonneau.....	Edmonton, A.....	"	15 00	Mrs. M. Bonneau	Winnipeg, M....	"	"	
153	Mrs. M. McCallum	Sumnerland, B.C.	"	15 00	City & Dist. Bank.	Montreal, Q....	"	"	
154	Mrs. Lou Quesnel.	Mattawa, O.....	"	1 0 50	Sisters of the Precious Blood.	Ottawa, O.....	"	"	
155	Lauchlin Gilles....	Sydney, N.S.....	"	3 00	Alexander Gilles..	Grand Mira S., N.S.	"	"	
156	Miss W. E. Patch.	Montreal, Q.....	"	1 10 00	Mrs. A. E. Patch	Ottawa, O.....	"	"	
157	Cambridge Corporation Ltd.	Toronto, O.....	"	36 85	Cambridge Corporation.	Montreal, Q....	"	"	
158	H. Clark.....	"	"	4 00	Mrs. Elizabeth Clark.	Crofton, O.....	"	"	
159	James Gladstone..	Collingwood, O...	"	5 00	Miss Charlebois...	Toronto, O.....	"	"	
160	Mrs. A. Vincent...	Toronto, O.....	"	1 1 00	Mr. Harbourn.....	St. Catharines, O.	"	"	
161	John McCoskie... B.C.	Mail Car Golden, B.C.	"	35 00	W.M. Thompson..	Canmore, Alta.	"	"	
162	Wm. M. Gilbert...	Delorme, M.....	"	7 00	Holiness Movement Book Room	Ottawa, O.....	"	"	
163	Miss Whalen.....	Montreal, Q.....	"	6 00	Miss L. Legare...	Cape Despair, Q.	"	"	
164	M. Dale Harris...	Barbidge Stn Q...	"	5 00	Mrs. Leadenhead.	Hamilton, O....	"	"	
165	W. H. Kennedy...	Ottawa, O.....	"	0 50	J. A. Limage.....	Kingston, Q....	"	"	
166	Louis Charbonneau	St. Laurent, Q...	"	3 00	Bernard & Chabouix.	Montreal, Q....	"	"	
167	Wm. Lambton....	C. P. R. box Quebec, Q.	"	12 00	Wm. Lambton....	"	"	"	
168	Postmaster of Fabre.	Ville Marie, Q....	"	11 00	Postmaster.....	Ottawa, O.....	"	"	

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169	J. B. Allaire.....	Maisonneuve, Q.	"	71	1 00	A. Portanceur....	Quebec, Q.	"	"
170	A. J. Muffat.....	Montreal, Q.	"	8	2 00	Mrs. R. A. Latond..	Belle River, Q.	"	"
171	M. E. Sheppard....	Bradley Creek, O.	"	8	0 25	Miss E. E. Green....	Montreal, Q.	"	"
172	J. S. Evans.....	Montreal, Q.	"	10	1 00	Mr. J. P. Harrison..	Montreal Amnes	"	"
173	J. W. Casey.....	Ottawa, O.	"	12	2 00	D. J. Casey.....	Montreal, Q.	"	"
174	J. L. Lemieux.....	Lewis, Q.	"	12	3 00	Mlle C. Esilda Dal	"	"	"
175	Alva Paupst.....	Toronto, O.	"	13	10 00	Mrs. Paupst	"	"	"
176	S. Mager.....	West Gravenhurst, O.	"	13	5 00	Mrs. Melone.....	Morrisston, O.	"	"
177	Mrs. P. G. Close....	Toronto-Stn. H., O.	"	13	25 00	P. G. Clo e.....	Calgary, A.	"	"
178	S. M. Lawrence....	Barrie, O.	"	14	5 00	Mrs. R. R. Rathwell	Toronto, O.	"	"
179	A. J. H. Stewart....	Barthurst, N.B.	"	14	3 00	Oxford Foundry Machine Co.....	Oxford, N.S.	"	"
180	Mrs. A. Smyth.....	Ottawa, O.	"	15	1 00	L. Smythe.....	Montreal, Q.	"	"
181	Miss Maggie Har-	Twin Elm, O.	"	15	3 00	Miss Mary Har-	Ottawa, O.	"	"
182	Mad. Drummond....	Ottawa, O.	"	15	5 00	H. P. Doucet.....	Montreal, Q.	"	"
183	Joseph Trepanier...	Falo Ste Clair An- ticoast, Q.	"	15	5 00	Elie Trepanier....	Quebec, Q.	"	"
184	H. A. Colville.....	Cladham, O.	"	15	0 50	Daisy Colville.....	Windsor, O.	"	"
185	Mrs. A. Smyth.....	Ottawa, O.	"	15	1 00	L. Smith.....	Montreal, Q.	"	"
186	Mrs. H. Dickie.....	Berwick, N.S.	"	15	10 00	Harry Dickie.....	St. John, N.B.	"	"
187	Fella Simpson.....	Galesburg, O.	"	16	2 00	Mrs. J. J. Ramsay..	Ottawa, O.	"	"
188	Miss Charlotte W.	W. Huntingdon, O	"	16	10 00	Mrs. John A. Kerr..	Belleville, O.	"	"
189	Haggerty.....		"	16				"	"
190	Miss D. Scandredth	Pt. Stanley, O.	"	16	6 00	Mrs. A. M. McChl	Point Edward, O	"	"
191	John Jacquot.....	Sarnia, O.	"	16	35 00	Mrs. D. C. Scarow loch.....	Rockwood, O.	"	"
192	Phylien Nadcan....	Maricville, Q.	"	16	3 00	Mme Alfred Ber- nier.....	Musonueuvo, Q.	"	"
193	Mme Gilbert Lav-	Trois-Rivieres, Q.	"	17	2 55	Mme Casgrain.....	Montreal, Q.	"	"
194	J. Pouliot.....	St. Jean d'Orl., Q.	"	17	3 20	Miss Alphada Pon- liot.....	"	"	"
195	W. Hurtubise.....	Ottawa, O.	"	17	3 00	Mad. F. X. Cher- mont.....	"	"	"
196	L. Freer.....	Mail Car Paynton, S.	"	17	20 00	Mrs. M. Conell....	Winnipeg, M.	"	"
197	Wm. P. Peckham....	Halifax, N.S.	"	19	6 00	Mrs. Peckham.....	Charlottown, P. E.I.	"	"
198	H. P. Hartwigson...	Fiddings, S.	"	19	20 00	D. E. A. Sanders..	Toronto, O.	"	"
199	J. A. Menard.....	Montreal, Q.	"	20	3 00	Dr. O. F. Mercier..	Montreal, Q.	"	"
200	Mrs. Griffin.....	Toronto, O.	"	20	5 00	Miss Laura Griffin	Durham, O.	"	"
201	J. S. Yomians.....	"	"	20	3 00	Mrs. J. S. Yomians	Orangeville, O.	"	"
202	Mrs. G. H. Bromley	Beausville, O.	"	20	2 00	Messrs. Grafton...	Hamilton, O.	"	"
203	Jacobsen.....	Granite Bay, B.C.	"	20	12 00	R. M. Hall, J. P.	Heriot Bay, B.C.	"	"
204	Nazario Turcotte...	Gentilly, Q.	"	20	200 00	La Banque Provin- ciale du Canada.	Ste Gertrude, Q.	"	"
205	J. W. Black.....	Nunaimo, B.C.	"	20	5 00	Mrs. J. W. Black	Vancouver, B.C.	"	"

APPENDIX II—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	\$ cts.					
205	Miss Kit Daly.....	Kingston, O.....	Aug. 21	2 00	Miss Irene Daly.....	Harrison's Cor., O.	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
206	P. O. L. Montreal.	Montreal, Q.....	" 22	7 00	Chas. A. Ross.....	Montreal, Q.....	" "	This was a test letter stolen by P. A. Campeau, Letter-Carrier in the Montreal P. O. Campeau confessed to having stolen other letters and was sentenced to three years in the Penitentiary. The contents of the test letter were recovered.	3
207	Mlle M. J. Gagnon	Louisville, Q.....	" 23	1 00	Mlle Blanche Gagnon.	" "	" "	No trace owing to want of registration	
208	Mrs. O. Regan....	Carlsbad Springs, O.....	" 23	0 40	Otto C. Regan.....	Ottawa, O.....	" "	" "	
209	E. B. Stein.....	Bruce Mines, O.....	" 24	5 00	Geo. Hall.....	Toronto, O.....	" "	" "	
210	J. T. Kay.....	Mattawa Station, O.....	" 25	5 00	Mrs. J. T. Kay.....	Montreal, Q.....	" "	" "	
211	Miss Clara Valiquette.	Montreal, Q.....	" 27	2 50	D. H. Tolman.....	" "	" "	" "	
212	J. F. L. Dubreuil.	Sutton, O.....	" 27	2 00	Mrs. J. F. L. Dubreuil.	" "	" "	" "	
213	W. B. Small.....	Orillia, O.....	" 28	2 00	Mrs. E. Small.....	Babay Beach, O.....	" "	" "	
214	C. F. Edward.....	Montreal, Q.....	" 28	20 00	Mrs. C. F. Edward	Lacolle, Q.....	" "	" "	
215	E. Némont.....	Baill, Alta.....	" 28	2 00	Miss Ida Némont-Maisonneuve, Q.	" "	" "	" "	
216	Thos. Lawrence....	Quebec, Q.....	" 29	1 75	Herald Publishing Co.,	Montreal, Q.....	" "	" "	
217	E. Monette.....	Hull, Q.....	" 29	7 00	Mme Monette.....	" "	" "	" "	
218	W. F. Wood.....	Toronto, O.....	" 29	6 00	Mrs. W. F. Wood.	Niagara Falls S., O.	" "	" "	
219	Jno. E. Dean.....	Dalhousie, N.B.....	" 30	5 00	Lochart & Ritchie, St. John, N.B.	" "	" "	" "	
220	E. Robitaille.....	St. Romuald d'Échemin.	" 30	6 15	Alex Legaré & Fils	Quebec, Q.....	" "	" "	

APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings* instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	\$	cts.				
259	W. Stephens	Montreal, Q.	Sept. 19	3 00	Edward Highton.	Lake Superior, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
260	J. H. Jenkins	Toronto, O.	" 19	5 00	Mrs. J. H. Jenkins	Thornburg, O.	"	"	
261	Hosp. for Incubables.	"	" 19	7 00	Mrs. Josephine Hamilton.	Toronto, O.	"	"	
262	George E. A. Newcombe.	Ship Harbour, N.S.	" 19	6 00	C. A. Norton & Co.	Halifax, N.S.	"	"	
263	Geo. Cooper	Montreal, Q.	" 19	15 00	Mrs. W. Cooper.	Quebec, Q.	"	"	
264	Jen. or Jennie	Monro Centre, O.	" 20	2 00	Miss Maggie L. Patterson.	Deer Park, O.	"	"	
265	William H. Hill	Hamilton, O.	" 20	25 00	Mrs. W. H. Hill.	Wine Harbour, N.S.	"	"	
266	Mrs. Elunouf	Richmond, Q.	" 21	6 00	Mrs. Leonguore.	Montreal, Q.	"	"	
267	Mme N. Beaudoin.	Montreal, Q.	" 21	4 00	Alfred Racine.	Quebec, Q.	"	"	
268	T. Eaton Co.	Toronto, O.	" 21	0 70	Miss Robertson.	Ottawa, O.	"	"	
269	J. M. Steel	Clarksburg, O.	" 21	1 00	A. Bradshaw & Son.	Toronto, O.	"	"	
270	Mrs. Nap. Beau-doin	Montreal, Q.	" 21	4 00	Alfred Racine	Quebec, Q.	"	"	
271	F. A. Lavoie	"	" 22	1 50	Mme C. A. Desrochers.	Montreal, Q.	"	"	
272	Mme J. O. Lafordiere.	Montreal, Q.	" 24	5 00	Mlle Blanche La-porte.	St. Gabriel de Brandon, Q.	"	"	
273	Capt. Mattheson	Hamilton, O.	" 24	1 00	Journal Printing Co.	Ottawa, O.	"	"	
274	Joseph Grenier	Pointe aux Trembles, Q.	" 24	18 00	A. Belanger	Montnagay, Q.	"	"	
								This letter was posted for registration but is supposed to have been forwarded by the P.M. Pointe aux Trembles as an ordinary letter. Loss was made good by the Postmaster.	3

No.	Name	Address	Age	Sex	Religion	Marital Status	Occupation	Education	Skills	Notes
275	E. A. St. Mars	St. Laurent d'Orleans, Q.	25	M	Catholic	Married	Farmer	High School	None	No trace owing to want of registration.
276	Father Fleming	Kearney, O.	25	M	Catholic	Single	Teacher	University	None	"
277	W. E. Arsenault	Roberval, Q.	25	M	Catholic	Married	Farmer	High School	None	"
278	E. Cinq Mars	St. Laurent d'Orleans, Q.	25	M	Catholic	Married	Farmer	High School	None	"
279	Mrs. Mason	Toronto, O.	27	F	Catholic	Married	Housewife	High School	None	"
280	H. Cross	Peterboro, O.	27	M	Catholic	Married	Farmer	High School	None	"
281	J. J. Snook	Box Truro Sta., N.S.	27	M	Catholic	Married	Farmer	High School	None	"
282	Clarence Hines	Glace Bay, N.S.	28	M	Catholic	Married	Farmer	High School	None	"
283	Montreal Drug & Chemical Co.	Montreal, Q.	28	M	Catholic	Married	Farmer	High School	None	"
284	L. O. David	"	28	M	Catholic	Married	Farmer	High School	None	"
285	D. E. Bowie	"	28	M	Catholic	Married	Farmer	High School	None	"
286	Mrs. Shea	Toronto, O.	29	F	Catholic	Married	Housewife	High School	None	"
287	W. J. Maloney	Lindsay, O.	30	M	Catholic	Married	Farmer	High School	None	"
288	R. Tins	Toronto, O.	30	M	Catholic	Married	Farmer	High School	None	"
289	George Thord	Minett, O.	Oct. 1	M	Catholic	Married	Farmer	High School	None	"
290	Miss E. Gauvin	St. Henri, Mon., Q.	"	F	Catholic	Married	Housewife	High School	None	"
291	Mad. Gaudreau	St. Sebastien, Q.	"	F	Catholic	Married	Housewife	High School	None	"
292	Frank Martier	Alexandria, O.	2	M	Catholic	Married	Farmer	High School	None	"
293	E. M. Bonaug	Halifax, N.S.	"	M	Catholic	Married	Farmer	High School	None	"
294	Arthur J. Aumais	Montreal, Q.	2	M	Catholic	Married	Farmer	High School	None	"
295	Mrs. Edward Landers	Sandford, N.S.	3	F	Catholic	Married	Housewife	High School	None	"
296	Mrs. W. J. Hartley	Chapleau, O.	3	F	Catholic	Married	Housewife	High School	None	"
297	R. E. A. Stinson	Moorefield, O.	3	M	Catholic	Married	Farmer	High School	None	"
298	Mrs. Edgar Landers	Sandford, N.S.	3	F	Catholic	Married	Housewife	High School	None	"
299	Millar & McGool, Lumber Coy.	Pembroke, O.	3	M	Catholic	Married	Farmer	High School	None	"
300	W. T. Cockshutt	Brantford, O.	4	M	Catholic	Married	Farmer	High School	None	"
301	Miss Annie Sammers	Auburn, N.S.	4	F	Catholic	Married	Housewife	High School	None	"
302	A. Walker	Oshawa, O.	5	M	Catholic	Married	Farmer	High School	None	"
303	W. G. Leslie	Grindstone Isl., Q.	5	M	Catholic	Married	Farmer	High School	None	"
304	"	"	5	M	Catholic	Married	Farmer	High School	None	"
305	Alfred E. Richardson	Postal car, Amherst Station, N.S.	5	M	Catholic	Married	Farmer	High School	None	"
306	Mrs. O. McGill	Bowmanville, O.	5	F	Catholic	Married	Housewife	High School	None	"
307	Chas. Dempsey	Depot Harbour, O.	6	M	Catholic	Married	Farmer	High School	None	"

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APPENDIX H—Continued.

B.—UNREGISTERED LETTERS—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	% cts.					
308	Jas. S. Brierley...	Montreal, Q.....	Oct.	8	Mrs. Gossage.....	St. Thomas, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
309	F. C. Evans	Toronto, O.....	"	9	Miss Berkeley Evans.....	Kew Beach, Toronto, O.....	"	"	
310	Edmond Almond..	Shigawake, Q.....	"	9	Henry Birks & Sons.....	Montreal, Q.....	"	"	
311	G. Belliveau.....	Buctouche, N.B....	"	15	H. Gallant.....	St. Anne, N.B....	"	"	
312	Mrs. M. J. Delaney.	Kearney, O.....	"	2	J. Delaney.....	Montreal, Q.....	"	"	
313	Miss McClune.....	Toronto, O.....	"	2	Mrs. McClune.....	Belleville, O.....	"	"	
314	Miss Sadie E. Moran.	Sturgeon Falls, O..	"	4	Miss M. C. Moran.....	North Bay, O.....	"	"	
315	Melle A. Bonin.....	Montreal, Q.....	"	5	Anna Bonin.....	St. Thomas d'Acqui, Q.....	"	"	
316	S. Smithers.....	Bellefleur, Q.....	"	7	C. W. Lindsay.....	Montreal, Q.....	"	"	
317	S. Connor.....	Stn. box, Brockville, O.....	"	1	The News.....	Toronto, O.....	"	"	
318	Miss Macdonald.....	Winnipeg Let. Box, M.....	"	18	Robinson & Co.....	Winnipeg, M.....	"	"	
319	D. Sinclair.....	Post Elgin, O.....	"	5	Archie McIntyre.....	Toronto, O.....	"	"	
320	Miss Hope Eldridge.	Sandford, N.S.....	"	1	T. Eaton Co.....	"	"	"	
321	Joseph Quinn.....	Street Let. Box, Halifax, N.S.....	"	5	Miss Lydia Brooks.....	Rockingham, N.S.....	"	"	
322	Mrs. G. Belanger..	East Sherbrooke, Q.....	"	2	Delle Edison Chagny.....	Montreal, Q.....	"	"	
323	Miss H. F. Rees...	North Sydney, N.S.	"	2	Miss Frances Bent...	Andover, N.S.....	"	"	
324	S. J. Boehm.....	Gravenhurst, O....	"	3	Mrs. S. J. Boehm.....	Toronto, O.....	"	"	

No.	Name	Address	Contents	Received by	Remarks
325	John Cadden	Saltertons, M.			
326	Joseph Ducept	Montreal, Q.			
327	J. C. Muise	Weymouth Bridge, N.S.			
328	Magaret Finlayson	Gloucester, O.			
329	Unknown	St. Emile de l'Entree, Que.			
330	Rev. F. Smith	Bradford, O.			
331	Mrs. S. G. Manning	Toronto, O.			
332	W. E. Arsenault	Roberval, Q.			
333	Mrs. A. O. Garri-son	Plainfield, O.			
334	J. Bouthillier	Montreal, Q.			
335	Miss L. Lagan	London, O.			
336	Mr. Grey A. Frank	Guelph, O.			
337	John Rantley	St. Marys, O.			
338	J. O. Ouesnel	Hawkesbury, O.			
339	C. A. Barber	Pilot Mound, M.			
340	A. J. Mucklestone	Richmond West, O.			
341	Rev. W. R. Drake	North Buxton, O.			
342	Harry W. White- man	North Sydney, N.S.			
343	R. L. McIntyre	Let. Box Inverness Stn. N.S.			
344	Mrs. Jno. Shaw	Toronto, O.			
345	Mrs. M. Bigne	Trois Rivières, Q.			
346	Mrs. T. Thomas	Cape Rouge, Q.			
347	Chas. Cassidy	Ayr, O.			
348	Dame J. Desor-Johette	Quebec, Q.			
349	Frank Frederick	Lyton, B.C.			
350	J. M. Dewar	Nairn, O.			
351	C. M. Thidon	London, O.			
352	Mrs. D. A. Strachan	Street Box, Winni-peg, M.			
353	J. H. Barker	Lane Ridge, Q.			
354	Miss Tilley	Brantford, O.			
355	Dan Anderson	Windsor, O.			
356	C. O. Hartman	Quebec, Q.			
357	F. Belanger	Roberval, Q.			
358	H. J. Goodenough	Toronto, O.			

APPENDIX H—Continued.

B.—UNREGISTERED LETTERS—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
			1906.	% cts.					
359	Mrs. H. Beaupré.	Quebec, Q.	Nov. 4	2 00	Mrs. Arthur Lafrance.	Montreal, Q.	Stated not to have been received by the person addressed.	No trace owing to want of registration	
360	Jas. Weir.	Montreal, Q.	5	5 00	G. H. Pearson & Co.	"	"	"	
361	N. Beauchamp	Saint-Etienne des Grès, Q.	7	3 00	Evelina Beauchamp.	Montreal, Q.	"	"	
362	John Boag.	St. Box Winnipeg, M.	7	15 00	Mr. J. Boag.	Dovercourt, O.	"	"	
363	A. Deslauriers.	Sturgeon Falls, O.	8	5 00	Mrs. A. Deslauriers.	Ottawa, O.	"	"	
364	Wm. A. Quail.	Montreal, Q.	8	2 00	Miss C. L. Farwell.	Sherbrooke, Q.	"	"	
365	Mrs. Jas. Laush-way.	Toronto, O.	8	13 00	Mrs. Eliz. Rose.	Mountain, O.	"	"	
366	Mrs. Agnes Robertson.	Winnipeg, M.	10	10 00	Grace Robertson.	Whitby, O.	"	"	1
367	J. W. Ferguson.	Cobalt, O.	10	3 00	Mrs. J. W. Ferguson.	Toronto, O.	"	"	
368	Mrs. Todd.	Brandon, M.	11	5 00	Miss Grace Todd.	Winnipeg, M.	"	"	
369	Miss M. A. McDonald.	Let. Box at O'Malley's, Richmond Road, Ottawa, O.	12	0 25	Alfred Taylor	London, O.	"	"	
370	Postmaster.	Derry West, O.	12	1 50	Robt. Simpson Co.	Toronto, O.	"	"	
371	Hector Ouellet.	Drummondville, Q.	12	1 25	Mrs. Albert Fortier.	Montreal, Q.	"	"	
372	Miss L. Bell.	London, O.	14	4 00	T. Eaton Co.	Toronto, O.	"	"	
373	H. Granger.	Woodstock, O.	14	6 00	Mrs. H. Granger.	Burlington, O.	"	"	
374	L. Jos. Marquis.	Grindstone Islands Q.	14	11 00	Phillipe Marquis.	St. Germain de Bellechasse, Q.	"	"	11
375	E. L. Libbycote.	St. Catharines, O.	17	2 00	Mrs. B. Shamp.	Hamilton, O.	"	No trace owing to want of registration	
376	H. F. Archibald.	Montreal, Q.	17	2 00	R. Uglow & Co.	Kingston, O.	"	"	
377	Dr. L. S. Paulin.	Saint-Alexander d'Herbyville, Q.	18	5 00	Eugene Paulin.	Montreal, Q.	"	"	
378	David Hartzman.	Montreal, Q.	18	4 46	Alex. Nevin.	"	"	"	
379	W. Geo. Wade.	St. Catharines, O.	18	12 00	Mrs. Odella Ross.	Toronto, O.	"	"	

SESSIONAL PAPER No. 24

380	Mr. L. Rosenthal.	Warren, O.....	"	19	5 00	Mr. H. Hindelston	"	"	"
381	Mrs. W. H. Gault	Montreal, Q.....	"	19	5 00	Miss Adèle Clarke,	Toronto, O.....	"	"
382	Mrs. Alex. G. Tait	Waukegan, O.....	"	21	3 25	T. Eaton Co.,	Belleville, O.....	"	"
383	Mr. D. A. Strachan	Winnipeg, M.....	"	21	5 00	Miss A. Strachan,	Montreal, Q.....	"	"
384	Henry Pilon	St. Albans, O.....	"	21	2 00	A. Hebert,	Toronto, O.....	"	"
385	Mrs. or Miss George Broumer,	Alvinston, O.....	"	22	15 50	T. Eaton Co.,	Montreal, Q.....	"	"
386	W. F. Cloney,	St. Catharines, O.....	"	23	5 00	M. Cusson,	London, O.....	"	"
387	Geo. Martindale	Grand Mere Vil-	"	23	1 00	Harry Brown,	Montreal, Q.....	"	"
388	F. Jasmin,	Laje, Q.....	"	23	5 00	Willis & Co.,	Ottawa, O.....	"	"
389	D. Clement,	Alfred, O.....	"	23	5 00	Miss Louise Cle-	ment,	"	"
390	Mrs. H. T. Gibson	Toronto, O.....	"	25	1 00	Mrs. W. Gibson	Montreal, Q.....	"	"
391	Mrs. D. J. Elliott,	North Bay, O.....	"	26	7 00	R. Simpson Co.,	Toronto, O.....	"	"
392	F. M. Cobb,	Toronto, O.....	"	26	5 00	Mrs. F. M. Cobb	Tweed, O.....	"	"
393	Chas. Landry	Luckingham, Q.....	"	27	3 00	Mad. Chas. Landry,	Ottawa, O.....	"	"
394	Blanch Caron	Grand Mere Vil-	"	28	0 45	W. H. Seroggie,	Montreal, Q.....	"	"
395	Herbert Pettigrew,	laje, Q.....	"	29	4 00	Mrs. Thos. Morton	Durham, O.....	"	"
396	Miss Annie Stuart,	Montreal, Q.....	Dec.	1	5 00	Sister Augustine of	Charlestown, P.E.I.	No evidence to account for the alleged discrepancy.	7
397	Rev. Pere Forbes,	Quebec, Q.....	"	"	7 00	Mme W. Paradis,	Ivy, Q.....	Contents. Stated not to have been received by the person addressed.	
398	E. Baldwin,	Edmonton, A.....	"	1	10 00	E. C. Baldwin,	Whitewood, Sask.	"	"
399	John Conkell	Pasey, O.....	"	2	2 00	The Journalist,	Ottawa, O.....	"	"
400	A. J. Ashton	Toronto, O.....	"	3	5 00	Mrs. A. J. Ashton	Columbus, O.....	"	"
401	Mrs. M. F. Libby,	Humboldt, O.....	"	3	3 00	T. Eaton Co.	Toronto, O.....	"	"
402	Miss Armstrong	Ottawa, O.....	"	4	6 15	Miss J. Boldue,	Ottawa, O.....	"	"
403	C. E. Pengelly	Toronto, O.....	"	4	2 00	W. E. Pengelly,	Montreal, Q.....	"	"
404	A. M. Dickie	North Bay, O.....	"	4	1 50	Toronto News,	Toronto, Q.....	"	"
405	L. Hermann	Winnipeg, M.....	"	4	10 00	M. Gaudry,	La Salle, M.....	"	"
406	Unknown,	Hamilton, O.....	"	4	5 00	Miss M. A. Court-	St. Odillon, Q.....	"	"
407	Miss Mary Gour-	"	"	4	5 00	ney,	"	"	"
408	C. McEann	Buctouche, N.B....	"	4	27 40	Bank of Montreal	Moncton, N.B....	This letter is ascertained to have been stolen by an employee in the Moncton post office. The evidence taken in the case, however, was not sufficient to warrant the prosecution of the offender. The contents were recovered.	3
409	Madge L. Wallace	Toronto, O.....	"	6	3 00	A. Rayson,	Toronto, O.....	Stated not to have been received by the person addressed.	1
410	Miss H. A. Gray,	Doughlastown, Q.....	"	6	0 90	W. H. Seroggie &	Co., Ltd.	"	"

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APPENDIX H—Continued

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	\$ cts.					
411	Mrs. Pacific.	London, O.	Dec. 6	3 00	Mrs. Thos. Johnson	Calden, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
412	Mrs. E. M. S. McKenzie.	Kelowna, B. C.	" 9	12 00	Mrs. E. S. Shrapnel	Victoria, B. C.	" "	" "	1
413	Henry Giles.	Lachute, Q.	" 10	1 35	Albert Giles	Montreal, Q.	" "	" "	3
414	Mr. Richard.	Ste Anne, Q.	" 10	7 42	Bank of Montreal.	Moncton, N. B.	" "	See No. 408 Class B.	3
415	Charles Cassidy.	Starneshboro, Q.	" 11	2 00	W. H. Cassidy	Montreal, Q.	" "	No trace owing to want of registration.	3
416	Miss Rowena Pease.	Rosetoule, O.	" 11	0 50	Henry Morgan & Co.	" "	" "	" "	3
417	A. E. Emond	St. Sauveur de Quebec, Q.	" 11	10 00	A. Emond	Rail's Camp Co., Q.	" "	" "	3
418	Mrs. M. McCabe.	Douglas, O.	" 12	0 65	W. H. Scroggie & Co., Ltd.	Montreal, Q.	" "	" "	3
419	W. B. Watson	London, O.	" 12	4 00	Dominion Shoe Co.	Hamilton, O.	" "	" "	3
420	E. J. H. Marx	Toronto, O.	" 13	2 10	Mrs. Alice Cashion	Montreal, Q.	" "	" "	3
421	Mrs. T. McAllister	Ottawa, O.	" 13	4 00	Mrs. A. Dubois	" "	" "	" "	3
422	H. E. Vanderburg	London, O.	" 14	2 00	Mrs. H. E. Vanderburg.	Toronto, O.	" "	" "	3
423	E. J. Fredenburgh.	Peterboro, O.	" 14	1 00	North American Mercantile Co.	Montreal, Q.	" "	" "	3
424	T. Millar & Son.	Holland, M.	" 14	1 00	Canada Lumberman and Wood Worker.	Toronto, O.	" "	" "	3
425	Miss Theresa Maher	Ottawa, O.	" 15	3 00	T. Eaton Co.	" "	" "	" "	3
426	H. A. Mitchell.	Hastings, O.	" 15	1 00	The Journal	Ottawa, O.	" "	" "	3
427	Mrs. Mary Curtis.	Appleby, O.	" 16	5 00	W. E. Bark	Hamilton, O.	" "	" "	3
428	D. E. McPherson	Winnipeg, M.	" 17	2 87	The Marks Stamp Co.	Toronto, O.	Only 47 cts. received.	No evidence to account for the alleged discrepancy.	7

SESSIONAL PAPER No. 24

429	Mrs. T. Pye...	Sandy Beach, Q...	"	17	0 50	H. Pirks & Sons...	Montreal, Q....	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
430	Mad. R. O Byers...	Montebello, Q...	"	17	1 00	"	"	"	"	1
431	Mrs. M. Metcalfe...	Douglas West, Q...	"	17	0 65	W. H. Scraggie Co...	"	"	"	1
432	Mrs. James Devine	Brudenell, O....	"	17	0 50	Bryson, Graham & Co.	Ottawa, O....	"	"	1
433	Mrs. Rebecca Baxter...	Weston, O....	"	17	5 00	Miss Aime Druggan	Toronto, O....	"	"	1
434	Mrs. Silas Maupin	Gladstone, M....	"	17	5 00	Rev. Dr. Briggs...	"	"	"	1
435	Sovereign Bank...	Montreal, Q...	"	17	251 15	Flavelles Co., Ltd.	Lindsay, O....	"	Still under enquiry	11
436	Nellie M. Noxon...	Toronto, O....	"	18	5 00	Mrs. Kenneth Fraser	Lyndonville, O...	"	No trace owing to want of registration	1
437	P. J. Reyes...	Kingston, O....	"	18	4 00	George Neveot...	Montreal, Q....	"	"	1
438	Mrs. M. Ponto...	Winnipeg, M....	"	18	20 00	Mrs. Chas. M. Ponto	Vivian, O....	"	"	1
439	W. N. Nopier...	Campbellton, N.B.	"	18	6 00	Mrs. V. H. Steele	Ottawa, O....	"	"	1
440	Mad. N. O. Byers...	Montebello, Q...	"	18	1 00	Henry Pirks & Sons	Montreal, Q....	"	"	1
441	Felix Bois...	Casselman, O....	"	18	1 50	Achille Ducharme	Ottawa, O....	"	"	1
442	Geo. McCallough...	Sault Ste Marie, O.	"	18	18 00	Mrs. Lizzie McCullough	Toronto, O....	"	"	1
443	A. E. Scott...	Winnipeg, M....	"	18	20 00	Mrs. Chas. Footte...	Vivian, O....	"	"	1
444	D. Mowat...	Montreal, Q....	"	19	1 00	J. A. Craig...	Montreal, Q....	"	"	1
445	Miss Aggie McClosky	Chesecreville, O.	"	19	4 75	Bryson, Graham & Co.	Ottawa, O....	"	"	1
446	Thos. Kelly...	Halifax, N.S. ...	"	20	10 00	Mrs. M. Kelly...	North Coastbrook, Q.	"	"	1
447	Irene Melancon...	Plympton, N.S....	"	20	0 35	W. H. Scraggie & Co., Ltd.	Montreal, Q....	"	"	1
448	Mrs. G. T. Johnston	Lisgar Stn., Q....	"	21	3 35	W. H. Scraggie Co., Ltd.	Montreal, Q....	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
449	E. W. Method...	Quebec, Q....	"	21	20 00	Mrs. H. Thibault	"	"	"	1
450	J. H. Ellis...	Ottawa, O....	"	21	5 00	Mrs. R. Linton...	Winnipeg, M....	"	"	1
451	Miss Jean Wilkie	Kingston, O....	"	22	2 00	Mrs. R. Davis...	Ottawa, O....	"	"	1
452	Mrs. A. Lapointe	St. Rose, Q....	"	22	1 00	Miss A. Chartrand	Montreal, Q....	"	"	1
453	Mrs. P. Lynch...	Goderich, O....	"	22	2 00	Sister M. Adelaide	London, O....	"	"	1
454	John Clarke	Kemptville, O....	"	22	0 75	R. C. Horner...	Ottawa, O....	"	"	1
455	Miss Jane Wilkie	Kingston, O....	"	22	2 00	Mrs. R. Davis...	"	"	"	1
456	Miss B. Donaldson	Toronto, O....	"	23	3 00	Miss Donaldson...	Whitby, O....	"	"	1
457	J. S. McGurn...	Belleville Stn., O.	"	23	4 00	Miss Mary West...	Belleville Stn., O.	"	"	1
458	Mrs. Donald Gunn	Toronto, O....	"	24	20 00	Mrs. J. A. Gunn...	Montreal, Q....	"	"	1
459	Miss Lizzie Anderson	"	"	24	4 00	Robt. Taylor...	Toronto, O....	"	"	1
460	P. Girouard...	St. Victoire, Q....	"	24	2 00	Accountant National Live-Stock Records, Dept. Agriculture.	Ottawa, O....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7

7-8 EDWARD VII., A. 1908

APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	\$ cts.					
461	Fanny H. Wright.	Toronto, O.	Dec. 24	5 00	Miss K. Elmore.	Caledonia, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration	
462	A. F. Kerr.	Winnipeg, M.	" 25	0 50	Miss O. Kerr.	Montreal, Q.	"	"	
463	Dr. V. de Laurin.	Les Saules, Q.	" 25	1 00	Edmond de Laurin	Levis, Q.	"	"	
464	Alex. McKenzie.	Halifax L. Box, N.S.	" 25	15 00	Mrs. Alex. McKenzie.	McMurray River, P.E.I.	"	"	
465	Mrs. Fred. Johnston.	Toronto, O.	" 26	1 54	Robt. Simpson Co.	Toronto, O.	"	"	
466	Mrs. Carrique.	"	" 26	1 00	Mrs. Harry Oldright.	Balmy Beach, O.	"	"	
467	Edela Chevroliere.	St. Anne de la Perade, Q.	" 26	1 00	W. H. Scroggie & Co., Ltd.	Montreal, Q.	"	"	
468	W. Henry.	Montreal, Q.	" 26	1 35	W. W. Walker.	"	"	"	
469	Ernestine Lachet.	St. Anne de la Perade, Q.	" 26	1 00	W. H. Scroggie.	"	"	"	
470	Miss Annie Wood.	Winnipeg, M.	" 26	4 00	Miss Mary Wood.	Remington, O.	"	"	
471	Miss M. Blauback.	Urbana, N.S.	" 27	2 25	W. H. Scroggie Co., Ltd.	Montreal, Q.	"	"	
472	Mrs. James Wells.	Port Felix, N.S.	" 27	2 00	"	"	"	"	
473	Mme Auguste Leblanc.	St. Charles de Bellechasse, Q.	" 28	2 00	Jos. Leblanc.	"	"	"	
474	Effie Wood.	Ormond, O.	" 28	0 25	W. H. Scroggie Co., Ltd.	"	"	"	
475	Mrs. R. Fisher.	Barrington, Q.	" 28	0 35	"	"	"	"	
476	Mrs. John Francis.	Sunderland, O.	" 28	12 00	Mrs. Robt. Donnell.	Sutton West, O.	"	"	
477	Miss Maud Aesch.	Peninsula Gaspe, Q.	" 29	1 65	H. Birks & Sons.	Montreal, Q.	"	"	
478	A. B. McNaughton.	St. Elmo, O.	" 29	0 49	W. H. Scroggie Co., Ltd.	"	"	"	1

479	W. L. Stenberg.	Toronto, O.....	"	30	5 00	Mrs. W. L. Stenberg. Chandler Ingram-Bell.	London, O.....	"	"	"
480	Dr. Geo. St. Bowles	Woodhill, O.....	"	30	2 00	"	Toronto, O.....	"	"	"
481	N. Gellinas....	Montreal, Q.....	"	31	1 00	Wm. Sylvester....	Claret, Q.....	"	"	"
482	Mlle E. Chagnon..	St. Hyacinthe, Q... .	"	31	0 50	W. H. Scroggie Co., Ltd.	Montreal, Q.....	"	"	"
483	Adelard Girard...	Montauban, Q.....	"	31	20 00	La Banque Nationale, Proulx, O.....	St. Casimir, Q.....	"	"	"
484	Theophile Roy....	Montreal, Q.....	"	31	1 15	George Duval....	Proulx, O.....	"	"	"
485	M. Belval	St. Laibore, Q.....	Jan.	1	0 25	W. H. Scroggie Co., Ltd.	Montreal, Q.....	"	"	"
486	Adelaid Girard...	Montauban, Q.....	"	1	20 00	La Banque Nationale, Co., Ltd.	St. Casimir, Q.....	"	"	"
487	Irene Tabe	Sturgeon Falls, O.....	"	2	1 00	W. H. Scroggie Co., Ltd.	Montreal, Q.....	"	"	"
488	A. Rossignol.....	Fraserville, Q.....	"	2	0 52	"	"	"	"	"
489	Eugenie Cardinal,	Rigaud, Q.....	"	2	0 25	Mrs. Eugene Cardinal, Mrs. Julia Finney.	Ottawa, O.....	"	"	"
490	McLachlin Bros.	Amprior, O.....	"	2	35 00	"	Fiddlyville, Hull, Q.....	"	"	"
491	Mrs. M. McPherson,	Muskoka Falls, O.....	"	3	2 70	W. H. Scroggie Co., Ltd.	Montreal, Q.....	"	"	"
492	Miss Hattie Barris	Millstream, Q.....	"	3	0 30	"	"	"	"	"
493	Sisters of Charity.	Reserve Mines, N.S.	"	4	20 00	C. B. Lancelot....	"	"	"	"
494	Miss E. W. Gansley,	Toronto, O.....	"	4	3 00	Miss J. M. Coons, D.O.	Toronto, O.....	"	"	"
495	Mathilda Boucher,	St. Adolph, Q.....	"	5	1 80	W. H. Scroggie Co., Ltd.	Montreal, Q.....	"	"	"
496	Thos. Hunt.....	Vernon, B.C.....	"	6	0 20	Dep. Minister Labour.	Ottawa, O.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	"
497	Miss A. Handren.	Albert, N.B.....	"	6	10 00	Miss Annie L. Betcher.	Sydney, N.S.....	"	"	"
498	Mrs. Rufus Sweet.	Wolfville, N.S.....	"	6	0 50	Miss P. Starr....	Halifax, N.S.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	"
499	A. J. Cassman....	Peterboro, O.....	"	6	4 00	Mrs. Cassman....	Thisletown, O.....	"	"	"
500	F. M. Oughton....	Toronto, O.....	"	6	1 00	Mrs. F. M. Oughton, ton.	Montreal, Q.....	"	"	"
501	Miss C. Masso....	St. Cath. West, Montreal, Q.....	"	6	2 00	Mrs. Jos. Masso....	Grunby, Q.....	"	"	"
502	Mrs. M. A. Hendson	Albert Station, N.B.	"	7	10 00	Mrs. A. L. Betcher	Sydney, N.S.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	"
503	Mrs. Macrackers	Howick, Q.....	"	7	0 15	W. H. Scroggie Co., Ltd.	Montreal, Q.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	"

7-8 EDWARD VII., A. 1908

APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappellation.
					Name.	Place.			
			1907.	\$ cts.					
501	M. L. Lalonde.....	Coteau Landings, Q.....	Jan. 7	0 52	W. H. Scroggie Co., Ltd.	Montreal, Q.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
505	Marcia G. Duke.....	Leunoxville, Q.....	" 7	1 00	" "	" "	" "	" "	
506	Mary H. Kingdon.....	N. Hatley, Q.....	" 7	5 00	" "	" "	" "	" "	
507	Mrs. Coté.....	Ste. Foye, Q.....	" 7	2 00	Louis Robitaille.....	" "	" "	" "	
508	Miss Jessop.....	Toronto, O.....	" 7	10 00	Mrs. Auden.....	Toronto, O.....	" "	" "	
509	Mrs. J. Summers.....	Sault Ste. Marie, O.....	" 8	0 72	W. H. Scroggie Co., Ltd.	Montreal.....	" "	" "	
510	Mme. H. Daigle.....	Rock Island, Q.....	" 8	0 30	" "	" "	" "	" "	
511	Miss Clara Welsh.....	Bristol N.B.....	" 8	1 25	Henry Birks & Sons.....	Montreal, Q.....	" "	" "	
512	Crawley Eaton.....	Wolfeville, N.S.....	" 8	3 25	Kelly & Glassey.....	Halifax, N.S.....	" "	" "	
513	Andrew Ramey.....	Pittston, O.....	" 8	1 50	The News.....	Toronto, O.....	" "	" "	
514	Thomas Noddler.....	Edwards, O.....	" 8	1 50	Collector of Customs.....	Ottawa, O.....	" "	" "	
515	Wm. Stacey.....	Iroquois, O.....	" 8	1 50	The <i>Mail</i> Printing Co.	Toronto, O.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
516	Mrs. J. McQuat.....	Brownsburg, Q.....	" 9	0 50	W. H. Scroggie Co., Ltd.	Montreal.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
517	Mrs. F. Mackay.....	River Lake, N.B.....	" 9	0 33	" "	" "	" "	" "	
518	Edwin Gaddes.....	Toronto Union Stn. O.....	" 9	2 00	Mr. Jenkins Kirt.....	" "	" "	" "	
519	Roland Lapierre.....	Hull, Q.....	" 9	1 00	A. Robert.....	" "	" "	" "	
520	B. L. Newmarache.....	Sherbrooke, Q.....	" 10	1 00	W. H. Scroggie Co., Ltd.	" "	" "	" "	
521	A. J. Strom.....	Port William Stn. Box, O.....	" 10	25 00	Mrs. A. J. Strom.....	Winnipeg, M.....	" "	" "	

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APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1907.	\$ cts.					
552	W. M. Scale.....	Price, Q.....	Jan. 18	2 00	Fm. Secy. Jersey Soc. of C.	Montreal, Q.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
553	Miss Jean C. Whyte.	Amprior, O.....	" 18	1 00	L. N. Poulin Co., Ltd.	Ottawa, O.....	" "	"	
554	P. Healy.....	Ottawa, O.....	" 18	8 00	Matthew Healy...	South Falls, O.....	" "	"	
555	Miss Ella Cropley.	Portsmouth, N.S....	" 19	6 00	Miss Alice Cropley	Marie Joseph, N.S.	" "	"	
556	F. Smith.....	Winnipeg, M.....	" 20	2 00	Mad. A. Blouhelte	St. Anne des Chenes, M.....	" "	"	
557	Mrs. R. A. Leconte, compta.	Montreal, Q.....	" 21	1 00	Mrs. Josephine Foisy.	Ottawa, O.....	" "	"	
558	Josephine M. Bean, compta.	Winnipeg, Q.....	" 22	1 50	Mrs. A. Levasseur	" "	" "	"	
559	Edward Whalen...	Aylmer East, Q.....	" 22	10 00	John Watters.....	Heyworth.....	" "	"	
560	Mrs. R. A. Leconte, compta.	Montreal, Q.....	" 23	1 00	Josephine Foisy....	Ottawa, O.....	" "	"	
561	Mrs. Jos. Cyr.....	Cobalt, O.....	" 24	20 00	Mrs. Jos. Cyr.....	Ottawa, O.....	" "	"	
562	Eugène Cardinal...	Rigaud, Q.....	" 25	0 25	Mrs. E. Cardinal...	Ottawa, O.....	" "	"	
563	Geo. O. Cain.....	St. Jean, Q.....	" 26	10 00	Mrs. Geo. Cain.....	Montreal, Q.....	" "	"	
564	H. Humble.....	Montreal, Q.....	" 26	2 00	A. T. Holland & Son	" "	" "	"	
565	W. Wislart.....	Toronto, O.....	" 27	7 63	R. McGuire.....	Portsmouth, O.....	" "	"	
566	Miss E. L. H. Smith	St. John, N.B....	" 28	0 40	Miss E. A. Smith...	Montreal, Q.....	" "	"	
567	J. Curtis.....	Montreal, Q.....	" 28	4 00	Mrs. Collins.....	East Sherbrooke, Q.	" "	"	
568	Orescent Mfg. Co.,	" "	" 29	11 00	Mrs. Jno. MacDonald.	Belleville, O.....	" "	"	
569	Geo. Drummond...	" "	" 29	3 00	Gerald Drummond	Port Hope, O.....	" "	"	
570	Miss A. Murray...	Buckingham, Q.....	" "	1 00	Convent of Precious Blood.	Ottawa, O.....	" "	"	
571	C. W. Davis.....	Montreal, Q.....	" 31	3 00	Mrs. G. D. McBride	West Plan, O.....	" "	"	

572	Mrs. McCann.....	Wychwood Park, O.	"	2 00	Mr. Morrison.....	Toronto, O.	"	"	"
573	Miss H. Atkins.....	Toronto, Q.	"	31	Mrs. Rachael Smith.....	"	"	"	"
574	William Mfg. Co.....	Montreal, Q.	"	31	Mrs. G. D. McBride.....	West Plain, O.	"	"	"
575	C. W. Davis.....	Toronto, O.	Feb	8 00	F. C. Burroughs.....	Toronto, O.	"	"	"
576	Jessie Ferguson.....	Valetta, O.	"	1 00	J. Dugill & Son.....	Montreal, Q.	"	"	"
577	A. Tuill.....	Winnipeg, M.	"	1 50	Mrs. B. A. Tuill.....	Brookville, O.	"	"	"
578	G. A. Brown.....	Leamington, O.	"	2 50	Mrs. G. A. Brown.....	Meaford, O.	"	"	"
579	Miss Jessie Bruce.....	Belleville, O.	"	2 90	Mrs. Catherine Stockey.....	Toronto, O.	"	"	"
580	G. W. Mills.....	London, at station.	"	3 50	Mrs. G. W. Mills.....	Stratford Stn., O.	"	"	"
581	E. J. Salisbury.....	Thorold, O.	"	7 00	Mrs. E. G. Salisbury.....	Cobourg, O.	"	"	"
582	Harry E. Paul.....	Windsor, O.	"	3 58	Mrs. M. A. Paul.....	Stockdale, O.	"	"	"
583	Mason T. Goldor.....	Toronto, O.	"	4 70	Mrs. John Steven son.....	Leaskdale, O.	"	"	"
584	J. Scott.....	Montreal, Q.	"	20 00	Dr. Alex. Mac-Donald.....	Robinson, Q.	"	"	"
585	P. O. Inspector.....	"	"	4 1 40	W. H. Scroggie & Co.	Montreal	"	"	} These were test letters and were stolen by W. Lanthier, a letter carrier in the Montreal post office. Money contents of these letters were found on Lanthier's person. Lanthier confessed to having stolen other letters, and was sentenced to three years in the penitentiary.
586	"	"	"	4 1 25	"	"	"	"	
587	"	"	"	4 1 25	"	"	"	"	
588	Mr. Geo. Turley.....	Toronto, O.	"	5 5 10	Master Clark, Turley.....	Port Perry, O.	"	"	
589	Mad. Moise Prassard.....	Valleyfield, Q.	"	5 4 00	Mad. Chrysologue Hebert.....	Montreal, Q.	"	"	} The bag containing these two letters was knocked off the train and contents scattered over the track. These two letters were destroyed and contents lost.
590	A. McConnell.....	Hull, Q.	"	7 10 00	Miss A. Coleman.....	"	"	"	
591	John McElrea.....	Sidney, M.	"	7 6 45	Clark Bros. & Co.	Winnipeg, M.	"	"	
592	"	"	"	7 0 03	Consolidated Stationery Co.	"	"	"	
593	Mrs. Flos Gray.....	Mara, O. L. & S. R. P.O., B.C.	"	9 0 25	D. Spencer & Co.	Victoria, B.C.	"	"	No trace owing to want of registration.
594	J. B. Hamelin.....	St. Bartheloni, Q.	"	9 25 00	La Banque Provinciale.....	Berthioeville, Q.	"	"	"
595	Mrs. Frank Shumms.....	Victoria Mines, O.	"	9 3 00	The Ottawa Citizen.....	Ottawa, O.	"	"	"
596	Mrs. M. E. Cowdell.....	East Toronto, O.	"	11 5 00	Mr. McCulloch.....	Toronto, O.	"	"	"
597	F. Cater.....	Galt, O.	"	11 12 00	Mrs. Cater.....	Montreal, Q.	"	"	"
598	Mrs. Winch.....	Victoria, B. C.	"	12 10 00	Mrs. A. McLane.....	Vancouver, B.C.	"	"	"
599	Mrs. Thos. Coleridge.....	London, O.	"	13 2 30	R. Simpson Co.	Toronto, O.	"	"	"
600	Mrs. J. E. Bastia.....	Chatham, O.	"	14 1 00	Alf. Baxter.....	Sarnia, O.	"	"	"
	Frank H. Wenlock.....	Toronto, O.	"	11 4 00	Wm. Lake Brantford.....	Brantford, O.	"	"	"

APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
602	Mary Bagge.....	Chapman's, Q.....	Feb. 14 1907.	5 00 Mrs. Forsyth.....	Montreal, Q.....		Stated not to have been received by the person addressed.	No trace owing to want of registration.	
603	E. Cater.....	Galt, O.....	" 15	12 00 Miss Cater.....	"	"	"	"	1
604	Mrs. R. M. Hume.....	Woodstock, O.....	" 15	1 00 John Duggall & Son.....	"	"	"	"	"
605	W. Walker.....	St. Catharines, O.....	" 16	1 00 Wm. Rennie Co.....	Toronto, O.....	"	"	"	"
606	Mrs. G. Briant.....	Montreal, Q.....	" 16	4 00 Antoine Huot.....	Angers, Q.....	"	"	"	"
607	Mrs. P. Pelletier.....	Collingwood, O.....	" 17	5 00 Société des Arts, same.	Montreal, Q.....	"	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
608	M. Holder.....	Winnipeg, M.....	" 18	2 30 F. Arno.....	Winnipeg, M.....	"	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
609	Hugh Smiley.....	Bothwell, O.....	" 18	3 00 Mrs. H. Smiley.....	Sarnia, O.....	"	"	"	
610	Miss M. Nickles.....	Toronto, O.....	" 18	1 00 E. M. Wheeler.....	Etihol, O.....	"	"	"	
611	Zélie Chaput.....	Pt. St. Charles, Q.....	" 18	4 00 St. Memier.....	Montreal, Q.....	"	"	"	
612	Mrs. A. Saller.....	Pembroke, N. S.....	" 18	1 10 T. Eaton Co.....	Toronto, O.....	"	"	"	
613	Charles Valentine.....	Montreal, Q.....	" 19	1 00 Mrs. Jos. Hurlbise.....	Ottawa, O.....	"	"	"	
614	W. E. Bowser.....	Andover, N. S.....	" 20	5 00 Miss Maudie Vluco.....	Montreal, Q.....	"	"	"	
615	Florence Campbell.....	Montreal, Q.....	" 20	1 10 Mrs. Gullam.....	Dunvegan, O.....	"	"	"	
616	Mrs. J. C. Christie.....	Ellwood, O.....	" 20	1 00 Bryson, Graham & Co.....	Ottawa, O.....	"	"	"	1
617	James Cookson.....	D'Israel, Q.....	" 21	5 00 Elie Fortier.....	Pontbriand, Q.....	"	"	"	
618	Jas. Maledon.....	Peterboro, O.....	" 23	10 00 Mrs. Jas. Maledon.....	Toronto, O.....	"	"	"	
619	Jas. McAtomey.....	North Bay, O.....	" 23	15 00 Miss M. O'Reilly.....	"	"	"	"	
620	R. J. McGillon.....	Montreal, Q.....	" 24	5 00 Mrs. R. J. McGillon.....	Ottawa, O.....	"	"	"	
621	Mrs. McGinn.....	Toronto, O.....	" 25	4 00 Armour & Mickle.....	"	"	"	"	
622	Mrs. Bailey.....	"	" 25	2 02 Dr. Woodmerton.....	Hamilton, O.....	"	"	"	
623	Alexander Gratton.....	St. Benoit, Q.....	" 25	65 00 Ontario Wind Engine Pump Co.....	Montreal, Q.....	"	"	"	
624	Mrs. E. Bonget.....	Ottawa, O.....	" 25	1 00 Edgar Pongat.....	"	"	"	"	

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625	John Muldoon.....	Toronto, O.	"	26	5 00 Mrs. Johanna Mul- doon.	Ottawa, O.	"	"	"
626	J. Cameron.....	Rexton, N. B.	"	26	21 00 Bank of Montreal.	Moncton, N.B.	"	"	See No. 408 Class B.
627	Mrs. F. Taylor.....	Ningit, M.	"	27	11 61 T. Eaton Co.	Winnipeg, M....	"	"	No trace owing to want of registration.
628	John Corany.....	Moncton Stn. Box.	"	28	10 00 Bank of Montreal.	Winnipeg, N.B..	"	"	See No. 498 Class B.
629	M. Moss.....	Ottawa, O.	"	28	5 00 Miss Mand Moss.	Montreal, Q.	"	"	No trace owing to want of registration.
630	Mrs. H. Jordan.....	Berlin, (at Stn.) O.	Mar.	1	2 00 W. E. Jordan.....	Galt, O.	"	"	
631	H. E. Thomson.....	Dundas, O.	"	1	8 00 Mrs. H. E. Thom- son.	Point St. Charles Q.	"	"	
632	R. L. Tooms.....	Parkdale, O.	"	2	20 00 Miss Julia Tooms.	Toronto, O.	"	"	
633	Mrs. A. Francœur	Ottawa, O.	"	3	5 00 Miss Mary Ann Griffin.	Montreal, Q.	"	"	
634	Wm. Glacking.....	Toronto, O.	"	4	1 17 Wm. Bowles.....	Toronto, O.	"	"	
635	Oscar Goulet.....	Montreal, Q.	"	4	2 00 Md. H. Goulet... ..	Ottawa, O.	"	"	
636	A. E. Robinson.....	Toronto, O.	"	4	5 00 Rev. G. Robertson.	Welland, O.	"	"	
637	T. David.....	Sarnia, O.	"	5	2 00 Minnie David.....	Cornwall, O.	"	"	
638	V. A. Kerr.....	Montreal, Q.	"	6	1 00 J. H. Kerr.....	Covansville, Q..	"	"	
639	Mrs. S. Laporte.....	Cardinal, O.	"	6	0 75 McKechnie Music Store.	Ottawa, O.	"	"	
640	Mrs. M. Legart.....	St. Catharines, O.	"	6	1 00 Miss E. Legart....	Tottenham, O. .	"	"	
641	Mrs. T. Horton.....	Montreal Stn. B..	"	8	1 00 Miss A. Greenfield	Montreal, Q.	"	"	
642	Moise Gervais.....	Vassar, M.	"	8	4 00 The Hudson's Bay Co.	Winnipeg, M....	"	"	
643	R. Twiss.....	Lowville, O.	"	8	2 00 Fleming Bros.	Toronto, O.	"	"	No evidence to account for the alleged discrepancy.
644	Wm. Perkins.....	Rosendale, M.	"	9	8 60 George Keith....	"	"	"	
645	Miss Mary Breen.....	Douglas, O.	"	10	2 00 Miss M. T. Breen.	Ottawa, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
646	Laura E. Springer.	Winnipeg, M.	"	10	1 00 Miss Lucie Springer	Nelson, B.C.	"	"	
647	Mrs. Alex. McKin-	Brantford, O.	"	11	3 00 Mason & Risch....	Toronto, O.	"	"	
648	non. Miss Vina M. Compe.	Odessa, O.	"	12	2 00 Miss Rose, c. Stacey & Stacey.	Kingston, O. . .	"	"	
649	Ben Oliver & Co.....	Port Hope, O.	"	12	7 55 Scott Knitting Co.	Toronto, O.	"	"	
650	Mrs. Wm. Willman.	Elera, O.	"	14	5 00 Jas. L. Willman....	Brantford, O.	"	"	
651	B. C. Mullins.....	Winnipeg, M.	"	15	7 00 Miss B. C. Mullins	Montreal, Q.	"	"	
652	Mrs. Allen.....	Brentwood, O.	"	15	5 00 R. Allen.....	Otton, O.	"	"	
653	M. A. McDonald.	St. Thomas, O.	"	16	8 00 Mrs. M. A. McDon- ald.	Cobourg, Q.	"	"	
654	Miss Lily A. Ken- yon.	Montreal, Q.	"	16	10 00 Miss N. Kenyon .	Valleyfield, Q....	"	"	
655	Mrs. C. Franklin.	Conwall, O.	"	16	1 00 The T. Eaton Co., Ltd.	Toronto, O.	"	"	
656	Mrs. W. J. Mc- Quarrie.	Kingston, O.	"	18	2 25 Miss Edith Mills..	"	"	"	
657	Phoebe Hunt.....	Peterboro, O.	"	18	3 45 T. Eaton Co.	"	"	"	
658	M. G. T. Edwards	Laford, O.	"	19	0 70 Whaley Rice & Co.	"	"	"	
659	Ada T. Corbett.....	Toronto, O.	"	19	4 00 Miss F. Corbett....	Perrytown, O....	"	"	

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APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended March 31, 1907, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Concluded*.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1907.	\$ cts.					
660	J. S. Reid	Hal. & Sydney Ry. P. O., at Lower Steviacke, N.S.	Mar. 20	25 00	Union Bank of Halifax.	Truro, N.S.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
661	A. A. McBernid..	St. Thomas, O.	" 20	4 00	Alex Dunbar.....	Palmerston, O.	"	"	
662	Mr. M. M. Wright.	Maxwell, O.	" 20	1 25	R. D. Warren	Toronto, O.	"	"	
663	Mrs. M. Milner...	Belleville, O.	" 21	2 00	Master Carlyle Milner.	Cobourg, O.	"	"	
664	S. Janson	Côte St. Paul, Q.	" 21	3 00	Mr. Vaughan.....	Montreal, Q.	"	"	
665	W. C. T. Hall....	Quebec Parliament Bldg. Quebec, Q.	" 21	5 00	Owen N. Evans....	"	"	"	
666	Thos. Lytle	Peterboro, O.	" 22	7 50	Win. Macksey.....	Lindsay, O.	"	"	
667	Eugene Rivard...	Ottawa, O.	" 22	2 00	Mlle Yvonne Rivard.	Montreal, Q.	"	"	
668	Mlle C. Laberge...	Montreal, Q.	" 22	1 00	Juliette Mactou...	Ottawa, O.	"	"	
669	Capt. C. A. Goering	Sackville, B.C.	" 22	8 00	Mrs. Goering.....	Victoria, B.C.	"	"	
670	Jas. Robinson...	Marysville, N.B.	" 22	10 00	Mrs. E. D. Mitchell	Toronto, O.	"	"	
671	M. H. Myers.....	Winnipeg, M.	" 25	5 00	Miss Zeta Myers...	Westmount, Q.	"	"	
672	Dr. J. T. Munro...	Maxville, Q.	" 26	5 00	Miss Olive Munro.	Ottawa, O.	"	"	
673	P. M. Lorrainville.	Lorrainville, Q.	" 26	5 00	Postmaster.....	"	"	"	
674	Mrs. D. Morrison.	Glen Robertson, O.	" 26	2 00	Mrs. W. H. Taylor	"	"	"	
675	T. H. Austin.....	Montreal, Q.	" 27	5 00	Miss Ann Cotter...	Montreal, Q.	"	"	
676	Mrs. A. L. Gilman	Covansville, Q.	" 27	1 00	T. Eaton Co.....	Toronto, O.	"	"	
677	Geo. McCallum...	Matcolm, O.	" 27	1 50	Sayer Medicine Co.	Montreal, Q.	"	"	
678	Postmaster	Lorrainville, Q.	" 28	5 00	Postmaster.....	Ottawa, O.	"	"	
679	Duncan Bros.....	Sandwich, B.C.	" 28	52 85	J. H. Todd & Sons	Victoria, B.C.	"	"	
680	W. Underwood...	Orillia, O.	" 28	8 00	Mrs. W. Underwood.	Port Colborne, O.	"	"	
681	Miss Margaret Shaw.	Niagara Falls South, O.	" 29	5 00	Miss A. B. Shaw..	Kingston, O.	"	"	
682	Miss McGillevray.	Westmount, Q.	" 29	1 00	Star Advertising Dept.	Montreal, Q.	"	"	

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683 Mr. R. Moore . . .	Pickering, O.	"	30	2 25	Miss Jessie Moore, Toronto, O.	"	"	"	"
684 H. C. Barber. . . .	Port Perry, O.	"	30	25 00	Geo. Goodland.	"	"	"	"
685 Thos. Clouston. . . .	St. Ronald d'Elle- chemm.	"	31	0 25	Convent of Pres. Ottawa, O.	"	"	"	"
686 Harry Rogers. . . .	Emeskillen, O.	"	"	1 00	Officer's Blood, <i>Journal</i>	"	"	"	"

RECAPITULATION.

Classification of Classes.		Registered.	Unregis- tered.
1. Letters stated not to have been received by persons addressed; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office.		3	651
2. Letters contained in mails or mail packages stated not to have reached offices for which they were intended; causes of failure not discoverable.		40	10
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good.		4	1
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.		31	16
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by or on behalf of the officers responsible.		4	
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered.		5	
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy.		17	3
8. Letters stolen, or supposed to have been stolen, from the Post Office or mails en route, the contents of which (or a portion thereof) were recovered or made good.		11	2
9. Letters stolen from the Post Office, or mails en route, the contents of which were not recovered.			
10. Letters accidentally destroyed in course of post.			
11. Still under consideration.			
Totals.		115	686

R. M. COULTER,

Deputy Postmaster General.

Wm. SMITH,

Secretary.

APPENDIX I

TRANSACTIONS

OF THE

DEAD LETTER BRANCH

7-8 EDWARD VII., A. 1908

APPEN

CHIEF DEAD

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

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

Number received.	—	—	—	—
DEAD LETTERS :—				
Received from Great Britain (of these were registered 398)	28,968			
" United States (" 1,526)	117,363			
" France (" —)	810			
" Arg. Republic (" —)	207			
" Cuba (" 8)	293			
" Jamaica (" 3)	96			
" Mexico (" 16)	454			
" Newfoundland (" 3)	683			
" N. South Wales (" 14)	217			
" Other colonies and foreign countries (of these were registered.. 25)	1,513			
	1,993	150,604		
Less—Registered, accounted for below	1,993			
Books, postal cards, &c., also returned.....		148,611		
		53,057		
			201,668	
Returned from post offices in Canada and classified as follows :—				
Registered letters on hand June 30, 1906	790			
" received during nine months ended March 31, 1907, including those of foreign origin	13,337			
		14,127		
Letters found to contain value and recorded, on hand June 30, 1906.....	412			
Letters found to contain value and recorded, received during the nine months ended March 31, 1907.....	6,461			
		6,873		
Ordinary dead letters received during nine months ended March 31, 1907		597,950		
Ordinary dead letters with printed address of senders.....		13,152		
" " official franks		2,843		
			523,945	
Returned dead letters, i.e., letters sent out from Dead Letter Branches and again returned unclaimed, for the nine months ended March 31, 1907.....				36,016
Dead samples received during the nine months ended March 31, 1907.....				1,099
Dead postal cards, parcels, books, &c., on hand June 30, 1906.....		2,900		
Dead postal cards, parcels, books, &c., received during the nine months ended March 31, 1907		594,737		
			597,637	
				1,381,365
Carried forward				1,381,365

7-8 EDWARD VII., A. 1908

APPENDIX

STATEMENT of Letters received at the Dead Letter Branches,

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

Number received.	—	—	—	—
Brought forward.....				1,381,365
SPECIAL LETTERS, classified as follows:—				
Registered letters on hand June 30, 1906.....	248			
Registered letters received for postage, better direction, &c., for nine months ended March 31, 1907.....	7,800	8,048		
Letters found to contain value and recorded, on hand June 30, 1906.....	303			
Letters found to contain value and recorded, received for postage, better direction, &c., for nine months ended March 31, 1907.....	6,900	7,203		
Ordinary letters received for postage on hand June 30, 1906	667		15,251	
Ordinary letters received for postage for nine months ended March 31, 1907.....	36,501	37,168		
Ordinary letters received for better direction.....		64,920	102,088	
Drop letters on hand on June 30, 1906.....		10		
Drop letters received for postage for nine months ended March 31, 1907.....		2,476	2,486	
Letters for foreign countries on hand June 30, 1906.....		887		
Letters for foreign countries received as unpaid or short paid for nine months ended March 31, 1907.....		28,327	29,214	
Post cards received for postage or better address on hand June 30, 1906.....	1,746			
Post cards received for postage or better direction for nine months ended March 31, 1907.....	113,652	115,398		
Samples received for postage or better address for nine months ended March 31, 1907.....		317		
Parcels, books, &c., on hand June 30, 1906.....	2,128			
Parcels, books, &c., received for postage, better address, for nine months ended March 31, 1907.....	58,498	60,626	176,341	
Grand Total.....				325,380
				1,706,745

SESSIONAL PAPER No. 24

I—Continued.

Canada, during the nine months ended March 31, 1907—Continued.

received, with the disposition made of them—Continued.

How disposed of.	—	—	—	—
Brought forward.....				1,381,365
SPECIAL LETTERS :—				
Registered letters returned to writers or forwarded to address.....	7,621			
Registered letters unsigned and of no value, destroyed in consequence of the inability of the Department to return or deliver.....	127			
Registered letters in Dead Letter Branches awaiting claim.....	390	8,048		
Letters found to contain value returned to writers or forwarded to address.....	6,900			
Letters found to contain value destroyed being of no further value.....	78			
Letters found to contain value in Dead Letter Branches awaiting claim.....	225	7,203		
Ordinary letters received for postage, returned or forwarded to address.....	31,881		15,251	
Ordinary letters destroyed in consequence of the inability of the Department to return or deliver.....	4,608			
Ordinary letters remaining in Dead Letter Branches.....	679	37,168		
Ordinary letters received for better address returned or forwarded.....	53,085			
Ordinary letters destroyed in consequence of inability of the Department to return or deliver.....	11,835	64,920		
Drop letters received for postage, returned or forwarded..	1,783			
Drop letters received for postage, destroyed in consequence of the inability of Department to return or deliver...	690			
Drop letters received for postage, remaining in Dead Letter Branches.....	13	2,486		
Letters for foreign countries returned or forwarded.....	25,011			
Letters for foreign countries destroyed in consequence of the inability of the Department to return or deliver..	3,637			
Letters for foreign countries remaining in Dead Letter Branches.....	566	29,214		
Post cards returned or forwarded.....	61,182			
Post cards destroyed.....	47,808			
Post cards remaining in Dead Letter Branches.....	6,408	115,398		
Samples returned or forwarded.....	228			
Samples destroyed being of no value.....	84			
Samples remaining in Dead Letter Branches.....	5	317		
Books, parcels, &c., returned or forwarded.....	15,736			
Books, parcels, &c., destroyed being of no value.....	42,441			
Books, parcels, &c., remaining in Dead Letter Branches..	2,449	60,626	310,129	
Grand Total.....				325,380
				1,706,745

7-8 EDWARD VII., A. 1908

APPENDIX

§ U M

STATEMENT of Letters received at the Dead Letter Branches,

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

Letters on hand, June 30, 1907.....	9,091
Dead letters received	1,378,263
Special letters received..	319,391
	<hr/> 1,706,745

G. J. BINKS,
Superintendent

SESSIONAL PAPER No. 24

I—*Continued.*

M A R Y .

Canada, during the nine months ended March 31, 1907—*Concluded.*

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

Dead letters disposed of	1,372,612
Special letters disposed of	314,735
Letters on hand, March 31, 1907.....	19,398
	<hr/> 1,706,745

R. M. COULTER,

Deputy Postmaster General.

7-8 EDWARD VII., A. 1908

APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value; the amount and nature of their contents; the number of such Letters delivered during the nine months ended March 31, 1907, and the number remaining undelivered.

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907 and now lying unclaimed in Dead Letter Offices.
		\$ cts.		
3,900	Money, including \$171.37 inclosed in letters under other heads.....	15,692 56	3,615	285.
32	Bills of exchange	8,659 84	30	2.
1,796	Cheques.	213,319 58	1,764	32.
1	Coupon.		1	
348	Drafts	55,166 80	343	5.
1	Letter of credit.....	603 88	1	
83	Money orders (Bank).....	1,580 70	80	3.
1,517	Money orders (Express).....	20,661 00	1,479	38.
1,799	Money orders (Post Office).....	29,452 29	1,759	40.
24	Orders	1,461 14	22	2.
1,501	Postal notes.....	5,142 35	1,465	36.
383	Promissory notes	75,519 72	376	7.
720	Receipts	84,177 00	702	18.
1	Salary warrant.....	6 45	1	
63	Stock certificates	12,656 00	63	
12	Various certificates		12	
2	Vouchers.	4 00	2	
4,561	Registered letters sent to Dead Letter Office at London, England		4,561	
562	Registered letters sent to Dead Letter Office at Washington		562	
933	Registered letters sent to Dead Letter Offices of other countries.....		933	
2	Abstracts.....		2	
1	Accident insurance		1	
11	Accounts.....		11	
1	Actina.....		1	
13	Affdavits.....		13	
34	Agreements.....		34	
5	Albums.....		5	
6	" post card.....		6	
1	" snapshot.....			1
1	Aluminum name plate.....		1	
1	Amethyst.....		1	
1	Antler		1	
1	Application.....		1	
15	Aprons.....		15	
1	" Masonic		1	
1	Armlet.....		1	
1	Artificial flowers.....		1	
3	Ash trays.....		3	
1	Assessment roll.....		1	
2	Baby jackets		2	
1	" socks.....		1	
17	Bags.....		17	
6	" fancy		6	
3	" hand.....		2	1.
3	" leather		1	2.
3	" wrist		2	1.
2	" laundry		2	
11	Baggage checks		10	1.
1	Bandage		1	

SESSIONAL PAPER No. 24

APPENDIX I—Continued.

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.		No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Offices.
		£	cts.		
1	Bangle.....			1	
3	Banners.....			2	
1	Bark canoe.....			1	
6	Baskets.....			5	1
33	Beads.....			30	3
1	" prayer.....			1	
3	Beadwork.....			3	
1	Bed-tick.....			1	
43	Belts.....			39	4
7	" buckles.....			7	
1	" electric.....			1	
3	" pins.....			3	
8	Bibs.....			7	1
3	Bibles.....			2	1
1	Bill of sale.....			1	
1	Birch bark.....			1	
2	" " boxes.....			2	
1	" " napkin ring.....			1	
1	Bird.....			1	
1	" skin.....			1	
1	" eggs.....			1	
1	Blanket.....			1	
46	Blouses.....			43	3
2	" lengths.....			2	
4	" pins.....			4	
2	" sets, coin.....			2	
1	Bonnet, baby.....			1	
2	Bonds.....			2	
113	Books.....			101	12
26	" bank.....			24	2
7	" cheque.....			7	
1	" for the blind.....			1	
6	" insurance.....			6	
1	" label.....			1	
1	" mileage.....			1	
3	" of needles.....			3	
3	" note.....			2	1
2	" picture.....			2	
5	" prayer.....			5	
1	" railway tickets.....			1	
56	" receipt.....			56	
1	" song.....				1
1	" stamp.....			1	
1	" stock.....			1	
1	" subscription.....			1	
17	" of views.....			17	
3	Book covers.....			3	
1	" marker.....			1	
8	Booties.....			8	
1	Boots, rubber.....			1	
126	" " fur lined.....			121	5
4	Bottles.....			4	
3	" of whiskey.....			3	
1	Box ebony.....			1	
1	" matches.....			1	

7-8 EDWARD VII., A. 1908

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		£ cts.		
1	Box paint.....	1	1	
1	" velvet.....	1	1	
14	Bracelets.....	14	14	
7	Braces.....	7	7	
2	Braid.....	2	2	
1	Brass kettle.....	1	1	
1	" vases.....	1	1	
205	Brooches.....	197	8	
2	" amethyst.....	2	2	
1	" hand painted.....	1	1	
1	" pearl.....	1	1	
16	Brushes.....	15	1	
1	Brushes, tooth.....	1	1	
4	Buckles.....	4	4	
11	Bulbs.....	10	1	
3	Butter.....	2	1	
1	Buttons.....	1	1	
1	" hook.....	1	1	
1	" bag.....	1	1	
1	By-law.....	1	1	
1	Cabinet.....	1	1	
127	Cake.....	103	24	
7	" wedding.....	7		
24	Calendars.....	24		
5	Cameras.....	4	1	
3	Cancelled stamps.....	2	1	
2	Candles.....	2		
1	Candlestick.....	1		
59	Candy.....	54	5	
1	Can of salmon.....	1	1	
1	Canvas.....	1	1	
2	Capes.....	2		
1	" fur.....	1	1	
23	Cards.....	20	3	
30	" playing.....	30		
1	" Xmas.....	1	1	
1	" visiting.....	1	1	
1	" withdrawal.....	1	1	
2	Card cases.....	2		
1	" tray.....	1	1	
1	Carriage robe.....	1	1	
2	Cases, cigar.....	2		
3	" needles.....	2	1	
1	" toilet articles.....	1	1	
1	Cartridges (Kodak).....	1		
8	Catalogues.....	5	3	
1	Celluloid.....	1	1	
28	Centre pieces.....	26	2	
1	" Battenburg.....	1	1	
31	Certificates.....	31		
1	" A. F. & M.....	1	1	
1	" A. O. U. W.....	1	1	
1	" Arts (University).....	1	1	
1	" asylum.....	1	1	
9	" baptism.....	9		
2	" benefit.....	2		

SESSIONAL PAPER No. 24

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

No. of Letters received during the Nine Months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the Nine Months ended March 31, 1907.	No. of Letters delivered of those received during the Nine Months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		¢ cts.		
1	Certificates, birth	1	1	
1	" bond	1	1	
1	" breed	1	1	
1	" bricklayers	1	1	
8	" church membership	8	8	
1	" clearance	1	1	
2	" commercial travellers	2	2	
1	" contractors	1	1	
4	" C. O. F.	4	4	
3	" death	3	3	
1	" deposit	1	1	
6	" discharge	6	6	
2	" " seamen	2	2	
1	" doctors	1	1	
1	" endowment	1	1	
5	" engineers	5	5	
2	" high school	2	2	
1	" Holy orders	1	1	
1	" homestead	1	1	
1	" identify	1	1	
7	" I. O. F.	6	6	1
2	" I. O. O. F.	2	2	
2	" insurance	2	2	
1	" Labor Union	1	1	
22	" land titles	22	22	
1	" Law Society	1	1	
1	" loan	1	1	
3	" L. O. L.	3	3	
12	" marriage	12	12	
1	" Masonic	1	1	
1	" medical	1	1	
1	" membership	1	1	
1	" military institution	1	1	
1	" mining	1	1	
1	" Mystic Shrine	1	1	
3	" naturalization	3	3	
7	" Orange	7	7	
2	" passage	2	2	
1	" pedigree	1	1	
1	" professional	1	1	
1	" Royal Arch Mason	1	1	
1	" Royal Black Knights	1	1	
1	" Royal Naval Reserve	1	1	
1	" steamship	1	1	
12	" stock	10	2	
1	" service	1	1	
6	" teachers	6	6	
4	" title	4	4	
1	Chain	1	1	
1	" alspice beads	1	1	
6	Charms	6	6	
2	Chest protectors	1	1	1
1	Child's dress	1	1	
1	China, painted	1	1	
1	" cup	1	1	
1	" mug	1	1	

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		£ cts.		
6	China tea trays.....	.....	6	.....
5	Chocolates.....	.....	3	2
12	" eggs.....	.....	12	.....
12	Cigars.....	.....	12	.....
1	" box.....	.....	.....	1
3	" cases.....	.....	3	.....
51	Cigarettes.....	.....	30	21
3	" cases.....	.....	3	.....
1	Circular.....	.....	1	.....
4	Clocks.....	.....	4	.....
1	Clock works.....	.....	1	.....
1	Clog.....	.....	1	.....
14	Cloth.....	.....	9	5
128	Clothing.....	.....	125	3
20	" child's.....	.....	19	1
8	" lady.....	.....	7	1
4	" man.....	.....	4	.....
1	Coats.....	.....	1	.....
1	" beaver.....	.....	1	.....
2	" flannel.....	.....	1	1
1	" frock.....	.....	.....	1
1	" fur.....	.....	1	.....
1	" waist.....	.....	.....	1
1	Cob of corn.....	.....	1	.....
5	Coins.....	.....	5	.....
1	Coin for advertising.....	.....	.....	1
48	Collars.....	.....	45	3
20	" fancy.....	.....	20	.....
1	" flannel.....	.....	.....	1
5	" fur.....	.....	5	.....
3	" lace.....	.....	3	.....
1	" pins.....	.....	1	.....
8	Combs.....	.....	8	.....
5	" fancy.....	.....	5	.....
1	Comforter.....	.....	1	.....
7	Commercial papers.....	.....	7	.....
2	Compass.....	.....	2	.....
1	Companions, Lady.....	.....	1	.....
8	Confectionery.....	.....	8	.....
7	Contracts.....	.....	7	.....
1	Conveyance.....	.....	1	.....
1	Cornplaster.....	.....	1	.....
4	Corsets.....	.....	4	.....
1	" cover.....	.....	1	.....
1	" yoke.....	.....	1	.....
4	Cotton goods.....	.....	3	1
2	Cosey.....	.....	1	1
1	Court paper.....	.....	1	.....
16	Covers, table.....	.....	16	.....
1	Cross.....	.....	1	.....
1	Crown grant.....	1
7	Crucifixes.....	6	1
1	Cricket ball.....	1
1	Cruet.....	1
1	Cuffs.....	1
1	" buttons.....	1

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APPENDIX I—Continued.

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		§ cts.		
4	Cuffs, links.....		4	
1	" protectors.....		1	
1	Cup, glass.....		1	
2	Cushions.....		2	
135	" covers.....		133	2
2	" pins.....		2	
1	Cutlery.....		1	
1	Cycle inflector.....		1	
5	Declarations.....		5	
31	Deeds.....		31	
1	" quit claim.....		1	
1	Diamond.....		1	
1	" for glass cutting.....		1	
4	Diaries.....		4	
1	Die.....		1	
1	Diploma.....		1	
2	Discharges.....		2	
1	" of mortgage.....		1	
1	" seamen.....		1	
1	Dishes.....		1	
1	" butter.....		1	
115	Doilies.....		115	
23	Dolls.....		22	1
1	" clothes.....		1	
6	Drapes.....		6	
6	Drawers.....		4	2
1	Drawing slate.....			1
8	Dresses.....		8	
5	" child's.....		5	
20	" goods.....		19	1
1	" waist.....		1	
12	Dressing cases.....		12	
1	" sacque.....		1	
4	Drugs.....		4	
1	Drum stick.....		1	
1	Dry plate.....		1	
1	Dulse.....		1	
1	Dye.....		1	
1	Earring.....		1	
1	Easter egg.....		1	
1	" novelties.....		1	
6	Electro plates.....		6	
3	Electrotypes.....		3	
1	Embroidery.....		1	
1	Enamel brooches.....		1	
1	" pins.....		1	
10	Eye glasses.....		10	
98	Fancy articles.....		92	6
4	" bags.....		4	
5	" works.....		5	
8	Fans.....		7	1
2	" feather.....		2	
4	Fascinators.....		4	
10	Feathers.....		10	
2	" ostrich.....		2	
1	Fife.....		1	

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APPENDIX I—Continued.

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of these received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		£ cts.		
11	Films.....		10	1
1	Fish.....		1	
2	" tackle.....		2	
3	Flannel.....		3	
1	Flannelette.....		1	
2	Flour (samples of).....		2	
8	Flowers.....		7	1
1	Flute.....		1	
1	Foot ball.....		1	
14	Fountain pens.....		14	
1	Fret saw.....		1	
1	Frilling.....		1	
10	Furs.....		10	
2	Fur caps.....		2	
1	" collar.....		1	
2	" gauntlets.....		2	
34	Furs, raw.....		33	1
2	Gaiters.....		2	
10	Garters.....		9	1
1	Gas burner.....		1	
3	Gauntlets.....		3	
2	Girdles.....		2	
1	Glass bottle.....		1	
2	" eyes.....		2	
2	" and liquid.....		2	
1	" jug.....		1	
1	" knife rest.....		1	
1	" ornament.....		1	
1	" salt shaker.....		1	
1	" vase.....		1	
60	Gloves.....		54	6
1	" boxing.....		1	
4	" buckskin.....		4	
1	" fur lined.....		1	
14	" kid.....		14	
2	" leather.....		2	
1	Gold bar.....		1	
1	" bead.....			1
26	" brackets.....		23	3
61	" brooches.....		57	4
28	" chains.....		28	
1	" chain and heart.....		1	
1	" charms.....		1	
3	" crosses.....		2	1
1	" crescent and pearl.....		1	
10	" cuff links.....		7	3
1	" dust.....		1	
2	" ear rings.....		1	1
1	" filling for teeth.....		1	
1	" hat pin.....		1	
1	" heart.....		1	
52	" lockets.....		46	6
1	" locket and chain.....		1	
4	" medals.....		4	
14	Gold nuggets.....		13	1
2	" pencils.....		2	

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APPENDIX I—Continued.

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		\$ cts.		
1	Gold pendant		1	
5	" pens.		3	2
25	" pins.		24	1
3	" pins set in pearls.		2	1
1	" rimmed eyeglass.		1	
184	" rings.		160	24
4	" " diamond.		2	2
9	" spectacles.		7	2
5	" studs.		3	2
1	" tooth.			1
49	" watches.		43	6
4	" watches and chains.		4	
1	Gong.		1	
1	Gramophone needles.		1	
1	Grant placer mining.		1	
5	Gum.		4	1
1	Hair.		1	
1	" brush.		1	
2	" lotions.		2	
2	" receiver.		2	
3	" switches.		3	
4	Hand bags.		4	
134	Handkerchiefs.		124	10
9	" cases.		9	
1	" lace.		1	
27	" silk.		22	5
4	Hats.		2	2
9	" pins.		9	
1	Hazel nuts.		1	
5	Heather.		3	2
1	Herbs.		1	
6	Homestead receipts.		5	1
1	Hood.		1	
1	Horn.		1	
1	Illuminated address.		1	
3	Indentures.		3	
1	Indian basket.		1	
29	" curios.		29	
1	" spoon.		1	
2	Inhalers.		2	
1	Ink.		1	
1	Insurance paper.		1	
123	" policies.		123	
2	Interim receipts.		2	
2	Invoices.		2	
7	Jackets.		6	1
6	" baby.		6	
1	" cardigan.		1	
1	Jackknife.		1	
1	Jam.		1	
4	Japanese toys.		4	
3	Jars, China.		3	
2	Jelly powders.		2	
5	Jersey.		5	
2	Jewel cases.		2	
1	" packet.		1	

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APPENDIX I—Continued.

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		£ cts.		
60	Juvelery, common		59	1
1	Jug		1	
12	Keys		12	
2	" racks		2	
3	Kimonas		2	
20	Knives		19	1
1	" butter		1	
1	" paper		1	
3	Kodak films		3	
7	Lace		5	2
1	" cap		1	
1	" knitted		1	
1	" patterns		1	
5	" ties		5	
1	Lamp			1
1	Land grant		1	
1	Lathe		1	
1	Leaflet			1
5	Leases		5	
3	Leather bags		3	
1	" leggings		1	
2	" paper racks		2	
2	" pouches		2	
66	Legal papers		66	
1	Leg form		1	
3	Leggings		2	1
1	Lens		1	
1	Letter opener		1	
1	" of administration		1	
1	License for auctioneer		1	
2	" fishery		2	
1	" pedlar		1	
1	" timber		1	
3	" tobacco		3	
1	" truck		1	
3	Linen		3	
1	Liniment		1	
4	Liquids		3	1
1	Lithograph		1	
10	Machinery		9	1
2	Magazines		2	
4	Manicure sets		4	
5	Manuscripts		4	1
2	Maps		2	
1	Maple sugar		7	
2	" syrup		2	
10	Match safes		10	
11	Mats		11	
2	" burnt leather		2	
1	" sweet grass		1	
1	" table		1	
4	" toilet		4	
1	Meat		1	
9	Medals		7	2
53	Medicine		48	5
2	Memo books		2	

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APPENDIX I—Continued.

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		\$ cts.		
4	Merchandise.....		4	
3	Metal castings.....		3	
2	" fixtures.....		2	
5	Mileage tickets.....		4	1
1	Military busby.....		1	
1	" plume.....		1	
1	Milkweed pad.....		1	
3	Mince pies.....		1	2
3	Mirrors.....		3	
7	Mittens.....		7	
3	Mitts.....		2	1
1	" buckskin.....		1	
3	" kid.....		2	1
80	Moccasins.....		75	5
1	Moose horn.....		1	
19	Mortgages.....		19	
2	" discharges.....		2	
1	Moss.....		1	
2	Mouth organs.....		2	
6	Municipal returns.....		6	
1	Music.....		1	
1	" book.....		1	
2	" cases.....		2	
2	Muslin.....		2	
2	" apron.....		2	
1	" dress.....		1	
1	Nail file.....		1	
1	" polisher.....		1	
7	Napkin rings.....		7	
13	Necklaces.....		13	
1	" bead.....		1	
36	Neckties.....		33	3
2	Needle cases.....		2	
6	Newspapers.....		5	1
5	Night dresses.....		3	2
1	" satchet.....		1	
1	Nose glasses.....		1	
5	Note paper.....		5	
17	Notices.....		16	1
1	Oath of allegiance.....		1	
1	Oddfellows' pin.....		1	
1	Oil cloth.....		1	
4	Ointment.....		4	
4	Old letters.....		4	
8	" stamps.....		8	
1	" opera cloak.....		1	
2	" glasses.....		2	
1	Organ spring.....		1	
17	Ore samples.....		15	2
1	Option.....		1	
1	Overcoat.....		1	
1	Paddle.....		1	
1	Paint tube.....		1	
15	Pamphlets.....		14	1
1	Paper knife.....		1	
3	" table napkins.....		3	

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APPENDIX I—Continued.

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		£ cts.		
1	Paper weight.....		1	
116	Pass books.....		112	4
4	" A.O.U.W.....		4	
4	" C.O.C.F.....		4	
1	" I.O.F.....		1	
1	" O.C.H.F.....		1	
57	" bank savings.....		54	3
1	" Sons of England.....		1	
1	" " Scotland.....		1	
1	" Woodmen of the World.....		1	
9	Passes.....		8	1
39	" railway.....		37	2
8	Passports.....		6	2
1	Pastry mold.....			1
3	Patteins.....		3	
1	Patent.....		1	
4	Pawn tickets.....		3	1
2	Peanuts.....		2	
1	Pearl beads.....		1	
7	" pins.....		7	
1	" paper knife.....		1	
2	Pedigrees.....		2	
3	Pencils.....		3	
2	" cases.....		2	
17	Pens.....		16	1
8	" fountain.....		8	
1	" wiper.....		1	
11	Perfume.....		11	
6	Peanuts.....		6	
1	Phantoscope.....			1
407	Photographs.....		384	23
1	" album.....		1	
1	" brooch.....			1
2	" cases.....		1	1
3	" films.....		3	
27	" frames.....		26	1
3	" mounted.....		3	
1	" negative.....		1	
1	" paper.....			1
5	Pictures.....		5	
1	" card.....		1	
1	Pillow case.....		1	
4	" shams.....		4	
1	Pickwick plates (12).....		1	
1	Pie knife.....		1	
7	Pills.....		7	
1	Pinafore.....		1	
19	Pins.....		14	5
3	" blouses.....		3	
2	" celluloid.....		2	
17	" cushions.....		15	2
10	" tie.....		10	
3	" trays.....		3	
45	Pipes.....		42	3
8	" holders.....		6	2
1	" cleaner.....		1	

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		¢ cts.		
1	Pipe rack		1	
1	" tray		1	
1	" stem		1	
3	Plans		3	
3	Plants		3	
1	Plated work		1	
1	Plate (camera)		1	
2	Plasters		2	
1	Platinum scraps		1	
2	Plum puddings		1	1
1	Pocket books		6	1
1	" knife		1	
5	Policies, accident		5	
9	" fire		9	
8	" life		8	
1	Poplar bark		1	
1	Postage stamps		1	
1	" " used		1	
28	Post cards		27	1
12	" pictorial		10	2
1	Poster		1	
2	Powder		2	
1	" box		1	
12	Power of attorney		12	
2	Prayer books		1	1
1	Pre-emption record		1	
1	Premium		1	
14	Printed matter		14	
1	Probate of will		1	
21	Puddings		6	15
1	Pump, nickel		1	
88	Purses		81	7
1	" beaded		1	
2	" shell		2	
1	Quilt		1	
1	Raincoat, silk		1	
17	Razors		17	
1	Razor strop		1	
1	Receipts of registered letters		1	
7	" books, A.O.U.W.		7	
2	" " I.O.F.		1	1
2	" " life insurance		2	
3	" " premiums		1	1
2	Recommends		2	1
3	Registered letters		3	
14	Ribbons		14	
7	Kings		7	
6	" diamond		6	
2	" emerald		1	1
3	" opal		2	1
1	" pearl		1	
1	" plated		1	
1	Rosary		1	
4	Rubbers		4	
1	" boots		1	
1	" goods		1	

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APPENDIX I—Continued,

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		¢ cts.		
1	Rubber heels.....		1	
2	" stamps.....		2	
12	Ruffs.....		2	
12	" fur.....		2	
1	Russian coin.....			1
1	Satchel, fur.....		1	
3	Satchets.....		3	
2	Salt cellars.....		2	
1	" shaker.....		1	
1	Salves.....		1	
1	Sample of tobacco.....		1	
1	" wood.....		1	
1	Sausage.....		1	
1	Saw set.....		1	
4	Scapulars.....		3	1
6	Scarfs.....		6	
2	" lace.....		2	
10	" silk.....		9	1
5	Scissors.....		5	
1	Scrap book.....		1	
1	Seal, silver.....		1	
23	Seeds.....		21	2
2	Sewing machine parts.....		2	
1	Sewing set.....		2	
2	Shaving pads.....		2	
43	Shawls.....		41	2
1	Sheep shears.....		1	
1	Shell.....		1	
16	Shirts.....		14	2
2	" flannel.....		2	
5	Shoes.....		5	
4	" blacking.....		4	
2	Short bread.....		2	
1	Shoulder brace.....		1	
2	Shuttles.....		2	
12	Silk.....		11	1
3	" bags.....		3	
2	" belts.....		2	
11	" blouses.....		11	
1	" length.....		1	
1	" boa.....		1	
1	" box.....		1	
6	" drapes.....		6	
1	" dress.....		1	
1	" for child.....		1	
1	" glove.....		1	
60	" handkerchiefs.....		56	4
1	" mitts.....		1	
1	Silk sash.....		1	
14	" scarfs.....		13	1
12	" shawls.....		11	1
1	" shirt.....		1	
1	" stocks.....		1	
3	" table covers.....		3	
4	" ties.....		4	
1	" waist.....		1	

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APPNDIX I—Continued.

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of these received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		¢ cts.		
1	Silver basin		1	
3	" blouse sets		3	
1	" bowl		1	
1	" bracelet, child's		1	
1	" " watch		1	
25	" brooches		24	1
3	" " enannelled		3	1
3	" buckles		3	
4	" chains		3	1
2	" " watch		2	
1	" charm		1	
2	" cuff links		2	
1	" cup		1	
2	" forks			2
5	" goods		5	
6	" hat pins		6	
4	" knives		3	1
6	" maple leaves		6	
5	" match boxes		4	1
5	" medals		5	
1	" mounted flask		1	
2	" mugs		2	
2	" napkin rings		2	
2	" ornaments		2	
1	" pendant		1	
2	" pens		2	
2	" pencils		2	
2	" " holders		2	
1	" rosette		1	
1	" salt and pepper shaker		1	
2	" scissors		2	
1	" sleeve link		1	
24	" spoons		20	4
3	" " baby		2	1
4	" " berry		3	1
7	" souvenir		6	1
8	" stick pins		8	
2	" sugar shells		2	
1	" tag		1	
7	" thimbles		6	1
108	" watches		103	5
1	" whistle		1	
1	" workbox		1	
1	Skates		1	
1	Skin		1	
3	" badger		3	
1	" coon		1	
8	" coyote		8	
2	" ermine		2	
5	" fox		5	
2	" marten		2	
2	" mink		2	
11	" muskrat		10	1
1	" skunk		1	
1	" snake		1	
2	" squirrel		2	

7-8 EDWARD VII., A. 1908

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Head Letter Branches.
		¢ cts.		
10	Skin, wolf.....		10	
2	Skirts.....		2	
1	Sleigh bell.....		1	
56	Slippers.....		54	2
9	" bedroom.....		8	1
1	Snapshot.....		1	
5	Soap.....		4	1
56	Socks.....		40	16
2	Souvenirs.....		2	
1	" bowl.....		1	
1	" cup.....		1	
36	" spoons.....		35	1
1	" tray.....		1	
1	Specimen.....		1	
15	Spectacles.....		13	2
1	Spice.....		1	
10	Spoons.....		10	
1	" gilt.....		1	
1	" nickel.....		1	
1	Sponge.....		1	
2	Stamp boxes.....		2	
1	Stamping outfit.....		1	
18	Stationery.....		16	2
1	Statute labour return.....		1	
2	Steamboat tickets.....		2	
2	Steel circles.....		2	
1	" guider for spooling machine.....		1	
1	" pens.....			1
1	" plate.....		1	
2	Stereoscopic views.....		2	
1	" frame.....		1	
7	Stick pins.....		7	
23	Stockings.....		21	2
1	Stole clergyman.....		1	
1	" fur.....		1	
1	Subpena.....		1	
1	Sugar, maple.....		1	
1	Suit of clothes.....		1	
1	Sulphate of soda.....		1	
1	Sulphur.....		1	
1	Surplice.....		1	
23	Summons.....		23	
3	Sweaters.....		3	
13	Sweets.....		12	1
16	Table cloths.....		15	1
1	Tablets.....		1	
1	Tail of wolf.....		1	
1	Tam-o-shanter.....		1	
1	Tape measure.....		1	
3	Tea.....		3	
4	" cosy.....		3	1
5	Teeth.....		5	
5	" artificial.....		5	
5	" elk.....		5	
2	Testament.....		2	
1	Thermometer.....		1	

SESSIONAL PAPER No. 24

APPENDIX I—Continued.

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

No. of Letters received during the nine months ended March 31, 1907.	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		\$ cts.		
1	Thimble.		1	
1	Thread.		1	
44	Tickets.		41	3
3	" boat.		3	
4	" book of.		4	
1	" lottery.		1	
1	" pawn.		1	
48	" railway.		45	3
2	" steamer.		1	1
1	" street car.		1	
1	" 1,000 mile.		1	
2	Tidies.		2	
17	Ties.		16	1
1	" fasteners.		1	
14	Time checks.		14	
46	Tobacco.		42	4
3	" pouches.		3	
1	Toilet article.		1	
1	" cover lace.		1	
2	" mats.		2	
2	" sets.		2	
3	Toques.		3	
1	Tool.		1	
1	Towel.			1
50	Toys.		40	10
1	Transfer card.		1	
4	" of land.		4	
1	Travelling card.		1	
2	" cases.		2	
1	Tray.		1	
3	" cloths.		3	
1	Trimmings.		1	
3	Trousers.		2	1
1	Truss.		1	
1	Tumbler.		1	
1	Typewriter ribbon.		1	
1	" supplies.		1	
1	Tweed.		1	
1	Umbrella.			1
33	Underclothing.		30	8
1	Undervest.		1	
5	Unopened letters.		5	
1	Valentine.		1	
47	Valuable papers.		46	1
2	Vases.		2	
1	Veil.		1	
1	" case.		1	
1	Velvet.		1	
8	Vests.		7	1
5	Views.		5	
1	Vine cutting.		1	
1	Violin string.		1	
11	Voter's lists.		11	
3	Waists.		3	
1	" front.		1	
2	" coat.		1	

APPENDIX I—Continued.

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

No. of Letters received during the nine months ended March 31, 1907	Nature of Contents.	Value of contents of Letters received during the nine months ended March 31, 1907.	No. of Letters delivered of those received during the nine months ended March 31, 1907.	No. of Letters undelivered on March 31, 1907, and now lying unclaimed in Dead Letter Branches.
		£ cts.		
1	War medal		1	
1	Warrant for commitment		1	
10	Watches		10	
1	" case		1	
1	" works		1	
1	" chain		1	
1	" chain and hair		1	
2	" fobs		2	
4	" gun metal		4	
1	" monument		1	
1	Water colour sketch		1	
1	" glass		1	
1	Wax		1	
1	Whip		1	
5	Whisk holders		5	
2	Wigs		2	
7	Wills		6	1
1	" copy of		1	
2	Wings		2	
1	Window cleaner		1	
1	Wool		1	
1	Woollen bodice		1	
3	Woollen goods		3	
4	" jersey		2	2
1	Work bag		1	
7	" boxes		7	
1	Wrapper		1	
3	Writs		3	
4	Writing cases		4	
1	" set		1	
1	Yarn		1	
3	Yeast		3	
25,218		524,103 31	24,274	944
11,033	Add to these ordinary recorded letters not enumerated above, which have been returned, forwarded, or otherwise disposed of, as shown on Table No. 1.....		10,267	766
.....	Grand Total of letters containing value disposed of.....		34,541	
.....	Grand Total of letters remaining unclaimed in Dead Letter Branches.....		1,710	
36,251	.....Grand Total.....		36,251	

G. J. BINKS,
Superintendent.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX J.

TRANSACTIONS

OF THE

POSTAGE STAMP BRANCH.

APPEN

STATEMENT of Receipts and Issues of Postage Stamps,

RECEIPTS.						
Denominations.	Stamps, &c., on hand from last year.	Received from Manufacturers.	Returned by Postmasters, unfit for use.	Returned by Postmasters, fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
						<div> <div>\$</div> <div>cts</div> </div>
½c. postage stamps.....	64,200	350,000	550		414,750	2,073 75
1c. ".....	15,905,500	162,900,000	41,634		118,847,134	1,188,471 34
2c. ".....	31,908,400	190,050,000	50,140		222,008,540	4,440,170 80
5c. ".....	1,368,600	4,900,000	4,086		6,272,686	313,634 30
7c. ".....	587,850	1,900,000	2,173	1,500	2,491,523	174,406 61
10c. ".....	60,825	1,200,000	510		1,261,335	126,133 50
20c. ".....	78,550	400,000	186		478,736	95,747 20
50c. ".....	200,875		190		201,065	100,532 50
10c. special delivery stamps....	14,345	62,500	127	100	77,072	7,707 20
2c. stamp books at 25c. each...	16,334	970,000	339		986,673	246,668 25
1c. post bands at \$1.25 per 100	52,900	305,000	5,518		363,418	4,542 72½
1c. post cards.....	1,247,400	18,000,000	81,701		19,329,101	193,291 01
1c. " advt., 16 on sheet.....	66,000	362,000		2,000	430,000	4,300 00
1c. " " 8 on sheet.....	11,000	1,319,000			1,330,000	13,300 00
1c. " " single.....	61,100	290,000			351,100	3,511 00
2c. Postal Union cards.....	21,900	42,000	951		64,851	1,297 02
2c. reply cards.....	24,250	127,500	2,164	500	154,414	3,088 28
<i>Stamped Envelopes.</i>						
1c. at \$1.20 per 100.....	29,900	288,000	4,212	100	322,212	3,866 54½
2c. at \$2.20 ".....	44,800	1,660,000	1,070		1,705,870	37,529 14
<i>Postage Due Stamps.</i>						
1c.	35,800	700,000			735,800	7,358 00
2c.	483,400	500,000			983,400	19,668 00
5c.	164,900	200,000			364,900	18,245 00
Totals..	52,448,829	326,526,000	195,551	4,200	379,174,580	7,005,542 16½

E. P. STANTON,
Superintendent, Postage Stamp Branch.

SESSIONAL PAPER No. 24

DIX J.

&c., for the nine months ended March 31, 1907.

ISSUES.

Denominations.	Issued to Postmasters during the nine months.	Stamps, &c., destroyed, as unfit for use.	Stamps, &c., on hand March 31, 1907.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.	Value of the issue to Postmasters during the nine months.
					\$ cts.	\$ cts.
½c. postage stamps.....	372,400	550	41,800	414,750	2,073 75	1,862 00
1c. ".....	104,491,600	41,634	14,313,900	118,847,134	1,188,471 34	1,044,916 90
2c. ".....	189,929,000	50,140	32,029,400	222,008,540	4,440,170 80	3,798,580 00
5c. ".....	5,557,800	4,086	710,800	6,272,686	313,634 30	277,890 00
7c. ".....	2,046,850	2,173	412,500	2,491,523	174,406 61	143,279 50
10c. ".....	1,022,200	510	238,625	1,261,335	126,133 50	102,220 00
20c. ".....	275,050	186	203,500	478,736	95,747 20	55,019 00
50c. ".....	44,050	190	156,825	201,065	100,532 50	22,025 00
10c. special delivery stamps....	63,815	127	13,130	77,072	7,707 20	6,381 50
2c. stamp books at 25c. each..	914,780	339	71,554	986,673	246,668 25	228,665 00
1c. post bands at \$1.25 per 100	357,900	5,518	.....	363,418	4,542 72½	4,473 75
1c. post cards.....	18,574,600	81,701	672,800	19,329,101	193,291 01	183,746 00
1c. " advt., 16 on sheet	366,000	.....	64,000	430,000	4,300 00	3,660 00
1c. " " 8 on sheet	1,299,000	.....	31,000	1,330,000	13,300 00	12,990 00
1c. " " single...	301,200	.....	49,900	351,100	3,511 00	3,012 00
2c. Postal Union cards.....	49,200	951	14,700	64,851	1,297 02	984 00
2c. reply cards.....	112,150	2,164	40,100	154,414	3,088 28	2,243 00
<i>Stamped Envelopes.</i>						
1c. at \$1.20 per 100.....	304,406	4,212	13,600	322,212	3,866 54½	3,652 80
2c. at \$2.20 ".....	1,694,100	1,070	10,700	1,705,870	37,529 14	37,270 20
<i>Postage Due Stamps.</i>						
1c.....	442,200	.....	293,600	735,800	7,358 00	4,422 00
2c.....	783,500	.....	199,900	983,400	19,668 00	15,670 00
5c.....	187,300	.....	177,600	364,900	18,245 00	9,365 00
Totals.....	329,189,095	195,551	49,789,934	379,174,580	7,005,542 16¼	5,964,347 75

R. M. COULTER,

Deputy Postmaster General.

7-8 EDWARD VII., A. 1908

APPENDIX J—Continued.

STATEMENT showing increase and decrease in the issue of Postage Stamps, &c., for the nine months ended March 31, 1907, as compared with the issue of the corresponding nine months of the preceding year.

Denominations.	ISSUE FROM JULY 1, 1906, TO MARCH 31, 1907, NINE MONTHS.			ISSUE FROM JULY 1, 1905, TO MARCH 31, 1906, NINE MONTHS.			INCREASE.		DECREASE.		
	Number.	Value.	\$ cts.	Number.	Value.	\$ cts.	Number.	Value.	Number.	Value.	\$ cts.
½c. postage stamps.....	372,400	1,862 00		341,600	1,708 00		30,800	154 00			
1c. ".....	101,491,600	1,014,916 00		83,300,000	833,000 00		21,191,600	211,916 00			
2c. ".....	189,929,000	3,798,580 00		174,230,000	3,484,612 00		15,698,400	313,968 00			
5c. ".....	5,557,800	277,890 00		4,931,250	246,562 50		626,550	31,327 50			
7c. ".....	2,016,850	143,279 50		2,093,950	146,576 50				47,100	3,297 00	
10c. ".....	1,022,200	102,220 00		888,700	88,870 00		133,500	13,350 00			
20c. ".....	275,050	55,010 00		201,825	40,365 00		73,225	14,645 00			
50c. ".....	44,050	22,025 00		29,800	14,900 00		14,250	7,125 00			
10c. special delivery stamps.....	63,815	6,381 50		52,195	5,219 50		11,620	1,162 00			
2c. stamp books, at 25c. each.....	914,780	228,695 00		677,272	169,318 00		237,508	59,377 00			
1c. post bands, at \$1.25 per 100.....	357,900	4,473 75		326,400	4,080 00		31,500	393 75			
1c. post cards.....	18,574,600	185,746 00		17,558,300	175,583 00		1,016,300	10,163 00	40,000	400 00	
1c. " advertising, 16 on sheet.....	366,000	3,660 00		406,000	4,060 00						
1c. " " 8 ".....	1,299,000	12,990 00		1,266,000	12,660 00		33,000	330 00			
1c. " " single.....	301,200	3,012 00		287,700	2,877 00		13,500	135 00			
2c. Postal Union cards.....	49,200	984 00		38,400	768 00		10,800	216 00	3,200	61 00	
2c. reply cards.....	112,150	2,243 00		113,350	2,307 90						
<i>Stamped Envelopes.</i>											
1c. at \$1.20 per 100.....	301,400	3,652 80		262,900	3,154 80		41,500	498 00			
2c. at \$2.20.....	1,694,100	37,270 20		1,425,600	31,363 20		268,500	5,907 00			
<i>Postage Due Stamps.</i>											
* 1c.....	442,200	4,422 00					442,200	4,422 00			
* 2c.....	783,500	15,670 00					783,500	15,670 00			
* 5c.....	187,300	9,365 00					187,300	9,365 00			
Totals.....	329,189,095	5,964,347 75		288,433,812	5,267,984 50		40,845,553	700,124 25	90,300	3,761 00	

* First issue, June 1, 1906.

Increase in number of pieces issued..... 40,755,253
Increase in value of issue..... \$ 696,363.25

E. P. STANTON,

Superintendent, Postage Stamp Branch.

R. M. COULTER,

Deputy Postmaster General.

APPENDIX K

TRANSACTIONS

OF THE

POSTAL STORES BRANCH

1906-1907

APPENDIX K

POSTAL STORES

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, &c., Stamping Material, Scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, &c.*, supplied to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

<i>Printing, Binding, Lithographing, &c.</i>		\$	cts.
King's Printer's Accounts (<i>Inside Service</i>)	.....	10,105	03
" " (<i>Outside Service</i>)	.....	30,812	55
<i>Stationery.</i>			
Stationery Office Accounts (<i>Inside Service</i>)	.....	5,589	24
" " (<i>Outside Service</i>)	.....	20,738	80
Mail bags, mail locks, &c.	.....	52,947	08
Stamping material, scales and weights, &c.	.....	18,356	88
Street letter boxes and miscellaneous items of post office expenditure	.....	8,557	46
Letter carriers' uniforms, &c.	.....	17,264	94
Total	.....	164,371	98
NOTE:—			
The miscellaneous revenue received from the sale of new and condemned articles of postal stores through the Postal Stores Branch, and deposited to the credit of the Receiver General of Canada, from July 1, 1906, to March 31, 1907, amounted to the sum of...		127	94
The sum credited in the accounts of the contractors for mail bags to the department for old metal bars and label cases removed from condemned mail bags and utilized again for new ones amounted to.....		60	90
Total	.....	188	84

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock June 30, 1906, the balance carried forward March 31, 1907, and the quantity and cost of *Forms, Envelopes, Books, Labels, &c., Sheets of Writing Paper* and *Miscellaneous Articles* obtained and issued to the Postal Service generally through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

	Forms.	Envelopes	Books and Pam- phlets.	Tags, Cards and Labels.	Writing Paper (Sheets)	Miscel- laneous.	Value.
							8 cts.
Balance in stock, June 30, 1906....	11,282,540	2,059,325	49,260	1,507,366	181,117	4,000	20,069 32
Received from King's Printer.	9,698,189	3,824,750	91,744	17,756,733	304,600	76,187	40,917 58
Total	20,980,729	5,884,075	141,004	19,264,099	485,717	80,187	60,986 90
Issued to Inside Service	1,886,386	596,940	6,344	79,560	96,825	36,849	9,460 28
" Outside Service.	8,468,527	2,144,975	95,136	17,547,795	219,247	43,338	29,315 50
Total	10,354,913	2,741,915	101,480	17,627,355	316,072	80,187	38,775 78
Balance in stock, March 31, 1907..	10,625,816	3,142,160	39,524	1,636,744	169,645	.....	22,211 12

APPENDIX K—Continued.

STATEMENT showing the number of *Forms, Envelopes, Books, Labels, Sheets of Writing Paper, and Miscellaneous Articles* specially printed, and issued from stock, to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

	Forms.	Envelopes	Books and Pam- phlets.	Tags, Cards and Labels.	Writing Paper (Sheets)	Miscel- laneous.	Value.
							§ cts.
Inside Service, from stock.....	1,029,295	342,425	4,824	72,752	85,120	30,212	5,866 24
" special printing....	857,085	254,515	1,520	6,808	11,480	6,637	3,594 04
Total	1,886,380	596,940	6,344	79,560	96,600	36,849	9,460 28
Outside Service, from stock. . .	7,314,324	2,139,975	94,898	10,880,905	212,000	41,128	26,206 35
" special printing..	1,154,203	5,000	238	6,666,890	7,247	2,210	3,109 15
Total.....	8,468,527	2,144,975	95,136	17,547,795	219,247	43,338	29,315 50
Total issue from stock to Inside and Outside Service.....	8,343,619	2,482,400	99,722	10,953,657	297,120	71,340	32,072 59
Total special printing for Inside and Outside Service	2,011,288	259,515	1,758	6,673,698	18,727	8,847	6,703 19
Grand total.....	10,354,907	2,741,915	101,480	17,627,355	315,847	80,187	38,775 78

7-8 EDWARD VII., A. 1908

APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1906, the balance carried forward, March 31, 1907, and the Quality and Cost of Articles of Stationery obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

[illegible]

SESSIONAL PAPER No. 24

APPENDIX K—Continued.
STATIONERY —Concluded.

	Writing Paper (sheets).	Envelopes.	Paper Fasteners (boxes).	Pens (Boxes, $\frac{1}{2}$ boxes, Fountains, &c.)	Penholders.	Pins (Paper, Pyramids, &c.)	Rulers.	Scissors.	Scratch Pads.	Sealing Wax (lbs.)	Sponges and Sponge Cups.	Stamp Ribbons.	Tape (hanks).	Typewriting Machines.	Typewriting Supplies.	Carbon Paper (sheets).	Twine (lbs.)	Twine Spindles.	Wax Bougies.	Miscellaneous.	Value.
																					cts.
Balance in stock, June 30, 1906.	398,220	33,450	703	1,807	4,978	1,231	76	214	3,552	49	1,017	41	2,093	14	806	4,546	38,628	192	591	4,321	125 10
Stationery received during year.	398,220	33,450	703	1,807	4,978	1,231	76	214	3,552	49	1,017	41	2,093	14	806	4,546	38,628	192	591	4,321	26,328 04
Total	398,220	33,450	703	1,807	4,978	1,231	76	214	3,552	49	1,017	41	2,093	14	806	4,546	38,628	192	653	4,321	26,453 14
Issued to Inside Service.	214,936	30,700	350	521	963	343	28	43	1,056	267	242	1	1,517	4	533	9,400	956	6	24	2,273	5,589 24
" Outside Service.	183,284	2,750	353	1,286	3,015	888	48	171	2,496	3,964	775	40	576	10	273	41,690	37,624	186	476	2,048	20,729 50
Total Issue.	398,220	33,450	703	1,807	3,978	1,231	76	214	3,552	4,231	1,017	41	2,093	14	806	51,096	38,580	192	500	4,321	26,318 74
Balance in stock, March 31, 1907				49						48						30,300	48		153		134 40

7-8 EDWARD VII., A. 1908

APPENDIX K - Continued.

STATEMENT showing the balance in stock, June 30, 1906, the balance carried forward, March 31, 1907, and the Quantity and the Cost of Mail Bags, Mail Locks, &c., obtained and issued to the Postal Service generally, through the Postal Service Branch, from July 1, 1906, to March 31, 1907.

	COTTON DUCK BAGS, New.				LINEN BAGS, New.						Material for making up Newspaper Sacks (Yards).	Cotton Cord for Newspaper Sacks (lbs.)	Making up Newspaper Sacks.	Miscellaneous Mail Bags.	SATCHELS AND POUCHES.			MAIL BAGS, REPAIRED, &c.
	Bar-Clamp Lock Fastening.	Bolt and Wax Seal Cup Fastening.	Waterproof Staple and Strap Fastening.	Red Striped Bar Clamp Lock Fastening.	Red Striped Bolt and Wax Seal Cap Fastening.	Drab Bolt and Wax Seal Cup Fastening.	Cotton Duck and Linen Newspaper Sacks.	Drab and Yellow, without Fastening.	Seamless Cotton Bags, without Fastening.									
Balance in stock, June 30, 1906	16 594	13 174	174	38	69	23	1,575	397	484	2,056	142½	18,473	428	100	86	1,362	765	
Received—Purchased or repaired.	5,811	.....	.....	.....	398	.....	4,468	1,418	300	33,762½	1,418	18,473	428	300	1,246	29,125	765
Returned from service and added to stock for re-issue. . . . .	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	50	.....	2,403	.....
Total	16 6,405	13 174	174	38	467	23	6,043	1,815	785	35,818½	1,560½	18,473	428	450	1,246	32,890	765	
Issued to Inside Service . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Outside Service	2 5,725	12 11	11	7	467	.....	5,733	1,562	416	32,729	1,326½	18,473	428	366	1,246	1 30,560	765
Total issue.	2 5,725	12 11	11	7	467	.....	5,733	1,562	416	32,729	1,326½	18,473	428	366	1,246	1 30,560	765
Balance in stock, March 31, 1907	14 680	1 163	163	31	23	310	253	369	3,689½	234	7	84	2,330	

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APPENDIX K—Continued.
Quantity and Cost of Mail Bags, Mail Locks, &c.—Concluded.

	Letter Carrier Straps	Patent Slip Label Cases.	Steel ferrules for Cords.	MAIL LOCKS.			KEYS FOR MAIL LOCKS.			Parcel Post Hampers, new and repaired.	Mail Catching Posts, new and repaired.	Presses with stationery dies and extra dies for lead seals.	Lead Seals.	Old Fastenings.	Brass Grommets for Mail Bags.	Miscellaneous.	Value.
				Obsolete.	International Registered, New and Repaired.	New.	Repaired.	Obsolete.	International Registered.	Patent Steel Clamp.							\$ cts.
Balance in stock, June 30, 1906....	221	.....	1,370	20,610	40	9	179	4,460	21	249	6	.....	6,300	2,438	14,308	.....	7,560 09
Received—Purchased or repaired..	1,214	24,500	67,000	.....	94	5,466	4,986	.....	.....	3,000	108	21	200,000	7,915	262,512	1,862	52,947 08
Returned from service and added to stock for re-issue.....	66	12,508	160	1	.....	.....	6,814	2	.....	58	.....	..	.....	2,732	.....	.....	9,414 95
Total	1,501	37,008	68,530	20,611	134	5,475	11,979	4,462	21	3,307	114	21	206,300	13,085	276,820	1,862	69,922 12
Issued to Inside Service.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Outside Service	1,266	34,404	64,872	73	96	4,970	11,891	45	2	3,083	102	21	144,800	8,778	276,646	1,862	63,413 44
Total issue.	1,266	34,404	64,872	73	96	4,970	11,891	45	2	3,083	102	21	144,800	8,778	276,646	1,862	63,413 44
Balance in stock, March 31, 1907...	235	2,604	3,658	20,538	38	505	88	4,417	19	224	12	.....	61,500	4,307	174	.....	6,508 68

APPENDIX K—Continued.

STATEMENT showing the balance in stock June 30, 1906, the balance carried forward March 31, 1907, and the Quantity and Cost of *Stamping, Material, Scales and Weights, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

	DATED STAMPS.		Brass Crown Seals, New and Repaired.	Numbering Machines, New and Repaired.	Fac-simile Stamps, Brass and Rubber.	Rubber Stamps, New and Repaired.	Brass Rating and Hand Stamps.	REVOLVING CANCELLERS.		Wooden Boxes and Mul- ters for Stamping and Sets.	Stamping Pads, New and Repaired.	Fountain Pads.	POSTMARKING AND CAN- CELLING INK.				Bottles of Ink for Rubber Stamps, &c.		
	New	Repaired.						New and Repaired.	Wooden Wells and Rollers.				Quarts.	Pints.	Half Pints	Gills			
Balance in stock, June 30, 1906.							1,119		51	500	268		31	3			130		201
Received—Purchased or repaired	726	137	380	17	4	613	2,367	140	112	1,300	2,491	331	400		2,000	4,334	4		
Returned from service and added re-issue.							223		1	8	10								
Total	726	137	380	17	4	613	3,709	140	164	1,808	2,769	331	431	3	2,000	4,334			201
Issued to Inside Service.																			
" Outside Service.	726	137	380	17	4	613	2,248	140	53	1,324	2,720	331	406		1,921	4,334			201
Total issue.	726	137	380	17	4	613	2,248	140	53	1,324	2,720	331	406		1,921	4,334			201
Balance in stock, March 31, 1907.							1,461		111	484	49		25	3	79				

SESSIONAL PAPER No. 24

APPENDIX K—Continued.
Stamping Material, Scales and Weights, &c.—Concluded.

	Type.		Scales.								Extra Weights.	Rubber Stamping Cushions, Large and Small.	Rental of Mail Marking Machines.	Supplies for Mail Marking Machines.	Brushes for Cleaning Dating Stamps.	Wooden Boxes for Ink.	Miscellaneous.	Value.
			Letter (16 oz.)		Parcel (12 lb.)		Platform, &c.											
	Figures.	Months.	Rubber Font of, &c.	New.	Repaired, &c.	New.	Repaired, &c.	New.	Repaired, &c.	%									cts.
Balance in stock, June 30, 1896.	2,330	1,748	.....	58	.....	13	1	6	1	585	159	.....	.....	11	213	7	1,334 31
Received—Purchased or repaired.	16,754	1,855	91 350	72	100	22	7	.....	.....	125	523	41	145	12	2,473	13	18,356 88
Returned from service and added to stock for re-issue.	.....	.....	.....	1	.....	2	.....	.....	.....	626	25	.....	.....	.....	2,366	.....	369 10
Total	19,084	3,603	91 409	72	115	23	13	1	.....	1,336	707	41	145	23	5,052	20	20,060 29
Issued to Inside Service.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Outside Service.	16,202	2,034	91 345	72	74	23	6	1	.....	562	617	41	145	5	4,316	13	18,424 06
Total	16,202	2,034	91 345	72	74	23	6	1	.....	562	617	41	145	5	4,316	13	18,424 06
Balance in stock, March 31, 1907.	2,882	1,569	.....	64	.....	41	.....	7	.....	774	90	.....	.....	18	736	7	1,636 23

7-8 EDWARD VII., A. 1908

APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1906, the balance carried forward, March 31, 1907, and the Quantity and Cost of *Street Letter Boxes* and *Miscellaneous Articles* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1906 to March 31, 1907.

STREET LETTER BOXES.																								Value.	
	New.												D. K. MILLER SAFETY LOCKS.	Mail Clerks' Tin Boxes, New and Repaired.	Tin Portable Letter Boxes, New and Repaired.	Wooden Stores Boxes, New and Repaired.	Bought Holders.	Tin Labels, Signs, &c.	Mail Trucks, New and Repaired.	Tin Plates for Money Order Books of Issue.	Key Chains.	Special Letter Boxes.	Miscellaneous Items.		
	Wrought Iron.						New and Repaired.																		
	Old Pattern.	Plat Top, for Hotels, No. 1.	Sloping Top, for Cities, Large No. 2.	Sloping Top, for Cities, Small No. 3.	Sloping Top, for Towns, No. 4.	Street Letter Box, L. No. 5.	Newspaper and Parcel Boxes.	Miscellaneous Charges for.	Repaired and Converted.	Removing and Fitting up.	Repainting.	Keys for.													Inside attached Locks, New and Repaired.	New and Repaired.	Keys for.
Balance in stock June 30, 1906.	1	4			19	206	33	94	2			18	28	123	544	6	6	16				165	5	49	1,814 95
Received—Purchased or repaired.		1	62	6	108	316	82	945	341	542 11	185	24	134	200	42	77	39	25	18	2	250			375	8,557 46
Returned from service and added to stock for reissue.				1	1	13	21					14	13	21	4									57	738 18
Total	1	5	62	7	128	535	136	1,039	343	542 11	203	66	270	765	52	83	39	41	18	2	250	165	5	481	11,110 59
Issued to Inside Service																									
" Outside service.	2	27		4	103	385	105	928	343	542 11	196	35	181	157	46	79	39	28	18	2	250	98		412	7,555 35
Total issue.	2	27		4	103	385	105	928	343	542 11	196	35	181	157	46	79	39	28	18	2	250	98		412	7,555 35
Balance in stock, March 31, 1907.	1	3	35	3	25	150	31	111			7	31	89	608	6	4		13				67	5	69	3,555 24

SESSIONAL PAPER No. 24

APPENDIX K—Concluded.

STATEMENT showing the balance in stock, June 30, 1906, the balance carried forward, March 31, 1907, and the Quantity and Cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1906, to March 31, 1907.

	Cloth for Letter Carriers Uniforms.	Overcoats and Pea-jackets.			Trousers.			Trousers.			Monograms, Large and Small.	Brass Buttons and Nippers.	Oilskin Capes.	Helmets.	Caps.		Waterproof Coats.	Fur Collarettes.	Chamois Vests.	Waistbelts.	Leggings.	Leather Boots.	Rubber Boots.	Moccasins.	Button Sticks and Brushes.	Lamps.	Miscellaneous.	Value.
		Cloth.	Serge.	Cloth.	Cloth.	Serge.	Cloth.	Cloth.	Serge.	Cloth.					Cloth.	Fur.												
Balance in stock, June 30, 1906	227	29	30	31	24	24	368	84	186	81	5	204	6	5	20	41	1	10	163	22	...	...	...	...	...	...	...	3,476 85
Purchased	4,500	314	382	23	615	26	3,456	15,264	226	...	548	375	366	14	11	100	100	733	36	...	...	...	...	...	...	...	...	17,264 94
Returned from service and added to stock for re-issue	94	5	4	1	13	2	1	200	11	14	13	15	12	4	5	7	7	19	...	...	...	...	...	...	...	...	...	545 50
Total	4,831	378	416	55	682	52	3,825	19,171	321	200	642	365	582	24	24	162	127	743	37	10	367	22	4	...	...	...	...	21,287 29
Issued	3,877	346	384	23	617	26	2,304	12,106	117	104	404	381	180	20	19	60	79	747	36	...	...	...	...	...	...	...	...	14,374 64
Balance in stock, March 31, 1907	954	32	32	32	35	26	1,521	7,065	204	96	238	14	402	4	5	102	48	46	1	10	163	12	...	...	...	...	...	6,912 65

STONEY SMITH,

Controller of Postal Stores.

R. M. COULTER,

Deputy Postmaster General.

APPENDIX L

RAILWAY MAIL SERVICE

7-8 EDWARD VII., A. 1908

APPENDIX L.

RAILWAY MAIL SERVICE.

STATEMENT showing the total salaries of Superintendents, Railway Mail Clerks, Transfer Agents, &c., also the mileage paid Railway Mail Clerks for fiscal years 1894-95, 1895-96, 1896-97, 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02, 1902-03, 1903-04, 1904-05, 1905-06 and 1906-07.

Year.	Salaries.	Increase.	Decrease.
	§ cts.	§ cts.	§ cts.
1894-95	292,317 58		
1895-96	301,118 51	8,800 93	
1896-97	297,313 21		3,805 30
1897-98	276,075 49		21,237 72
1898-99	276,108 02	32 53	
1899-00	283,551 46	7,443 44	
1900-01	294,219 59	10,668 13	
1901-02	298,148 31	3,928 72	
1902-03	301,973 83	3,825 52	
1903-04	321,250 19	19,276 36	
1904-05	362,801 32	41,551 13	
1905-06	389,338 97	26,537 65	
1906-07	*313,119 50		76,219 47

Year.	Mileage.	Increase.	Decrease.
	§ cts.	§ cts.	§ cts.
1894-95	104,639 58		
1895-96	109,779 61	5,140 03	
1896-97	111,107 61	1,328 00	
1897-98	107,156 46		3,951 17
1898-99	108,050 85	894 39	
1899-00	114,910 59	6,859 74	
1900-01	120,660 60	5,750 01	
1901-02	120,994 46	333 86	
1902-03	122,213 93	1,219 47	
1903-04	129,185 33	6,971 40	
1904-05	136,865 41	7,680 08	
1905-06	147,348 71	19,483 30	
1906-07	*119,266 29		28,082 42

* Expenditure for 9 months only

SESSIONAL PAPER No. 24

APPENDIX L—*Cont nued.*

COMPARATIVE STATEMENT showing number of Railway Mail Clerks, Transfer Agents and Train Porters in the employ of this Branch, on June 30, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906 and March 31, 1907.

—	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
Superintendents .	9	9	9	9	9	9	9	9	9	9	8	8
Railway mail clerks...	355	333	328	331	337	372	380	383	409	425	449	504
Temporary.....	34	31	25	21	39	5	4	4	2	2	2	2
Mail transfer agents. .	10	7	7	7	7	12	10	7	6	8	14	15
Temporary.....	6	5	5	5	5							
Train porters.....								3	4	6	6	5
Total.....	414	385	374	373	397	398	403	406	430	450	479	534

In addition to the above there is a staff consisting of two first class clerks, nine senior second class clerks, six junior second class clerks, three senior third class clerks, two junior third class clerks, eight fourth class clerks, making a total of thirty, belonging to the outside service of the department, assisting the superintendents in their offices.

CASE EXAMINATIONS.

The following statements show the number and extent of such examinations held during the fiscal years 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02, 1902-03, 1903-04, 1904-05, 1905-06 and 1906-07.

Year.	Cards handled.	Correctly handled.	Percentage correctly distributed.	Examinations held.	Average cards handled per each examination.
November, 1898.	353,563	289,156	81.78	298	1,186
" 1899.....	357,426	316,804	88.63	305	1,172
" 1900.....	403,063	359,700	89.24	338	1,192
" 1901.....	453,962	419,492	92.40	330	1,375
" 1902.....	438,252	405,256	92.47	346	1,266
" 1903.	456,709	430,975	94.37	349	1,308
" 1904.....	496,153	465,252	93.77	372	1,333
" 1905.....	513,137	487,717	95.04	375	1,368
" 1906.....	557,088	528,292	94.83	396	1,406

APPENDIX L—*Continued.*

Number of Superintendents, Railway Mail Clerks and Transfer Agents, &c., in the employ of the Post Office Department on

July 1, 1880.....	190
" 1885.....	290
" 1890.....	372
" 1895.....	421
" 1896.....	414
" 1897.....	385
" 1898.....	374
" 1899.....	373
" 1900.....	397
" 1901.....	398
" 1902.....	403
" 1903.....	406
" 1904.....	430
" 1905.....	450
" 1906.....	479
April 1, 1907.....	534

RAILWAY MAIL SERVICE.

During the fiscal years 1906-07, 544·5 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mail were carried on March 31, 1907, of 20,818·5.

The following statement shows the details of such additional service :—

Railway.	Terminal Points.	Distance in Miles.	Service.
Canadian Northern Ry....	Melfort and Prince Albert, Sask....	62·4	B.C. tri-weekly.
" "	Greenway and Wakopa, Man.....	47·1	B.C. " daily " ex. Sun-
Canadian Northern Ontario Ry.	Toronto and Parry Sound, Ont.....	149	day.
Canadian Pacific Ry.....	Camrose and Hardisty, Alta.....	69·5	B.C. daily ex. Sun-
" "	Alix and Stettler, Alta.....	22·9	day.
" "	Winnipeg Beach and Gimli, Man....	9·4	B.C. daily ex. Sun-
" "	" "	"	day.
Halifax & South Western Ry..	Liverpool and Barrington Passage, N.S.	86	B.C. tri-weekly.
Intercolonial Railway..	Chatham and Loggieville, N.B.....	5	B.C. semi-daily ex.
Prince Edward Island Ry.....	Murray Harbour and Charlottetown,		Sunday.
" "	P.E.I.....	47·8	R. P. O. daily ex.
" "	Montague Jetn. and Montague Bridge,		Sunday.
" "	P.E.I.....	6·4	B.C. daily ex. Sun-
" "	" "	"	day.
Quebec Central Railway..	Beauceville and St. George, Que.	18	R. P. O. daily ex.
" "	" "	"	Sunday.
Temiskaming & Northern On-	Beauceville and St. George, Que.....	18	B.C. daily ex. Sun-
tario Railway.....	Heaslip and Englehart, Ont.....	3·00	day.
		544·5	B.C. daily ex. Sun-
			day.

APPENDIX L—*Continued.*RAILWAY MAIL SERVICE—*Continued.*

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service:—

Railway.	Terminal Points.	Distance in Miles.	Particulars.
Canadian Northern Ry..	North Battleford—Edmonton..	254·3	B.C. superseded by R.P.O.
"	" .. Winnipeg—Oak Point.....	65·8	B.C. increased from semi to tri-weekly
"	" .. Port Arthur—Stanley Jctn....	19·1	Additional semi-weekly service by B.C.
"	" .. Winnipeg—Edmonton	827	R.P.O. increased from six to seven days per week.
Canadian Pacific Ry....	Winnipeg—Emerson	63·9	B.C. superseded by R.P.O.
"	" .. Winnipeg—Greta	69·3	R.P.O. superseded by B.C.
"	" .. Calgary—Strathcona.....	191·8	B.C. Sundays superseded by R.P.O.
"	" .. Lacombe—Stettler.....	49·6	B.C. increased from tri-weekly to daily except Sunday.
"	" .. Wetaskiwin—Hardisty.....	95	B.C. increased from tri-weekly to daily except Sunday.
"	" .. Elkhorn—Strassburg....	207	B.C. superseded by R.P.O.
"	" .. Winnipeg—Gimli.	58·1	B.C. increased from tri-weekly to daily except Sunday.
"	" .. Brandon—Regina.....	239·3	B.C. superseded by R.P.O.
"	" .. Macleod—Calgary.	106·4	Additional weekly service by B.C.
"	" .. Macleod—Lethbridge.....	36	B.C. service daily except Sunday, one way.
"	" .. Deloraine—Lyleton.....	36·5	B.C. superseded by R.P.O.
"	" .. Montreal—Sault Ste. Marie....	613·40	R.P.O. increased from six to seven days per week.
"	" .. Vanceboro—St. John, N.B....	90·1	B.C. superseded by R.P.O.
"	" .. St. Jerome—St. Agathe.....	30·33	Additional tri-weekly service by B.C.
"	" .. Lindsay—Bobcaygeon.....	16·1	Additional service by B.C. daily except Sunday.
Grand Trunk Ry.	Bridgeburg—Brantford.	76·43	B.C. superseded by R.P.O.
"	" .. Port Hope—Blackwater Jctn..	72·64	"
"	" .. Sutton West—Stouffville . . .	25·22	Additional service " by B.C. daily except Sunday.
Halifax & South Western Railway	Halifax—Barrington Passage..	198·2	Additional tri-weekly service by B.C.
Hampton & St. Martin's Railway.....	Hampton—St. Martins, N.B. .	30	Additional service by B.C. daily except Sunday.
Intercolonial Ry.....	North Sydney—Sydney Mines.	2·7	Additional service by B.C. daily except Sunday.
Quebec & Lake St. John Railway.....	Quebec, Roberval—Chicoutimi.	454	Additional weekly service by B.C. each way.
Quebec, Montreal and Southern Ry.	St. Hyacinthe—Iberville Jctn..	29·3	Additional service by B.C. daily except Sunday.
Temiskaming & Northern Ontario Ry.	New Liskeard—Englehart.....	26	B.C. increased from tri-weekly to daily, except Sunday.

APPENDIX L—Continued.

COMPARATIVE STATEMENT of Railway Mail Service from June 30, 1895, to Mar. 31, 1907.

DATE.	Miles of railway in operation on which mails are carried.	Daily service by postal cars. Distance travelled in miles.	Daily service by baggage cars. Distance travelled in miles.	TOTAL DISTANCE.	
				Daily.	Yearly.
In June, 1896.....	14,669	28,654	19,153	47,807	14,915,784
" 1895.....	14,463	30,435	20,119	50,554	14,836,735
	206	1,781	966	2,747	79,049
In June, 1897.....	14,779	29,000	19,302	48,302	15,118,526
" 1896.....	14,669	28,654	19,153	47,807	14,915,784
	110	346	149	495	202,742
In June, 1898.....	15,324	29,540	20,835	50,395	15,773,635
" 1897.....	14,779	29,000	19,302	48,302	15,118,526
	545	540	1,553	2,093	655,109
In June, 1899.....	15,848	31,000	21,898	52,898	16,132,255
" 1898.....	15,324	29,540	20,855	50,395	15,773,635
	524	1,460	1,043	2,503	358,620
In June, 1900.....	16,354	33,514	24,754	58,268	16,743,466
" 1899.....	15,848	31,000	21,898	52,898	16,132,255
	506	2,514	2,856	5,370	611,211
In June, 1901.....	16,962	34,695	26,014	60,709	17,625,847
" 1900.....	16,354	33,514	24,754	58,268	16,743,466
	608	1,181	1,260	2,441	882,381
In June, 1902.....	17,268	35,000	26,712	61,712	18,249,389
" 1901.....	16,962	34,695	26,014	60,709	17,625,847
	306	305	698	1,003	623,542
In June, 1903.....	17,441	35,262	27,340	62,602	18,666,598
" 1902.....	17,268	35,000	26,712	61,712	18,249,389
	173	262	628	890	417,209
In June, 1904.....	18,361	36,249	28,200	64,449	19,756,019
" 1903.....	17,441	35,262	27,340	62,602	18,666,598
	920	987	860	1,847	1,089,421
In June, 1905.....	19,179	40,626	29,096	69,722	20,903,947
" 1904.....	18,361	36,249	28,200	64,449	19,756,019
	818	4,377	896	5,273	1,147,928
In June, 1906.....	20,274	45,857	29,790	75,647	23,672,855
" 1905.....	19,179	40,626	29,096	69,722	20,903,947
	1,095	5,231	694	5,925	2,768,908
In March, 1907.....	20,818	46,263	29,166	75,429	17,650,610
In June, 1906.....	20,274	45,857	29,790	75,647	23,672,855
	544	406	624	218	6,022,245

APPENDIX L--*Continued.*

DETAIL of service performed by postal and baggage car during the fiscal year 1906-7.

POSTAL CAR.

Frequency.	Miles.
Daily, including Sundays.....	13,103·47
Daily, excluding Sundays.....	30,275·26
Tri-weekly.....	982·30
Weekly.....	923·17
	45,284·30

Or when reduced to a daily (except Sunday) basis, 46,263·78.

BAGGAGE CAR.

Frequency.	Miles.
Daily, including Sundays.....	3,477·29
Daily, excluding Sundays.....	20,713·55
Five times a week.....	7·87
Tri-weekly.....	7,556·93
Semi-weekly.....	476·04
Weekly.....	2,625·27
	34,856·95

Or when reduced to a daily (except Sunday) basis, 29,166·17.

APPENDIX L—*Concluded.*

In addition to the mileage by railway the following mail service by water was performed during the fiscal year 1906-7 :—

District.	Mileage.
British Columbia	767,527
Manitoba.....	20,160
Ontario	253,840
Quebec ..	146,925
New Brunswick.....	110,640
Nova Scotia.....	180,065
Prince Edward Island.....	33,345
Total.....	1,512,502

Service performed 1905-6	1,774,688
" " 1906-7.....	1,512,502
	<u>262,166</u>

B. M. ARMSTRONG,

Controller, R.M.S.

R. M. COULTER,

Deputy Postmaster General.

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE FISCAL PERIOD FROM

JULY 1, 1906, to MARCH 31, 1907

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1907

*To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey,
G.C.M.G., &c., &c., Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the fiscal period ending March 31, 1907.

Respectfully submitted,

FRANK OLIVER,

Minister of the Interior.

OTTAWA, August 10, 1907.

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REPORT
OF THE
DEPUTY MINISTER OF THE INTERIOR
1906-7

DEPARTMENT OF THE INTERIOR,

OTTAWA, July 15, 1907.

The Honourable FRANK OLIVER,

Minister of the Interior.

SIR,—I have the honour to submit the annual report of the Department of the Interior for the nine months of the fiscal year ending March 31, 1907. The provision which was made some time ago changing the date of the commencement of the fiscal year from July 1 to April 1, has made it necessary that a corresponding change should be made in the various statements of immigrant arrivals and of lands disposed of, so that the results of the work shown in the report have reference to nine months only, or three-quarters of the year, as compared with the previous fiscal period 1905-6.

As will be observed from the returns submitted, the general results obtained, both from a financial standpoint and as regards the opening up and settlement of the vacant lands of the western provinces, have been highly satisfactory. Briefly, these results may be summarized as follows: Total revenue, \$2,278,548.21, or a net increase of \$753,333.28 as compared with the corresponding previous nine months; immigrant arrivals, 124,667, and free homestead entries, 21,647. It may be added that the immigrant arrivals during the twelve months ending June 30, last, reached the quarter million mark, as compared with 189,064 during the previous year ending June 30, 1906.

In order to expedite the issue of the general report, it has been found necessary again this year to publish the reports of the Surveyor General, except the introductory portion, and of the Chief Astronomer as supplementaries, and they will, therefore, appear in monograph form. While this arrangement permits of the general report being issued at an earlier date than could otherwise be done, it offers another advantage, inasmuch as the demand for the two reports referred to, which are chiefly of a technical nature, is made by persons who are not, as a rule, particularly interested in the other matters dealt with in the general report, and the issue, therefore, of these reports in monograph form would appear to be advisable, both as a matter of convenience and economy.

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NEW APPOINTMENTS.

Mr. Elihu Stewart, who was appointed Superintendent of Forestry on August 15, 1899, resigned that position on March 1, 1907, in order to engage in outside private business. Mr. Stewart had been connected with the Forestry Branch since its inception, and much of the success which has been achieved by the department in the matter of tree planting and forest protection has been due to the zeal and ability which he displayed during his tenure of office. It was largely due to his efforts also that the Dominion Forestry Association, the annual meetings of which in different parts of Canada have been conducive to such satisfactory results, was organized and established on a permanent basis a few years ago.

Mr. R. H. Campbell, who for some time previously had held the position of chief clerk in charge of the Timber Branch, was appointed to succeed Mr. Stewart as Superintendent of Forestry on March 1, 1907. Mr. Campbell is well qualified to perform the duties of this important position, as the special study that he has made of the forest resources of the western provinces, coupled with the experience which he has acquired in timber matters in his capacity as secretary of the Dominion Forestry Association, has enabled him to gain a thorough knowledge of the work.

Mr. B. L. York, who has been a permanent officer of the department since the year 1885, was appointed to the position of chief clerk in charge of the Timber Branch on March 1, 1907.

Mr. J. M. Roberts was promoted to a chief clerkship and placed in charge of the Registration Branch on April 1, 1907, in the place of Mr. K. J. Henry, who, on account of ill-health was compelled to ask for leave of absence, and who has since been assigned to less onerous duties in another branch of the department.

DEATHS.

I regret to have to report two deaths in the inside service during the past year, namely, that of Mr. William F. Boardman, which occurred on January 5, 1907, and that of Mr. H. C. Coones on April 27, last.

STATEMENT showing Gross Cash Revenue received from all sources during the Fiscal Period ended March 31, 1907, compared with the receipts of the corresponding period of the previous fiscal year.

Revenue.	July 1, 1906, to March 31, 1907. Nine months.	July 1, 1905, to March 31, 1906. Nine months.	Increase.	Decrease.	Net increase.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dominion lands.	1,478,749 51	1,054,371 71	424,377 80	.....	.....
School lands.	724,353 73	327,914 18	396,439 55	.....	.....
Ordnance lands.	6,663 90	8,340 48	.....	1,676 58	.....
Registration fees.	46,124 20	119,027 46	.....	72,903 26	.....
Fines and forfeitures, N.W.T.	21 00	3,304 77	.....	3,283 77	.....
Fines under Immigration Act.	2,875 00	.....	2,875 00	.....	.....
Casual revenue.	8,910 81	3,845 33	5,065 48	.....	.....
Seed grain ..	10,850 06	8,411 00	2,439 06
	2,278,548 21	1,525,214 93	831,196 89	77,863 61	753,333 28

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DOMINION Lands Revenue (cash and scrip) for the Fiscal Period ended March 31, 1907.

Agencies, &c.	Cash.	Scrip.	Total.
	\$ cts.	\$ cts.	\$ cts.
<i>Yukon Territory.</i>			
Sales of land.....	6,773 39		
Rental of land.....	1,943 92		
Map sales, office fees, &c.....	42 50		
Survey fees.....	100 00		
Timber dues.....	15,732 58		
Hay permits.....	105 00		
Mining fees.....	102,334 25		
Export tax on gold.....	82,622 42		
Free certificate for export on gold.....	215 50		
Free miner's certificates.....	13,309 75		
Hydraulic leases.....	3,345 88		
Dredging leases.....	1,960 00		
Coal lands.....	517 34		
Rent of water-power.....	500 00		
Suspense accounts.....	588 00		
	230,090 53		230,090 53
<i>Dominion Lands Agencies.</i>			
Alameda.....	22,959 13		22,959 13
Battleford.....	46,563 47	1,120 00	47,683 47
Brandon.....	6,732 92		6,732 92
Calgary.....	68,341 38	1,200 00	69,541 38
Dauphin.....	9,138 50		9,138 50
Edmonton.....	79,689 57	149 62	79,839 19
Humboldt (5 months).....	9,110 74	134 25	9,244 99
Kamloops.....	7,827 62		7,827 62
Lethbridge.....	294,565 66	2,939 46	297,505 12
Minnedosa (3 months closed).....	1,032 61		1,032 61
Moose-jaw (1 month).....	610 25		610 25
New Westminster.....	6,587 84		6,587 84
Prince Albert.....	14,647 52	1,080 29	15,727 81
Red Deer.....	29,649 63	1,106 67	30,755 30
Regina.....	98,793 96	2,179 60	100,973 56
Winnipeg.....	20,098 63	1,440 00	21,538 63
Yorkton.....	27,404 08		27,404 08
	743,753 51	11,349 89	755,103 40
Carried forward.....	973,844 04	11,349 89	985,193 93

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DOMINION LANDS REVENUE.

DOMINION Lands Revenue (cash and scrip) for the Fiscal Period ended March 31,
1907—*Continued.*

Agencies, &c.	Cash.	Scrip.	Total.
	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	973,844 04	11,349 89	985,193 93
<i>Crown Timber Agencies.</i>			
Alameda.....	3 00		
Battleford.....	56 75		
Brandon.....	92 15		
Calgary.....	15,094 91		
Dauphin.....	5,699 95		
Edmonton.....	39,046 08		
Humboldt (5 months).....	32 75		
Lethbridge.....	811 18		
Minnedosa (3 months closed)	1,503 51		
Moosejaw (1 month).....	25		
New Westminster.....	185,168 80		
Prince Albert.....	24,677 73		
Red Deer.....	393 06		
Regina.....	267 51		
Winnipeg.....	89,515 61		
Yorkton.....	1,380 50		
	363,743 74		363,743 74
Rocky Mountains Park.....	15,883 51	3 91	15,887 42
Irrigation fees.....	404 51		404 51
Survey fees.....	50,862 03		50,862 03
Patent fees and interchange.....	205 00		205 00
Map sales, office fees, &c.....	4,696 47		4,696 47
Examination fees, D.L.S.....	420 00		420 00
Refunds of refunds.....	1,230 76		1 230 76
Mining fees.....	1,367 50		1,367 50
Hay lands.....	1,104 95		1,104 95
Grazing lands.....	43,711 91	400 00	44,111 91
Coal lands.....	2,804 62		2,804 62
Stone quarries.....	1,526 38		1,526 38
Dredging leases.....	2,139 00		2,139 00
Townsite sales.....	9,085 32		9,085 32
Suspense account.....	3,696 97		3,696 97
Miscellaneous.....	2,022 80		2,022 80
	141,161 73	403 91	141,565 64
Refunds	1,478,749 51	11,753 80	1,490,503 31
	35,117 48		35,117 48
Total	1,443,632 03	11,753 80	1,455,383 83

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DOMINION LANDS REVENUE.

STATEMENT of Dominion Lands Revenue for the Fiscal Year 1905-1906, compared with the receipts for the previous fiscal year.

Agencies, &c.	Cash and Scrip 1905-1906.	Cash and Scrip 1904-1905.	Decrease.	Increase.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Yukon Territory.</i>				
Sales of land.....	6,949 29	7,637 04	687 75	
Rentals of land.....	14,549 92	18,496 93	3,947 01	
Survey fees.....	100 00	100 00		
Map sales, office fees, &c.....	111 50	161 00	49 50	
Timber dues.....	20,637 69	25,503 97	4,866 28	
Coal lands.....	556 30	69 93		480 37
Hay lands.....	194 50	283 00	88 50	
Grazing lands.....	10 00	9 92		08
Mining fees.....	86,842 75	92,854 00	6,011 25	
Export tax on gold.....	163,963 25	206,755 87	42,792 62	
Hydraulic leases.....	9,391 89	6,957 05		2,434 84
Dredging leases.....	881 70	385 78		495 92
Free miner's certificates.....	28,118 02	46,022 53	17,904 51	
Free certificates for export of gold.....	381 50	452 00	70 50	
Royalty on water sold.....		65 65	65 65	
Suspense account.....	2,295 75	953 50		1,342 25
	334,978 06	406,708 17	76,483 57	4,753 46
<i>Dominion Lands Agencies.</i>				
Alameda.....	48,565 37	30,225 25		18,340 12
Battleford.....	81,154 52	38,397 56		42,756 96
Brandon.....	15,505 70	11,946 33		3,559 37
Calgary.....	105,710 00	43,585 27		62,124 73
Dauphin.....	8,809 35	7,086 07		1,723 28
Edmonton.....	77,585 97	36,133 56		41,452 41
Kamloops.....	24,423 57	13,095 36		11,328 21
Lethbridge.....	184,345 08	63,305 95		121,039 13
Minnedosa.....	5,456 19	5,586 59	130 40	
New Westminster.....	4,994 60	4,431 85		562 75
Prince Albert.....	25,815 07	25,128 30		686 87
Red Deer.....	43,811 74	24,953 77		18,857 97
Regina.....	164,027 79	107,939 13		56,088 66
Winnipeg.....	47,262 22	26,925 00		20,337 22
Yorkton.....	56,513 55	55,326 56		1,186 99
	893,980 82	494,066 55	130 40	400,044 67
Carried forward.....	1,228,958 88	900,774 72	76,613 97	404,798 13

NOTE.—Decrease in Yukon Revenue, \$71,730. 11.

Increase in Land Agencies, \$399,914. 27.

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DOMINION LANDS REVENUE.

STATEMENT of Dominion Lands Revenue for the Fiscal Year 1905-1906, compared with the receipts for the previous fiscal year.

Agencies, &c.	Cash and Scrip 1905-1906.	Cash and Scrip 1904-1905.	Decrease.	Increase.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	1,228,958 88	900,774 72	76,613 97	404,798 13
<i>Crown Timber Agencies.</i>				
Alameda.....	86 00	143 00	57 00	
Battleford.....	134 75	561 80	427 05	
Brandon.....	115 85	764 75	648 90	
Calgary.....	16,940 18	16,443 09		497 09
Dauphin.....	11,126 38	9,398 26		1,728 12
Edmonton.....	18,759 74	37,255 14	18,495 40	
Lethbridge.....	1,057 30	623 62		433 68
Minnedosa.....	1,083 08	890 60		192 48
New Westminster.....	82,482 97	70,979 27		11,503 70
Prince Albert.....	28,327 61	38,057 77	9,730 16	
Red Deer.....	337 66	1,017 68	680 02	
Regina.....	500 25	292 55		207 70
Winnipeg.....	110,154 02	64,689 16		45,464 86
Yorkton.....	941 05	330 80		610 25
	272,046 84	241,447 49	30,038 53	60,637 88
<i>Miscellaneous.</i>				
Rocky Mountains Park of Canada	18,883 83	14,059 55		4,824 28
Irrigation fees.....	528 25	303 00		225 25
Map sales, office fees, &c.	5,032 94	3,908 48		1,124 46
Survey fees	115,998 80	122,668 22	6,672 42	
Patent fees.....	426 25	560 00	133 75	
Examination fees, D.L.S.	474 00	906 50	432 50	
Refunds of refunds	154 44	285 50	131 06	
Mining fees.....	965 00	1,147 00	182 00	
Hay lands.....	2,685 55	2,152 99		532 56
Dredging leases.....	942 92	6,730 12	5,787 20	
Grazing leases.....	51,653 89	41,372 76		10,281 13
Coal lands.....	1,735 88	698 90		1,036 98
Rent of water-power.....	115 93	49 77		66 16
Rentals of land.....	191 24	115 74		75 50
Assay charges.....	1,111 17	1,480 67	369 50	
Suspense account.....	6,652 14			6,652 14
Miscellaneous.....	760 33	720 94		39 39
	208,309 56	197,160 14	13,708 43	24,857 85
Refunds ..	1,709,315 28	1,339,382 35	120,360 93	490,293 86
	33,418 36	25,786 90		7,631 46
Total.....	1,675,896 92	1,313,595 45	120,360 93	482,662 40

NOTE.—Increase in Crown Timber Agencies, \$30,599.35.
 " " Miscellaneous, including refunds, \$3,517.96.
 Net increase, \$362,301.47.

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DOMINION LANDS REVENUE.

STATEMENT of Receipts on Account of Dominion Lands Revenue for the Fiscal Period ended March 31, 1907 (Net Cash Revenue, nine months).

Particulars.	Amount.	
	\$	cts.
Homestead fees.....	215,449	55
Improvements.....	39,763	63
General sales of lands.....	494,117	12
Map sales, office fees, &c.....	5,449	06
Rental of lands.....	2,196	73
Timber dues.....	379,476	32
Grazing lands.....	43,711	91
Coal lands.....	3,321	96
Hay permits.....	1,209	95
Mining fees.....	103,701	75
Hydraulic leases.....	3,345	88
Dredging leases.....	4,099	00
Export tax on gold.....	82,622	42
Free miner's certificates.....	13,309	75
Free certificates for export of gold.....	215	50
Rent of water-power.....	500	00
Survey fees.....	50,962	03
Irrigation fees.....	404	51
Fees re Board of Examiners, D.L.S.....	420	00
Rocky Mountains Park of Canada.....	15,883	51
Patents fees and interchange fees.....	685	00
Refunds of refunds.....	1,230	76
Stone quarries.....	1,526	38
Townsite sales.....	9,085	32
Suspense account.....	4,284	97
Miscellaneous.....	1,776	50
Refunds.....	1,478,749	51
	35,117	48
	1,443,632	03

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STATEMENT of Receipts of Dominion Lands Revenue for the Fiscal Year ended June 30, 1906, compared with the Receipts for the previous year.

(NET CASH REVENUE.)

Particulars.	1905-1906.		1904-1905.		Increase.		Decrease		Net Increase.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Homestead fees.....	417,834	25	304,806	25	113,028	00				
Improvements.....	31,795	19	21,571	25	10,223	94				
General sales of land.....	442,588	69	154,128	04	288,460	65				
Map sales, office fees, &c.....	6,042	34	4,879	13	1,163	21				
Timber dues.....	292,684	53	266,951	46	25,733	07				
Grazing lands.....	51,583	89	36,145	32	15,438	57				
Coal lands.....	2,286	18	768	83	1,517	35				
Hay permits.....	2,880	05	2,435	99	444	06				
Mining fees.....	87,807	75	94,001	00			6,193	25		
Hydraulic leases.....	9,391	89	6,957	05	2,434	84				
Dredging leases.....	1,824	62	7,115	90			5,291	28		
Export tax on gold.....	163,963	25	206,755	87			42,792	62		
Free miner's certificates..	28,118	02	46,022	53			17,904	51		
Rent of water-power.....	115	93	49	77	66	16				
Royalty on water sold.....			65	65			65	65		
Free certificates for export of gold.....	381	50	452	00			70	50		
Patent and interchange fees.....	976	25	1,205	00			228	75		
Survey fees.....	116,095	80	122,768	22			6,672	42		
Irrigation fees.....	528	25	303	00	225	25				
Extra assay charges.....	1,111	17	1,480	67			369	50		
Rocky Mountains Park of Canada.....	18,883	83	14,044	55	4,839	28				
Yoho Park.....										
Rentals of lands.....	14,980	97	18,694	48			3,713	51		
Fees re examinations of D.L.S.....	474	00	906	50			432	50		
Suspense account.....	8,947	89			8,947	89				
Miscellaneous.....	284	47	1,976	94			1,692	47		
	1,701,580	71	1,314,485	40	472,522	27	85,426	96		
Refunds.....	33,418	36	22,184	26	11,234	10				
Totals.....	1,668,162	35	1,292,301	14	461,288	17	85,426	96	375,861	21

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STATEMENT of the Rocky Mountains Park Revenue for the Nine Months ended
March 31, 1907.

Particulars.	July 1, 1906, to March 31, 1907.	Total.
	\$ cts.	\$ cts.
Rent.	3,873 01	
Timber dues	679 46	
Water rates.	183 75	
Cave and Basin (tickets).	1,950 75	
Hot Springs (tickets)	2,121 00	
Dog licenses	193 00	
Drivers and livery licenses.	226 00	
Peddlers' licenses.	14 00	
Billiard and pool licenses.	33 35	
Butcher licenses.	20 00	
Boat licenses.	32 00	
Grazing lands.	182 50	
Camping permits.	15 00	
Coal lands.	6,215 44	
Transfer fees	64 00	
Lime.	30 50	
Fines.	49 50	
Miscellaneous.	25	
Total cash.		15,883 51
Scrap.		3 91
		15,887 42

NOTE—The revenue for the corresponding nine months of the previous fiscal year was \$13,088.01. The total revenue collected in the Park from the commencement to March 31, 1907, was \$106,085.25.

STATEMENT showing yearly the Gross Revenue (in cash only) received from all sources from July 1, 1886, to March 31, 1907.

Fiscal Year.	Dominion Lands (Cash).	School Lands.	Seed Grain.	Orchards Lands.	Fines and Forfeitures.	Registration Fees.	Casual Revenue.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1886-1887.....	183,114 78	35,707 41	.....	21,676 57	3,249 25	3,317 16	90 15	247,155 32
1887-1888.....	223,360 73	42,045 11	.....	36,239 88	1,267 65	7,212 02	372 79	310,497 58
1888-1889.....	223,016 81	52,354 91	26,146 13	42,072 07	739 25	6,543 53	1,075 36	371,978 12
1889-1890.....	221,770 16	45,188 57	5,017 44	20,921 61	958 75	8,866 39	261 63	314,384 55
1890-1891.....	268,751 35	38,826 33	3,385 60	51,229 69	1,395 62	10,866 65	627 81	380,282 45
1891-1892.....	337,106 07	136,131 80	5,857 65	42,360 50	738 92	9,302 11	532 11	532,179 49
1892-1893.....	303,550 86	82,615 22	5,866 21	33,776 90	777 00	10,750 38	1,331 96	438,668 53
1893-1894.....	- 214,540 30	47,574 11	2,339 16	22,318 20	864 15	10,358 92	1,982 04	299,975 98
1894-1895.....	171,085 48	47,665 10	2,752 56	22,645 97	693 85	9,811 77	875 36	255,530 09
1895-1896.....	174,509 38	56,584 32	8,748 65	17,550 28	502 00	8,737 87	1,920 66	268,532 56
(Total, 10 years).....	2,343,835 95	584,692 91	62,212 80	322,791 97	11,435 24	85,765 90	9,069 90	3,419,804 67
1896-1897.....	187,424 19	24,292 43	9,887 13	9,831 27	1,316 00	8,997 21	2,683 05	244,431 31
1897-1898.....	780,313 10	52,410 82	12,351 71	22,637 17	529 06	14,263 50	260 92	1,082,666 28
1898-1899.....	1,563,020 74	41,249 77	12,388 69	12,319 65	2,801 03	19,229 73	2,620 91	1,653,651 52
1899-1900.....	1,410,883 48	290,874 78	15,271 84	11,013 53	1,452 92	21,751 90	3,664 00	1,684,942 45
1900-1901.....	1,533,197 07	48,049 83	15,711 63	14,604 47	1,977 96	33,979 77	1,587 57	1,649,108 30
1901-1902.....	1,251,333 56	193,410 75	20,293 06	16,967 36	1,955 61	50,854 49	3,900 62	1,541,715 95
1902-1903.....	1,716,597 20	392,296 93	28,789 97	17,612 79	5,220 88	81,404 18	2,230 26	2,241,062 21
1903-1904.....	1,478,106 33	233,769 62	26,122 30	30,491 31	5,911 92	109,233 73	3,402 94	1,887,911 18
1904-1905.....	1,314,185 40	332,914 48	16,471 34	10,316 90	10,018 49	123,082 86	4,258 14	1,811,577 61
1905-1906.....	1,701,580 71	608,960 79	12,577 29	10,893 17	3,304 77	180,310 73	8,496 09	2,526,123 55
(Total, 10 yrs. & 9 months).....	13,139,941 78	2,148,140 20	169,864 96	156,680 65	34,488 64	643,699 63	33,104 50	16,325,320 36
1906-1907 (9 months).....	15,483,777 73	2,732,833 11	232,077 76	479,472 62	45,923 88	728,865 53	42,171 40	19,745,125 03
(Total, 10 yrs. & 9 months).....	1,478,749 51	724,353 73	10,860 06	6,653 90	21 00	46,124 20	11,785 81	2,278,548 21
(Total, 10 yrs. & 9 months).....	14,618,691 29	2,872,493 93	180,715 02	163,344 55	34,509 64	689,223 83	44,890 31	18,602,808 57
(Total, 10 yrs. & 9 months).....	16,962,527 24	3,457,186 81	242,927 82	486,136 52	45,944 88	774,989 73	53,960 21	22,023,673 24

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STATEMENT showing Receipts on Account of Dominion Lands from July 1, 1872, to March 31, 1907.

Fiscal Year.	Homestead Fees.	Pre-emption Fees.	Improvements.	SALES.		Map Sales, Office and Registration Fees, &c.	Surveyor's Examination Fees.		Survey Fees, Miscellaneous, including Trust.	Inspection, Cancellation, and Sundry Fees.		Timber Dues.
	cts.	cts.	cts.	Cash.	Scrp.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1872-73.	6,960 00			19,170 20								109 25
1873-74.	7,310 55			19,834 75								2,710 55
1874-75.	11,510 00			13,666 90					125 50			2,335 25
1875-76.	4,680 00			3,478 94								387 00
1876-77.	2,250 00			1,085 86								320 00
1877-78.	14,540 00			2,794 86								1,620 00
1878-79.	17,690 00			4,998 39								325 00
1879-80.	41,255 00			45,708 97								25,121 46
1880-81.	20,450 00	10,241 43		71,170 17								32,028 31
1881-82.	54,155 00	39,843 90	269 00	1,240,328 27								35,733 14
1882-83.	73,015 00	51,725 00	1,758 00	516,092 21								90,066 46
1883-84.	41,580 00	28,810 00	2,596 11	424,863 36								147,983 10
1884-85.	25,615 00	17,100 00	2,328 75	199,275 32								87,474 99
1885-86.	26,110 00	14,371 00	1,101 50	76,140 41								64,820 31
1886-87.	19,614 00	6,887 93	1,971 55	48,175 76								63,111 74
1887-88.	23,691 00	4,830 00	1,918 35	52,238 36								91,964 55
1888-89.	39,460 00	10,550 00	4,128 48	57,513 16								90,290 00
1889-90.	35,929 00	8,580 00	3,250 54	54,896 85								84,042 95
1890-91.	29,164 10		6,302 61	91,664 98								102,902 71
1891-92.	46,994 00		6,472 31	108,901 01								106,461 35
1892-93.	37,689 74		7,113 50	93,671 67								103,865 24
1893-94.	36,462 26		3,497 76	53,254 71								81,290 51
1894-95.	29,664 88		3,507 90	37,293 71								74,079 20
1895-96.	18,278 00		3,103 15	46,373 98								61,923 40
1896-97.	21,179 00		3,737 01	49,355 53								68,992 82
1897-98.	34,780 00		5,649 63	80,178 64								113,313 78
1898-99.	58,235 00		4,297 62	116,598 35								135,360 63
1899-1900.	72,690 00		4,835 81	103,247 58								126,315 82
1900-1901.	79,910 00		5,213 32	40,360 93								209,389 32
1901-1902.	144,425 00		8,481 46	66,950 21								207,790 90
1902-1903.	320,409 65		11,829 08	155,507 59								470,916 93
1903-1904.	253,772 36		15,119 47	196,730 15								397,344 33
1904-1905.	304,806 25		21,571 25	154,128 04								266,951 46
1905-1906.	215,434 25		31,745 19	442,588 69								292,684 53
1906-1907 (nine months).	215,449 55		39,763 63	494,117 12								373,476 32
	2,589,579 04	206,741 01	208,847 79	5,182,355 63	3,686,675 45	67,242 07	9,269 00	1,153,459 43	222,128 54	4,076,163 41		

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STATEMENT showing Receipts on Account of Dominion Lands from July 1, 1872, to March 31, 1907—Concluded.

Fiscal Year.	GRAZING LANDS.		HAY PERMITS, MINING, STONE QUARRIES, EXPORT TAX ON GOLD, &c.		Rocky Mountains Park of Canada.	COLONIZATION LANDS.		Gross Revenue.	Refunds.		Net Revenue.
	Cash.	Scrip. &c.	Cash.	Scrip.		Cash.	Scrip.				
									cts.	cts.	
1872-73.....								26,239 45		26,239 45	
1873-74.....								29,980 80		29,980 80	
1874-75.....								27,641 15		27,641 15	
1875-76.....								8,865 94		8,865 94	
1876-77.....								140,755 02		140,755 02	
1877-78.....								139,584 40		139,584 40	
1878-79.....								234,732 93		234,732 93	
1879-80.....								206,801 37	4,636 08	202,165 29	
1880-81.....								206,990 54	5,038 22	201,952 32	
1881-82.....	2,245 00		40 00			354,036 17		1,805,734 87	10,687 55	1,795,047 32	
1882-83.....	22,844 43		913 91			248,192 01		1,051,403 60	8,746 05	1,042,657 55	
1883-84.....	11,370 60		815 63			253,713 40		1,001,776 67	9,220 50	992,556 17	
1884-85.....	17,089 75		1,284 83			1,214 22		451,564 65	12,070 85	439,493 80	
1885-86.....	29,562 51		1,570 40	80 00				588,532 80	63,389 12	525,143 68	
1886-87.....	14,242 77		2,273 73	80 00				569,986 68	19,543 16	549,443 52	
1887-88.....	5,922 47		3,946 55					594,988 04	6,277 66	588,710 38	
1888-89.....	2,207 69		9,242 08					462,536 26	8,209 74	454,336 52	
1889-90.....	1,805 57		8,628 44	160 00		5 28		460,990 76	7,195 27	453,795 49	
1890-91.....	3,079 55		5,616 85					402,151 08	15,291 39	386,859 69	
1891-92.....	3,722 80		6,263 15					392,324 43	18,314 97	374,009 46	
1892-93.....	3,380 80		7,687 86					250,069 12	245,525 11	25,525 11	
1893-94.....	5,740 79		8,628 00					202,983 10	4,365 99	198,617 11	
1894-95.....	5,353 72		5,813 51					227,694 93	8,368 79	219,326 14	
1895-96.....	7,071 86		8,518 18					206,853 57	15,010 54	191,843 03	
1896-97.....	4,715 01		699,334 76					1,009,741 63	4,678 55	1,005,063 08	
1897-98.....	4,728 58		1,130,371 60					1,584,328 32	32,296 39	1,552,031 93	
1898-99.....	5,245 88		1,038,195 42					1,503,743 00	23,062 28	1,480,680 72	
1899-1900.....	8,382 86		1,101,808 33	20 00				1,874,159 69	18,368 85	1,855,790 24	
1900-1901.....	4,726 28		8,409 27	20 00				1,432,679 25	27,165 55	1,405,513 70	
1901-1902.....	7,292 46		7,292 46					1,890,886 83	21,519 84	1,869,366 99	
1902-1903.....	13,913 33		607,722 05					1,681,824 70	36,721 75	1,645,102 95	
1903-1904.....	19,790 27		495,579 18					1,339,382 35	25,786 90	1,313,595 45	
1904-1905.....	36,145 32		364,923 59					1,709,315 28	33,418 36	1,675,896 92	
1905-1906.....	51,583 89		296,769 19					1,478,749 51	35,117 48	1,443,632 03	
1906-1907 (nine months).....	43,711 91		213,852 59					25,703,066 07	484,272 07	25,230,547 80	
	338,380 10	225,132 60	6,753,478 97	360 00	*106,085 25	857,461 08	30,460 50				

*Including scrip.

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REVENUE.

Owing to the fact that these statements cover the revenue for nine months only of the past fiscal year, it has not been found advisable to establish a comparison with the previous corresponding nine months as regards each source of revenue as shown in the various detailed statements, but such a comparison has been made with reference to the gross revenue, and it is gratifying to note that this shows an increase of \$753,333.28. It may be mentioned, however, that the item referred to covers an increase of \$396,439.55 derived from the sale of school lands which cannot properly be classified as a Dominion asset. Nevertheless, exclusive of this amount, there remains the substantial increase of \$356,893.73 in the gross cash revenue of the department during the period mentioned. For convenience, and for purposes of comparison, the detailed statements of revenue, both as regards cash and scrip. and as regards cash only, for the years 1904-1905 and 1905-1906, have been re-inserted in this year's report.

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STATEMENT of Land Sales by Railway Companies having Government

YEAR.	HUDSON'S BAY COMPANY.		CANADIAN PACIFIC RAILWAY COMPANY.		MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY COMPANY.		QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILROAD AND STEAMBOAT COMPANY.	
	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.
		\$		\$		\$		\$
1893.....			93,184	295,288	14,164	57,559	1,603	.....
1894.....	7,526	48,225	43,155	131,628	6,312	28,003	640	.....
1895.....	4,431	23,209	55,453	176,950	5,623	22,330	2,391	.....
1896.....	9,299	52,410	66,624	220,360	21,254	88,568	286	.....
1897.....	10,784	53,277	135,681	431,095	63,800	234,644	2,524	.....
1898.....	62,000	310,000	242,135	757,792	106,473	363,982	22,534	.....
1899.....	56,875	274,625	261,832	814,857	58,019	199,458	61,030	178,517
(Fiscal Year)								
1900.....	70,196	352,631	379,091	1,152,836	133,507	437,449	18,932	53,974
(Fiscal Year)								
1901.....	82,308	399,804	339,985	1,046,665	59,749	214,953	22,266	74,810
(Fiscal Year)								
1902.....	269,577	1,412,332	1,362,478	4,440,500	206,411	713,365	39,835	147,365
(Fiscal Year)								
1903.....	330,046	1,939,804	2,260,722	8,472,250	250,372	699,210	843,900	1,476,900
(Fiscal Year)								
1904.....	144,857	879,910	857,474	3,516,864	29,522	113,303	.....	.....
(Fiscal Year)								
1905.....	139,721	865,905	411,451	2,045,800	80,342	296,936	.....	.....
(Fiscal Year)								
1906.....	236,191	1,863,375	1,012,322	6,015,060	83,418	360,889	.....	.....
(9 months to March 31, 1907).....	69,158	742,221	851,083	4,817,632	3,051	22,645	1,353	16,789
Totals	1,492,969	9,217,728	8,372,670	34,335,577	1,122,017	3,853,294	1,017,294	1,948,355

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Land Grants and by the Hudson's Bay Company.

CALGARY AND EDMONTON RAILWAY COMPANY.		CANADIAN NORTHERN RAILWAY COMPANY.		GREAT NORTHWEST CENTRAL RAILWAY COMPANY.		TOTALS.		AVERAGE PER ACRE.
Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	
	\$		\$		\$		\$	\$ cts.
11,260	.....	.....	.....	.....	.....	120,211	352,847	2 93
11,035	.....	.....	.....	.....	.....	68,668	207,856	3 02
46,815	.....	.....	.....	.....	.....	114,713	222,489	1 94
10,553	.....	.....	.....	.....	.....	108,016	361,338	3 34
9,436	.....	.....	.....	.....	.....	222,225	719,916	3 23
15,481	.....	.....	.....	.....	.....	418,623	1,431,774	3 18
24,738	53,335	.....	.....	.....	.....	462,494	1,520,792	3 28
46,653	128,256	.....	.....	.....	.....	648,379	2,125,146	3 27
116,719	352,037	.....	.....	.....	.....	621,027	2,088,269	3 36
323,494	1,033,396	.....	.....	.....	.....	2,201,795	7,746,958	3 56
231,800	909,600	183,736	631,503	128,435	522,490	4,229,011	14,651,757	3 46
129,007	563,507	64,469	313,575	41,858	177,081	1,267,187	5,564,240	4 39
105,191	512,898	231,707	1,221,469	17,593	103,564	990,005	5,046,572	5 09
85,784	480,063	204,966	1,014,351	20,003	137,503	1,642,684	9,871,241	6 01
59,515	346,064	289,576	1,711,109	4,623	41,470	1,277,759	7,697,930	6 02
1,231,481	4,379,156	974,454	4,892,007	211,912	982,108	14,422,797	59,608,225

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The following is a comparative statement of the homestead entries and sales which have been made at the several agencies of the department during the nine months ending March 31, 1906, and March 31, 1907, respectively:—

	NINE MONTHS ENDING MARCH 31, 1906.		NINE MONTHS ENDING MARCH 31, 1907.	
	No. of Entries.	Acres.	No. of Entries.	Acres.
Homesteads.	25,728	4,116,480	21,647	3,463,520
Sales		64,301		56,430

The following statement shows the number of homestead entries reported in each year since 1874:—

Departmental Year ended	Number of Entries.
October 31, 1874.. . . .	1,376
" 31, 1875.. . . .	499
" 31, 1876.. . . .	347
" 31, 1877.. . . .	845
" 31, 1878.. . . .	1,788
" 31, 1879.. . . .	4,068
" 31, 1880.. . . .	2,074
" 31, 1881.. . . .	2,753
" 31, 1882.. . . .	7,483
" 31, 1883.. . . .	6,063
" 31, 1884.. . . .	3,753
" 31, 1885.. . . .	1,858
" 31, 1886.. . . .	2,657
" 31, 1887.. . . .	2,036
" 31, 1888.. . . .	2,655
" 31, 1889.. . . .	4,416
" 31, 1890.. . . .	2,955
" 31, 1891.. . . .	3,523
" 31, 1892.. . . .	4,840
" 31, 1893.. . . .	4,067
" 31, 1894.. . . .	3,209
December 31, 1895.. . . .	2,394
" 31, 1896.. . . .	1,857
" 31, 1897.. . . .	2,384
" 31, 1898.. . . .	4,848
" 31, 1899.. . . .	6,689
June 30, 1900.. . . .	7,426
" 30, 1901.. . . .	8,167
" 30, 1902.. . . .	14,673
" 30, 1903.. . . .	31,383
" 30, 1904.. . . .	26,073

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Departmental Year ended	Number of Entries.
" 30, 1905..	30,819
" 30, 1906..	41,869
9 months ended March 31, 1907..	21,647

STATEMENT showing the number of homestead entries made during the nine months ended March 31, 1907, and the nationality of the homesteaders, as reported by the several agencies of the department in Manitoba, Saskatchewan, Alberta and British Columbia.

Nationalities.	Number of Entries.
Canadians from Ontario..	3,517
" Quebec..	418
" Nova Scotia..	157
" New Brunswick..	92
" Prince Edward Island..	87
" Manitoba..	640
" Saskatchewan..	500
" Alberta..	355
" British Columbia 85. Yukon 2..	87
Persons who had previous entry..	2,199
Newfoundlanders..	1
Canadians returned from the United States..	493
Americans..	6,059
English..	3,032
Scotch..	807
Irish..	252
French..	173
Belgians..	57
Swiss..	29
Italians..	2
Roumanians..	51
Syrians..	13
Germans..	352
Austro-Hungarians..	1,172
Hollanders..	31
Danes (other than Icelanders)..	44
Icelanders..	69
Swedes..	253
Norwegians..	281
Russians (other than Mennonites and Doukhobors)..	363
Mennonites..	6
Doukhobors..	36
Chinese..	1
Japanese..	
Persians..	3
Australians..	9

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Nationalities.	Number of Entries.
New Zealanders..	3
Argentinians..	1
Armenians..	1
Servians..	1

Total.. 21,647

Representing 52,524 souls.

STATEMENT showing the number of homestead entries made during the nine months ended March 31, 1907, by persons coming from the various states and territories of the American Union.

States.	Number of Entries.
Arizona..	2
Alabama..	4
Alaska..	2
Arkansas..	11
California..	54
Carolina, North..	3
Carolina, South..	
Colorado..	27
Columbia, District of..	
Connecticut..	8
Dakota, North..	1,697
Dakota, South..	315
Delaware..	
Florida..	
Georgia..	1
Idaho..	107
Illinois..	312
Indiana..	76
Indian Territory..	7
Iowa..	509
Kansas..	139
Kentucky..	13
Louisiana..	4
Maine..	13
Maryland..	4
Massachusetts..	50
Michigan..	327
Minnesota..	1,161
Mississippi..	1
Missouri..	135
Montana..	199
Nebraska..	153
Nevada..	4

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States.	Number of Entries.
New Hampshire.. . . .	10
New Jersey.. . . .	2
New Mexico.. . . .	2
New York.. . . .	94
Ohio.. . . .	146
Oklahoma.. . . .	87
Oregon.. . . .	110
Pennsylvania.. . . .	61
Rhode Island.. . . .	7
Tennessee.. . . .	5
Texas.. . . .	17
Utah.. . . .	26
Vermont.. . . .	16
Virginia.. . . .	4
Washington.. . . .	324
Wisconsin.. . . .	284
Wyoming.. . . .	19
Total.. . . .	6,552

STATEMENT showing the Number of Letters Patent issued by the Department of the Interior in each year since 1874.

Period.	Number Issued.
Year ended October 31, 1874.. . . .	536
" 31, 1875.. . . .	492
" 31, 1876.. . . .	375
" 31, 1877.. . . .	2,156
" 31, 1878.. . . .	2,597
" 31, 1879.. . . .	2,194
" 31, 1880.. . . .	1,704
" 31, 1881.. . . .	1,768
" 31, 1882.. . . .	2,766
" 31, 1883.. . . .	3,591
" 31, 1884.. . . .	3,837
" 31, 1885.. . . .	3,257
" 31, 1886.. . . .	4,570
" 31, 1887.. . . .	4,599
" 31, 1888.. . . .	3,275
" 31, 1889.. . . .	3,282
" 31, 1890.. . . .	3,273
" 31, 1891.. . . .	2,449
" 31, 1892.. . . .	2,955
" 31, 1893.. . . .	2,936
" 31, 1894.. . . .	2,553

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Period.	Number Issued.
Year ended December 31, 1894.. . . .	2,682
“ 31, 1895.. . . .	2,118
“ 31, 1896.. . . .	2,665
“ 31, 1897.. . . .	2,972
“ 31, 1898.. . . .	3,037
“ 31, 1899.. . . .	3,904
Six months ended June 30, 1900.. . . .	1,970
Year ended June 30, 1901.. . . .	6,461
“ 30, 1902.. . . .	8,768
“ 30, 1903.. . . .	7,349
“ 30, 1904.. . . .	6,890
“ 30, 1905.. . . .	8,798
“ 30, 1906.. . . .	12,370
Nine months ended March 31, 1907.. . . .	10,596

STATEMENT showing the Number of Homestead Entries made during the last 9 months (from July 1, 1906, to March 31, 1907), at the several Dominion Lands Agencies.

Agency.	No.	Month.	No.
		1906.	
Alameda	1,106	July.....	4,174
Battleford.....	3,208	August.....	3,388
Brandon.....	82	September	2,595
Calgary	971	October.....	3,389
Dauphin.....	357	November	2,966
Humboldt.....	751	December	1,402
Edmonton.....	2,770		
		1907.	
Kamloops	46		
Lethbridge	1,418	January.....	1,111
Minnedosa.....	54	February.....	1,033
Moosejaw	57	March	1,589
New Westminster.. ..	26		
Prince Albert.	1,003		
Regina.....	5,668		
Red Deer.....	1,684		
Winnipeg	738		
Yorkton	1,708		
	21,647		21,647

HOMESTEAD ENTRIES AND SALES.

It will be seen, from the statement of entries recorded during the past nine months, that there has been a falling off as compared with the previous year. Basing an estimate of the total number of entries during the twelve months ending July 1, of this year, upon the monthly ratio of the nine months covered by the present statement, the result would be 28,856, as compared with 41,869 during the year ending

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June 30, 1906. It should be borne in mind, however, that the months of April, May and June are those during which the largest number of entries are usually made consequent upon the large influx of settlers at this season of the year.

HOMESTEAD MAP.

Attention is also called to the statement showing the number of entries made at each agency during the nine months covered by the report, as this must be taken as the best indication of the general trend of settlement. In this relation I may say that the homestead map that was issued, under your direction, in the spring of last year, and of which three revised editions have since been published and distributed, has filled a long felt want, and has contributed in no small degree in advertising abroad the agricultural districts still available for settlement in the west. This map was prepared by Mr. R. E. Young, the Superintendent of Railway and Swamp Lands, and such precision and care were exercised in its compilation that it may be referred to as an accurate record of the standing of each quarter-section in every surveyed township. The map has met with such popular favour that it is proposed to issue revised editions from time to time, according to requirements.

SALES.

There has been a decrease in the area of lands disposed of by railway companies during the past year, as compared with the year 1905-6, but as will be seen from the figures given in the column which has been added to the statement, showing the average price per acre realized from the sale of land, there has been a steady advance from the year 1903, when it was \$3.46 per acre, to \$6, during the past year. As the value of land is generally accepted as an indication of the prosperity of the country, the advance shown by the statement is a very satisfactory feature, when considered in connection with the general development of the western provinces.

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CORRESPONDENCE.

The following statement shows the number of letters received and sent by the department in each year since its establishment:—

Departmental Year ended October 31.	Letters Received.	Letters Sent.	Total.
1874	3,482	4,120	7,632
1875	1,974	2,189	4,163
1876	2,253	3,097	5,353
1877	3,137	3,677	6,814
1878	4,642	6,009	10,651
1879	5,586	6,179	11,755
1880	8,222	9,910	18,162
1881	13,605	15,829	29,434
1882	25,500	30,300	55,800
1883	27,180	33,500	60,680
1884	27,525	33,386	60,911
1885	33,970	43,997	77,967
1886	60,964	67,973	128,937
1887	47,845	60,890	108,735
1888	43,407	52,298	95,705
1889	48,316	50,500	98,816
1890	35,200	36,008	72,208
1891	38,000	36,267	74,267
1892	41,990	42,203	84,193
1893	50,794	48,145	98,939
1894	48,619	50,840	99,459
1895	49,991	45,898	95,889
1896	47,501	44,238	91,739
1897	65,714	64,147	129,861
1898	88,913	87,845	176,758
1899	95,023	91,876	186,899
1900	121,219	133,177	254,396
1901	144,978	136,348	281,326
1902	167,200	185,548	352,748
1903 (From June 30, 1902, to July 1, 1903)	185,582	223,463	409,045
1904 (From June 30, 1903, to July 1, 1904)	222,316	274,675	496,991
1905 (From June 30, 1904, to July 1, 1905)	245,470	302,723	548,193
1906 (From June 30, 1905, to July 1, 1906)	407,794	529,465	937,259
1907 (From June 30, 1906, to April 1, 1907)	372,231	620,968	993,199

The number of registered letters during the nine months of the departmental year ending March 31, 1907, was: received, 6,740; sent, 26,541.

DOMINION LANDS.

The report of the Commissioner of Dominion Lands, which covers the operations of all the lands and Crown timber offices under his supervision in the western provinces, will be found under Part I. of the general report. The work in this important branch of the service has increased considerably during the past nine months, as evidenced by the condensed statement showing the total number of land cases dealt with and the certificates of patents issued at headquarters. Of the former, 119,459 were examined and passed upon, as compared with 83,058 during the preceding corresponding period, and of the latter, 10,674 were issued in favour of actual settlers who had earned title to their lands, being an increase of 3,990 over the previous nine months. The work throughout the various agencies has, on the whole, been conducted in a very satisfactory manner. The system now in force for the administration of the public lands, based as it is, upon clear and well-defined regulations which ensure the

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honest performance by the settler of the duties attaching to his entry as regards residence and cultivation, and at the same time afford him every facility, within the spirit of the law, to earn title to his holding, would appear to have fully attained the object which the government had in view when the same was framed.

It will be observed also that although the past winter has been a somewhat severe one, only very few cases of actual distress are reported to have existed in the various land districts. The fact must not be lost sight of that with the advent of thousands of incoming settlers in quest of arable land, the department has been compelled to locate many of them in outlying surveyed districts not yet served by railway connections, and amongst these, it must be stated with regret, a limited number suffered through shortage of fuel and provisions. Such cases, however, were comparatively few, and prompt action was taken by the department to relieve any cases of actual distress that were found to exist. When one considers the vastness of the fields open for settlement in the west, the unprecedented influx of settlers, and the large number of entries granted during the past five years for lands lying in the outskirts of the belts served by railways, it is gratifying to note that the unprecedented severity of the past winter has not shaken the confidence of those whose good fortune it has been to become the possessors of our free homestead lands. On the contrary, there has been an increased activity in spring operations, and the prospects, at the present time, for another bountiful harvest are most promising.

COAL LANDS.

Consequent upon the large influx of population into the west numerous demands were received for the purchase of lands known to contain coal. As a considerable area of these lands had already been granted in the past in fee simple, which left the owner at liberty to develop the same or not as he might deem advisable in his own interest, it was felt that in the interest of the country all coal lands should be withdrawn from sale, and disposed of under a system of leasing which would ensure the development of the mines.

By an order in council dated March 4, 1907, the regulations governing the sale of coal mining lands in Manitoba and the Northwest Territories (including the provinces of Saskatchewan and Alberta), and in the province of British Columbia were, therefore, suspended from operation, and provision was made that all applications received on and after that date for permission to purchase coal mining lands should be dealt with under the provisions of regulations to be established in lieu thereof. By an order in council dated May 9, 1907, the regulations governing the sale of coal mining lands in the Yukon Territory were also rescinded, and by an order in council bearing the same date regulations were established for the leasing of coal mining rights, the property of the Crown, in the provinces of Manitoba, Saskatchewan and Alberta, the Yukon Territory, the Northwest Territories, the Railway Belt in the province of British Columbia, and within the tract containing three and one-half million acres of land acquired by the Dominion government in the province of British Columbia, under the provisions of chapter 59 of the Revised Statutes of Canada, 1906.

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Under these regulations an applicant may lease the coal mining rights under an area not exceeding 2,560 acres, such tract to be described by section, part of section, township and range, if it is situated in surveyed territory, and to be defined by staking and described by metes and bounds if it is situated in unsurveyed territory.

The term of the lease is twenty-one years, and the rental one dollar an acre payable yearly in advance. A royalty of five cents per ton of 2,000 pounds is collected on the merchantable output of the mine. Application for a lease must be made to the agent of Dominion lands for the district in which the tract applied for is situated, and each application must be accompanied by the fee of \$5. The lease includes the coal mining rights only, but permission may be granted the lessee to purchase, at the rate of \$10 an acre, whatever surface rights may be considered necessary for the proper working of the mine.

IMMIGRATION.

COMPARATIVE statement of arrivals at inland and ocean ports during the ten years ending June 30, 1906.

ARRIVALS.

Year.	Great Britain and Ireland.	Other Countries.	United States.	Total.
1896-7	11,383	7,921	2,412	21,716
1897-8	11,173	11,608	9,119	31,900
1898-9	10,660	21,938	11,945	44,543
1899-1900	* 5,141	* 10,211	* 8,543	23,895
1900-1	11,810	19,352	17,987	49,149
1901-2	17,259	23,732	26,388	67,379
1902-3	41,792	37,099	49,473	128,364
1903-4	50,374	34,785	45,171	130,330
1904-5	65,359	37,255	43,652	146,266
1905-6	86,796	44,349	57,919	189,064
1906-7 (nine months ending March 31)	55,791	34,217	34,659	124,667
	367,538	282,467	307,268	957,273

* Arrivals for six months only.

The report of the Superintendent of Immigration, which covers full statements of arrivals during the past nine months, as well as the reports of the officers under his charge, both in Canada and abroad, forms Part II. of the general report.

During the nine months ending April 1, last, there arrived in Canada 124,667 immigrants, being an increase of 34,104 over the preceding corresponding period. On the whole, considering the fact that a large proportion of these new arrivals have found their way to the western provinces, with a view to becoming agriculturists, and that the assimilation of these new elements is being effected without in any way disturbing existing conditions, it may safely be stated that the immigrants who landed on our shores, or the settlers who came from the neighbouring republic during the past few years, were of a highly desirable class.

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BRITISH IMMIGRATION.

Of the total immigration during the past nine months, 55,791 came from the British Isles. While on this subject, I desire to call attention to the methods which have been followed by the department in its immigration work in the old country and the United States. The point that I would like to make clear is this: Has the large increase in the number of arrivals from these two countries within the past few years been due directly to the efforts put forth by the department, or has it been brought about, as claimed by some, by the force of circumstances, or through the inevitable process of some economic evolution? The second alternative would lead to theoretical considerations of such an abstract order that it would be very difficult to arrive at any practical or definite conclusion. As to the first alternative, however, this may be asserted, that before 1896 the immigration from the United States to the western provinces was nil. In 1897 a system of advertising, through five or six thousand newspapers in the agricultural districts of the United States, was inaugurated; concurrently with this hundreds of delegates from the States were sent to western Canada, and forthwith the number of Americans coming to Canada increased from practically nothing to over nine thousand in 1897-8, and has kept on increasing ever since until it reached fifty-seven thousand nine hundred and nineteen last year. From Great Britain and Ireland, for a number of years past we have been receiving an average of eleven thousand immigrants each year. This continued until the year 1901, when it was decided to apply the same method in England as had been followed in the United States. A general scheme of advertising was devised, involving an expenditure of large sums of money; delegates in large numbers were sent free from Canada, successful farmers or business men, who had moved to western Canada a quarter of a century ago and who had grown with the country. The whole of England, Scotland and Ireland was for a time invaded by these representative men from Canada, while at the same time thousands of newspapers in the old land proclaimed, through a well planned system of advertising, the advantages offered by Canada as a suitable field for British agriculturists. The result was identical with that obtained in the United States. In the year 1901-2 the number of British arrivals had increased to over seventeen thousand, the following year to over forty-one thousand, in 1903-4 to fifty thousand three hundred and seventy-four, and in 1905-6 eighty-six thousand seven hundred and ninety-six British settlers located in Canada. Like causes produced like effects.

These points have already been touched upon by my predecessor in office in previous reports, but I deem it my duty to refer to them again here, as it is proper that the first page of the history of the new western provinces should bear an unbiased and authentic record of the true causes that were directly instrumental in bringing about such conditions as made it imperative, in the interest of the country, to unfetter the old Northwest Territories from the state of vassalage in which its limited population had held it for the last thirty years, and extend to it the full powers and prerogatives of provincial autonomy.

Viewed in the light of past events, the immigration methods followed by the department would appear to have been productive of the most beneficial results, and until it can be demonstrated that other means could, with advantage to Canada, be

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devised and adopted to foster Anglo-American immigration to this country, I would not recommend that any change be made in the policy now in force.

It is very satisfactory to note the statement contained in the report of the High Commissioner for Canada in London, that a clause was inserted in the Merchant Shipping Act by the British parliament at its last session, the effect of which, it is hoped, will frustrate any further fraudulent attempts to induce persons to proceed to Canada. It was not found possible, however, to obtain the necessary legislative enactment to prevent the embarkation of undesirable emigrants, who are debarred under the provisions of the Immigration Act from entering into Canada. Although the High Commissioner made strong efforts to have the necessary legislation brought about, it was considered that the matter could not be satisfactorily dealt with at that stage of the session. The matter will be taken up again as soon as opportunity offers, and every effort will be made to secure the desired legislation.

Attention is also called to the report of the Assistant Superintendent, who is in charge of the London office under the High Commissioner's supervision and of the various agencies in the British Isles and on the continent. Mr. Bruce Walker sets out fully the different changes in the administration of the work in the old country which were brought about as the result of your personal inquiry at the time of your visit to England during the course of the summer of last year. These changes, as well as the new arrangements which were then decided upon with a view to further stimulating the current of British emigration to Canada would appear to have had a direct effect both in the number and in the quality of the incoming British settlers during the present year, of whom 130,000, according to Mr. Walker's estimate, left for this country.

FRENCH AND BELGIAN IMMIGRATION.

Objection has been raised in some quarters with regard to the inefficiency of the work conducted by the department in these two countries, as it has been contended that the restrictive laws in force in most of the other continental countries of Europe did not apply to France or Belgium, and that in consequence greater efforts might very properly be made to secure a larger share of the agriculturists who annually emigrate from these countries. In this relation it may be stated that while it may be quite true that the anti-emigration laws in force in France and Belgium do not apply with the same stringency as those enacted in Russia, Germany and Austria-Hungary, or even in Norway, Sweden, Denmark and the Netherlands, these laws are such, however, that no open system of active propaganda would be countenanced. There is no doubt whatever that if the department were permitted to carry on the same immigration work in France and Belgium, or for that matter in any of the other continental countries mentioned, as it was our good fortune to prosecute without hindrance in the mother country and in the neighbouring republic, we would have no difficulty in selecting thousands of the most desirable settlers from Europe and directing them to our shores. But it is hardly necessary to state that the governments of France, Belgium or of any of the European countries would not under any circumstances tolerate the carrying out of a system of advertising through the channels of the public press, or by the simultaneous appeals of delegates sent out amongst the agricultural classes, in the very heart of the

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rural districts where our message would be more likely to meet with a favourable response. It has been necessary, therefore, to carry on our work in these countries with the greatest caution, and until some workable plan acceptable to the foreign governments concerned can be devised the department must be content to carry on its work in the most unostentatious way possible.

Nevertheless I am glad to be in a position to report that notwithstanding the fact that our efforts have been greatly restricted by the conditions above referred to, the results observed from our work in France and Belgium within the last five years have been very encouraging, as will be observed from the following statement:—

COMPARATIVE STATEMENT of Immigrant Arrivals from France and Belgium during the years 1897 to 1906, inclusive, and for the nine months ending March 31, 1907.

Year.	France and Belgium.
1897..	740
1898..	545
1899..	413
1900..	483
1901..	492
1902..	645
1903..	1,240
1904..	(1,534)—2,392—(858)
1905..	(1,743)—2,539—(796)
1906..	(1,648)—2,754—(1,106)
1907 (9 months)..	(1,314)—1,964—(650)

Total French and Belgian immigration from 1897 to 1902 (six years), 3,318.

Total French and Belgian immigration from 1903 to 1907 (four years and nine months), 10,889.

Special attention is called to the report of Mr. Paul Wiallard, the agent of the Canadian government in France, in which are set out fully the reasons which militate against an active propaganda in that country.

IMMIGRATION FROM THE UNITED STATES.

The number of arrivals from the United States during the nine months ending March 31, last, was 34,659, or an increase of nearly 2,000 over the previous corresponding nine months. The report of Mr. W. J. White, Inspector of Agencies and Press Agent, who is specially in charge of this work, sets out fully the facts connected with this branch of the service. As explained by Mr. White, the climatic conditions existing in the early part of the year were unfavourable to the displacement of prospective settlers, but notwithstanding this fact it is gratifying to note that this condition did not have a deterrent effect upon the immigration from the neighbouring States. The inspector also calls attention to the withdrawal by railway companies, as a result of the recent ruling of the Interstate Commerce Commission, of the low rate privileges

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heretofore accorded to settlers and homeseekers. This will mean that persons travelling over these railroads on their way to Canada will have to pay full fare. While this ruling will no doubt prevent a number of prospective settlers from carrying out their intention of moving to Canada, owing to the high rate of transportation, it will have the effect, as pointed out by Mr. White, of insuring the coming of bona fide settlers of more than ordinary means. Now that a permanent current of immigration has been established between Canada and the United States, the restrictive action of the Interstate Commerce Commission is, therefore, not without its compensation.

IMMIGRATION OFFICES IN WESTERN CANADA.

The report of the Commissioner of Immigration, who is the officer specially charged with the distribution of immigrants throughout the western provinces, will be found to contain very full and accurate information with regard to the new arrivals who passed through Winnipeg during the past year on their way to the agricultural fields, as well as to the existing conditions in the various districts to which settlers have been chiefly directed. The newly arrived settlers who have located upon free homestead lands are reported on the whole to be of the best farming class and quite content with the land of their adoption.

JUVENILE IMMIGRATION.

The report of Mr. G. Bogue Smart, Chief Inspector of British Immigrant Children and Receiving Homes, shows that there is an ever-increasing demand for British immigrant juveniles. This would seem to indicate that the deeply-rooted prejudice which at one time existed against this class of immigration has almost entirely disappeared. Mr. Smart, who has now been in charge of this work for over eight years, and who has, therefore, become very closely identified with the movement of juvenile immigration, is perhaps better qualified to speak authoritatively on the subject than any one else in Canada. From the conclusions which he has reached, based as they are upon his close observation of the thousands of cases that have come under his notice, and the individual reports of inspection made by the officers working under his supervision, the fact would appear to have now been demonstrated beyond any possible doubt that the juvenile immigrant, such as he comes to us to-day, after passing through the process of recruiting and careful selection in the receiving homes both in the old country and in Canada, and tutored as he is by the protecting action of the government inspector during his term of apprenticeship, is a desirable addition to our population. Extreme care is always exercised by the persons in charge of receiving homes in hiring out the children with farmers or residents of towns who apply for them, and with very few exceptions, which do not fail to come under the scrutiny of the inspectors, these juvenile immigrants soon become self-supporting and desirable members of the community.

MEDICAL INSPECTION SERVICE.

The report of Dr. P. H. Bryce, Chief Medical Inspector, will be found to contain very full and interesting statistics with regard to this important branch of the immigration service. The system of inspection in force at all Canadian ports of landing is

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giving entire satisfaction, and a careful reading of the chief inspector's report will not fail to show that if on the one hand strong efforts are being put forth to induce immigration to Canada, on the other hand, every reasonable precaution is being taken by the department to close the door against the entry of undesirables. No pains have been spared to render this inspection as strict and effectual as it has been possible to make it, and the results obtained should remove any prejudice or apprehension which might exist in this relation. The provisions of the Immigration Act, as regards undesirable immigrants, are being stringently enforced; settlers who have arrived in the country in such largely increased numbers during the past year, were, mentally, morally and physically, of the most desirable class, as evidenced by the absence of any complaints to the contrary, and when it is considered that of the 124,667 who came in during the nine months, over 90,000 were honest, healthy and intelligent Anglo-Saxons, and most of them possessed of considerable capital, it is sincerely to be hoped, in the interest of Canada, that we may be blessed for many years to come with the continuance of the infusion of the same elements in the life-blood of the nation.

SURVEYS.

During the nine months ending March 31, 1907, sixty-one parties were engaged on the survey of Dominion lands. Of these, ten were located in Manitoba, fourteen in Saskatchewan, nineteen in Alberta, six in British Columbia, one in the Northwest Territories and eleven were partly in one province and partly in another. One of the parties was engaged the whole time and five others part of the time, in the examination of surveys executed under contract.

The following table shows the distribution of parties paid by the day and of those working under contract:—

Parties.	In Manitoba.	In Saskatch- ewan.	In Alberta.	In British Columbia.	In the Terri- tories.	Partly in one Province and partly in another.	Total.
Paid by the day	4	8	8	5	1	9	35
Under contract	6	6	11	1	.....	2	26
Total	10	14	19	6	1	11	61

One hundred and sixteen whole townships and eleven fractional townships were completely subdivided, while ninety-three townships were partially subdivided. Also twenty-eight whole townships and one fractional township were completely resurveyed, while one hundred and ten townships were partially resurveyed.

In previous years the annual report has been for the twelve months corresponding to the fiscal year which ended June 30. Owing to the fact, however, that June 30 came in the middle of the survey season, and the difficulty of estimating the number of miles surveyed to that date, the statement of the mileage was made for the calendar year. The end of the fiscal year having been changed from June 30 to March 31, the survey season and the fiscal year correspond very well, and all survey operations will

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henceforth be referred to by fiscal years. The statement of mileage given below is, however, for fifteen months, from January 1, 1906, to March 31, 1907, the previous statement ending December 31, 1905. During this period, sixty-three parties were in the field. Owing to the nature of their work, the parties under Messrs. P. A. Carson, R. C. Laurie, J. A. Macdonell, J. W. McLaggan, A. D. Moodie, P. G. Stewart, W. Thibaudeau and A. O. Wheeler are not included in the statement of mileage. The total mileage of the other fifty-six parties was 17,064 miles, an average of 305 miles for each party.

During the past few years, a very marked improvement has taken place in the execution of the surveys of Dominion lands. Whereas the direction and lengths of the lines in the old surveys were often much in error, the reports of the inspectors show that the lines examined in the present day contracts are straight, that their direction is correct, that the chainage is good and that the corners are well marked. This change has been brought about by the use of improved instruments which not only enable the surveyor to run more perfect lines but permit of more accurate and more frequent observations, also by the introduction of the astronomical field tables and by the organization of a more careful and systematic method of inspection.

In order to meet the demand for township subdivision along the proposed railways north and west of Edmonton, the location of base lines through this country has been continued. This is a difficult undertaking owing to the distance from railway communication, and although a number of parties have been engaged on this work for several years, the progress has been slow.

In addition to the subdivision of new territory, the department is constantly being called upon to retrace and restore old lines. In surveys made twenty or thirty years ago, it is often found that the posts and mounds have entirely disappeared. Formerly, no mounds or pits were made in the woods, the corners being marked simply by wooden posts and bearing trees: these marks have frequently been destroyed by forest fires. When the lands are taken up, the new settlers naturally wish the corners to be properly marked so that they may know the limits of their lands. A number of survey parties are constantly engaged upon this work.

The correction of errors in old surveys is an important part of the surveyors' duties. The surveys of Dominion lands have not always been made with the same care and precision as they now are. Townships were subdivided by contract as at present, but the system of inspection was neither as thorough nor as systematic, and bad surveys occasionally escaped detection. Generally, several settlers are interested in any correction. Those who benefit by the change are in favour of it, while those who lose by it wish the old survey to stand. It is very difficult to settle such cases satisfactorily to all parties.

A few surveys were made at remote places. Settlement surveys were commenced at The Pas, Cumberland House and Big Eddy on Saskatchewan river. Parts of several townships were subdivided west of Lesser Slave lake beyond the limits of the old settlement. Settlements were also laid out at North Vermilion, Fort Vermilion and Boyer settlements on Peace river.

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Mr. P. A. Carson, who is in charge of the trigonometrical survey, continued the triangulation of the railway belt in British Columbia. This work is for the purpose of establishing convenient and permanent reference points from which subdivision and other surveys may be started.

Four parties, under Messrs. P. G. Stewart, A. D. Moodie, W. Thibaudeau and J. W. McLaggan, explored the country along the route of the proposed branch of the Canadian Northern railway between Erwood, a station on the railway, and Fort Churchill, on Hudson bay. This proposed branch is to pass through The Pas, and that part between Erwood and The Pas is now under construction. The parties under Messrs. P. G. Stewart and A. D. Moodie were at work between Erwood and The Pas, Mr. Stewart exploring the western portion and Mr. Moodie the eastern portion of this tract. The party under Mr. W. Thibaudeau examined the country lying between Fort Churchill on Hudson bay and The Pas on the Saskatchewan river, while Mr. J. W. McLaggan's party traversed the region between The Pas, Paint lake and Burntwood river. The object of these explorations was to obtain definite information as to the general character of the country, the nature of the soil, its fitness for agriculture, the value, quantity and location of the timber, the mineral resources and the climate. Maps showing the surveys of Messrs. Stewart, Moodie and McLaggan, are being published with the report of the Surveyor General.

Mr. A. O. Wheeler, topographer of the department, was engaged on a phototopographical survey of the country between Mts. Douglas and Drummond, near the Red Deer river, and the Beaverfoot range. The work in the main range of the Rocky mountains has now been completed westerly as far as Columbia river at Golden. In order, however, to connect with the survey of the Selkirk range from Beavermouth to Revelstoke, a survey of the Spillimacheen mountains and the Dog-Tooth range, lying between Columbia and Beaver rivers south of the railway, has still to be made. It is proposed to make the connection this coming season.

Surveys in the Yukon Territory were, as heretofore, under the supervision of the Director of Surveys at Dawson. The surveys of thirteen group lots were confirmed during the nine months ending March 31, 1907. In addition to these, a reference traverse was made from the British Columbia boundary at Windy Arm to Carcross at Caribou Crossing.

Irrigation surveys were continued under the direction of Mr. John Stewart, D.L.S., Commissioner of Irrigation.

The operations in 1907, will be on a somewhat larger scale than in 1906. It is expected that about two hundred and fifty (250) townships will be subdivided.

The fifth meridian is to be produced north from the twentieth base line to Peace river, a distance of about two hundred and ten (210) miles. On this line will depend the subdivision of all that vast tract of country north of the twentieth base line and west of the fifth meridian; consequently the work is one of great importance. Mr. A. W. Ponton, who is to have charge of the survey, has been asked to pay particular

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attention to the character of the country within twelve miles on each side of the meridian, so that he may be able to report fully on the nature of the soil, the timber and mineral resources, &c. He is also to indicate the places suitable for settlement, where subdivision surveys are needed.

Mr. J. N. Wallace, D.L.S., is to resume the survey of that part of the sixtieth parallel of latitude which forms the boundary between British Columbia and the Yukon Territory. Mr. George White-Fraser, D.T.S., in 1899 and 1900, fixed the position of this parallel at various points from Teslin lake to the Alsek river. Mr. A. Saint Cyr, D.L.S., joined these points, by a trial line and a series of monuments, from Teslin lake westward to Takhini river. Mr. Wallace is to offset the monuments to the true line between Windy Arm and Lake Bennett, and to complete the work from the Takhini river to the Alsek river.

The office work at headquarters has been greatly hindered by the number of changes that have taken place in the office staff. From the beginning of 1905 to date, sixty-one employees have resigned or have been transferred to other offices, and untrained men have taken their places. Under such conditions, efficient administration is an impossibility.

The business of the lithographic office was conducted in the same manner as in previous years. No change has been made either in the staff or in the processes. There was a decrease in the number of maps printed, but a decided increase in the number of township plans.

In the photographic office the total amount of work executed during the nine months exceeded that executed during the previous twelve months. This was due in part to the increased use of photography in the survey work of the Geological Survey Department. Considerable time was spent on special work such as the preparation of maps of the northern territories on a scale of twelve miles to an inch.

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Hereunder is the usual table of subdivision or settlement survey work completed each year since the inception of the surveys, with the result of last season's operations added:—

Period.	Acres.	Number of Farms of 160 acres each.
Previous to June, 1873	4,792,292	29,952
1874	4,237,864	26,487
1875	665,000	4,156
1876	420,507	2,628
1877	231,691	1,448
1878	306,936	1,918
1879	1,130,482	7,066
1880	4,472,000	27,950
1881	8,147,000	50,919
1882	10,186,000	63,662
1883	27,234,000	170,212
1884	6,435,000	40,218
1885	391,680	2,448
1886	1,379,010	8,620
1887	643,710	4,023
1888	1,131,840	7,074
1889	516,968	3,231
1890	817,075	5,106
1891	76,560	476
1892	1,395,200	8,720
1893	2,928,640	18,304
1894	300,240	1,876
1895	406,240	2,539
1896	506,560	3,166
1897	428,640	2,679
1898	859,840	5,374
1899	1,022,720	6,392
1900 (first 6 months).....	735,480	4,596
1900-1901	1,603,680	10,023
1901-1902	2,553,120	15,957
1902-1903	6,173,440	38,584
1903-1904	12,709,600	79,435
1904-1905	10,671,520	66,697
1905-1906	4,973,920	31,087
1906-1907 (9 months).....	3,819,700	23,873
	124,304,155	776,896

INTERNATIONAL BOUNDARY SURVEYS.

Last year a determination of longitude near the point where the 141st meridian crosses the Yukon river was made under the direction of the commissioners under the treaty providing for the survey of that meridian. Early this spring surveyors were sent to this point to measure the computed distance from the observation pier to the 141st meridian, and to lay down, by observation, the exact direction of the latter, in readiness for the line surveyors who will produce the meridian north and south from the initial point. Mr. A. J. Brabazon, D.L.S., and Mr. Baldwin, of the United States Coast and Geodetic Survey, are the surveyors in charge of the field work. It is intended to produce the line southward at first, and as rapidly as possible, as an accurate determination of the boundary line is required near the head of White river. Besides the surveying and marking of the line, a topographical survey, based upon a triangulation, and extending two miles on each side of the meridian, is to be made.

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The demarcation of the boundary of the Alaska Coast Strip is being continued. Messrs. J. D. Craig, W. F. Ratz and D. H. Nelles, Dominion land surveyors, are carrying on the Canadian share of the work.

The survey of the 49th parallel, Mr. J. J. McArthur, D.L.S., in charge, is being continued. The part of this parallel which lies west of the summit of the Rocky mountains is almost completed, but a few miles of the rough country on the western slopes of the Cascades mountains remaining.

Arrangements have been made by the commissioners, Messrs. W. F. King and O. H. Tittmann and Dr. C. D. Walcott, for a joint final inspection this summer of the completed portions of the line.

The survey of the eastern section of the boundary line between the St. Croix and the Richelieu rivers, under Mr. G. C. Rainboth, D.L.S., and Mr. J. B. Baylor, of the United States Coast and Geodetic Survey, is being continued. Operations, including resurvey and the placing of new monuments, were begun last year from the north-eastern angle of the state of Vermont, westwardly. It is expected that the line will be completed to the Richelieu river this season.

Reconnaissance for the trigonometrical survey of Canada was carried on during the winter over the southern part of the province of Quebec to near the New Hampshire boundary. The erection of observing stations was resumed in the spring, and the observation of the angles is now being proceeded with. Fuller details of these surveys will be found in the report of the Chief Astronomer and Boundary Commissioner, together with an account of the work done in the Dominion Astronomical Observatory.

SCHOOL LANDS.

In view of the number of inquiries received in regard to Manitoba school lands, it was considered that it would be in the interest of the School Lands Endowment Fund to offer at public auction during the autumn of 1906, the undisposed of school lands in the southwestern part of the province. The lands it was decided to offer were situated, approximately, in the portion of the province lying west of range 15 and south of township 19, with the exception of two small sales held at Winnipeg and Roseisle. The sales were held at the following points between September 11 and November 24. last, namely: Winnipeg, Roseisle, Killarney, Deloraine, Melita, Hartney, Reston, Brandon, Wawanesa, Virden, Miniota, Oak River, Strathclair, Birtle, Minnedosa and Rapid City.

The results of the sales were most satisfactory, 125,086.98 acres having been sold for \$1,526,546.35, or an average price of \$12.20 per acre.

The summary of each of these sales will be found in the report of the chief clerk of school lands.

An auction sale was also held at Strassburg, in Saskatchewan, at which 11,801.40 acres were sold for \$173,175.15, or an average price of \$14.67 per acre.

No auction sales of school lands were held in Alberta, as extensive sales took place in that province during the previous year.

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The total net revenue from the school lands for the three provinces for the nine months ending April 1, 1907, was \$721,864.88, as against \$607,070.13 for the previous twelve months.

Classified statements of the revenue from the three provinces for the fiscal period, as well as statements showing the balance to the credit of the school lands fund of each province will be found accompanying the report of the chief clerk of school lands.

In accordance with the provisions of the orders in council in that behalf, the revenue, other than principal moneys of sales, collected from the school lands in the provinces of Manitoba, Alberta and Saskatchewan during the fiscal period, less the cost of management, was paid over to the respective governments of these provinces, the amount paid in each case being as follows:—

Manitoba.. . . .	\$39,572 70
Saskatchewan.. . . .	45,609 78
Alberta.. . . .	50,235 88

The above is in addition to the interest accruing on the school lands fund of each province, which is paid over by the Finance Department.

The balance standing to the credit of each province on March 31, 1907, was as follows:—

Manitoba.. . . .	\$1,640,689 76
Saskatchewan.. . . .	579,438 39
Alberta.. . . .	298,973 40

These balances are made up entirely of the principal moneys of sales, as everything in the shape of interest, rental, &c., has been, as already stated, paid over annually to the governments of the three provinces.

THE YUKON TERRITORY.

The report of the Acting Commissioner of the Yukon Territory will be found under Part VII. of the general report.

It may be stated here that on June 17, last, Mr. Alexander Henderson was appointed Commissioner of the Territory in the place of Mr. W. W. B. McInnes, who had some time previously resigned the position. Mr. Henderson, who for many years before his appointment had been a member of the Bar of British Columbia, and who exercised his profession in the city of Vancouver with much distinction, would appear to be fully possessed of the necessary administrative ability to enable him to discharge satisfactorily the important duties attaching to his new office.

The reports of Mr. J. T. Lithgow, the Acting Commissioner, and of the other chief officers in charge of the various branches of the Yukon administration, are highly satisfactory, and will no doubt be read with much interest. There would appear to be no doubt that with the installation of the powerful hydraulic plants which have been under way for some time, the production of the gold-bearing districts, which have heretofore been worked by individual mining, will be largely increased. The renewed activity in mining operations, as evidenced by the increase in the receipt of mining dues, notwithstanding the fact that there has been a falling off in the total output,

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would appear to fully warrant the optimistic views entertained by the Acting Commissioner as to the future of the Territory.

I wish to call attention also to the supplementary report from the Acting Commissioner, dated November 22, last, on the agricultural production of the Yukon Territory. From the statements contained in the reports of both Mr. Lithgow and Mr. Gosselin, the fact seems to have been conclusively established that in so far as agricultural and farming products are concerned the territory may be safely considered as self-sustaining in this relation. When the high latitude of the Yukon Territory is borne in mind, as compared with the rest of the Dominion of Canada, it will be a source of much surprise to the outside world to realize that even in those far-off and out of the way northern regions the agricultural capabilities of the district are such as to render the large mining population residing there fully independent of outside production for sustenance. This also will further demonstrate that the large areas of virgin land lying along the Athabaska and Peace rivers, much more to the south and much easier of access than the Yukon Territory, contain farming and agricultural possibilities of a magnitude which an inadequate knowledge of the country does not permit us to fully appreciate.

ROCKY MOUNTAINS PARK OF CANADA.

The report of the superintendent of the park will be found under Part VI. of the general report.

The returns submitted are highly satisfactory, and it is gratifying to observe that the national park continues to grow in public favour, as the most attractive resort on the continent for both the tourist and the health-seeker.

It is satisfactory to note also that there has been a substantial increase in the revenue derived from the park during the past year, and the suggestion of the superintendent that this would seem to warrant a still larger expenditure in opening up new sources of interest and attraction, would appear to be justified.

THE PABLO HERD OF BUFFALO.

Representations having been made to the department early last spring that Mr. Michel Pablo, of Missoula, Montana, was offering for sale the immense herd of pure-bred buffalo in his possession, negotiations were entered into which resulted in the purchase of the animals, a special appropriation having been made by parliament at its last session to meet this expenditure.

The first shipment of the buffalo was made in the month of June, last, under the supervision of Mr. Howard Douglas, Superintendent of the Rocky Mountains Park. The animals, two hundred in number, were safely delivered at Lamont station, west of Edmonton, on the line of the Canadian Northern railway, and from thence driven to the Elk Park, which had been specially prepared for their reception. The balance of the herd, which is estimated to number three hundred animals, will be shipped to the park in the month of September, as it is chiefly composed of cows and calves, and it was felt that these animals would be in better condition to stand the hardships of the journey at a later date.

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As this transaction was made after the close of the past fiscal year to which the general report of the department now submitted particularly relates, full particulars with regard to the matter will be embodied in next year's report, but it may be stated here that Canada was singularly fortunate in securing this herd of buffalo, which is the largest one in existence to-day on the continent of North America. In this relation I deem it advisable to quote in full the able article which appeared in the *Daily Missoulan*, of May 29, last, one of the leading newspapers of the state of Montana. The article is most interesting, as it contains historical data respecting Mr. Pablo's remarkable herd, and from the general tone of the narration one cannot help realizing that what, unfortunately, is the loss of the neighbouring republic is Canada's gain.

Ravalli, the sleepy little village that skirts the foot of the bluffs that rise along the narrow canyon through which the Jocko river finds its way westward to the Pend d'Oreille, is stirred this week from its accustomed quiet. It is thoroughly busy. The scenes that transpire there have never been duplicated in the world; in all probability they will never be repeated. Five hundred head of buffalo are being loaded into heavy stock cars for transportation to Canada, where they are to be placed by the Dominion government upon a special reservation, there to be carefully protected that their species, if possible, may be saved from utter extermination.

' Historic Ground.

Many historic scenes have been enacted along the Jocko river and in the shadow of the gray bluffs that now look down upon the stirring scenes of this week. Indian councils were wont to gather there long years ago, before the white man had set foot upon this mountain region. Along its banks and through its fords journeyed slowly the black-robed Jesuit missionaries who brought to the Selish Indians the Gospel of Peace. Later, over this same trail, trod the gold-seeker and the trapper. Along this stream, in succeeding years, moved the vanguard of the railway engineers seeking a route for the line of steel whose slender web should bind the balmy shores of the Pacific to the bustling coast of the Atlantic, and here were enacted some of their most hazardous exploits. And here, again, in more recent years, did travellers leave the train for their journey northward to the fabulously fertile plains and valleys beyond.

' Behind the Bluffs.

For many years missionary and trapper and gold-seeker journeyed along this stream, little realizing the great extent of the wonderful region that lay back of the gray, forbidding bluffs, until one day an Indian told the priests of the Mission valley and led them through the clay-banked coulee that opens back of what is now Ravalli station, named in memory of one of those same holy men. Down that coulee yesterday, out of that peaceful valley, rumbled the largest herd of bison in the world; down the narrow draw to the outward side of the cliffs they came at their awkward pace, their hoofs treading for the last time upon American soil, for when they leave the cars into which they are being loaded they will be under the union jack. They are lost for ever to America, in whose possession they should have remained at any price.

' Vale Buffalo.

But these creatures have been sold and there's no use crying over spilt milk. Yesterday the work of loading them was continued and last night it was announced that the train will leave Ravalli to-morrow forenoon. It will go to Helena over the Northern Pacific, and then over the Great Northern and the Canada Northern. The famous herd which was collected with so much pains and at so great expense by the late Charles Allard will be lost to America and will become the property of our northern neighbour, whose enterprise and progress have out-Yankeed the Yankees more than

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once in recent years. The herd is known the world over as the largest collection of bison extant. It was estimated that the Canadian government would receive about 400 of the animals, but now that they have been rounded up it is found that there will be nearer 500 in the trainload that will be sent north to-morrow.

' A Famous Herd.

'The history of the herd is too well known to call for repetition here. From a small beginning in the 80's, Mr. Allard developed it, by breeding and purchase, to upward of 100 head in 1893, when he bought the famous Buffalo Jones herd from Kansas, and brought the animals, full bloods and half-breeds, to the reservation in the early autumn of that year. The cross breeding of cattle and buffalo was soon abandoned as impracticable, as the "catalo" was neither one nor the other, and seemed to possess all of the poor qualities and few of the good qualities of either. The cross-breeds were accordingly separated from the bison and the latter were placed on a range near the Big Butte, near where Mud creek empties into the Pend d'Oreille river. On this broad plain the animals multiplied and they seldom left their range. Very little herding was required.

' Early Sales.

'When Mr. Allard died, his partner, Michel Pablo, began to sell the herd, a few at a time, and most of the best specimens of bison in eastern zoological gardens and private preserves in the east come from this herd. Probably 150 head have been sold in this way. Howard Eaton, the well known hunter and expert of Wolf, Wyo., acted as sales agent in most of these instances. When the prospective opening of the Flat-head reservation foretold the destruction of the free range that the animals had enjoyed, and made it evidently impossible to preserve the herd intact, Mr. Pablo naturally turned to Mr. Eaton for assistance in disposing of his valuable band. Mr. Eaton made earnest attempts to bring about the sale of the herd to the United States government, but for some reason that is not clear to anybody his efforts were unsuccessful. Nor could he interest the American Bison Association in the matter to the extent of raising the funds necessary to purchase the herd. So, when all attempts had failed in this line, the offer of the Dominion government was accepted, and for a smaller sum than \$150,000 Canada becomes the owner of the largest herd of bison in the world.

' Too Late.

'But it is useless to grieve over the matter. It is settled and settled finally, and while it is regrettable that the settlement is as it is, there is none the less interest in the scenes attendant upon the loading of the unwieldy animals at Ravalli, and the work is being watched with deep interest by many visitors who have been attracted to the spot. In addition to the contract price of the herd, Mr. Pablo made a deal for loading the animals. For this work he receives \$5,000; but there will be little profit in the job, for it is tedious and expensive. Thirty-five men are engaged in the work and it keeps them all busy.

' Driving In.

'The animals have been herded enough on their reservation to become familiar with mounted men, and the drive down the Mission valley to the railway is accomplished without much difficulty. They shy a little at the coulee after the climb up the hill from the valley, but the herders press them on, and before they know it they are plunging down the narrow draw to the Jocko. The Indian riders handle the animals with wonderful skill, and it is not until the corrals are reached that any serious trouble is experienced.

' At the Corrals.

'But at the sight of these loading pens the big beasts attempt to back away. Their speed, however, has been checked, and they can not run over the line of horsemen that

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is drawn close around them. Gradually they are worked into the big pens as they are wanted for loading, and when they are once in these corrals the real trouble of loading begins. The pens are built as strong as they can be made. Previous experience with these creatures has taught the necessity of this. The first buffalo that were driven to Ravalli for loading, a few years ago, walked through the high inclosing fence as if it had been made of straws; yet it was built for rough cattle.

' In the Pens.

' Once in the main pen the animals are cut out, one by one, and run into the loading pen. They are wild and by this time angry. A few pawings at the earth, a toss of the mighty head and the imprisoned bull looks around him. A narrow gate is open and it seems to him to lead to liberty. Through the opening he dashes, the gate swings shut behind him and he is in the chute that leads to the car.

Perched on a running board along the chute is a big Indian with his lariat loop swung wide open. As the buffalo lunges forward below him, he drops the noose over the angry head. A turn around a snubbing post and the noose is tightened and the animal is held fast, bars are thrust across the chute behind him so he can not back out; then he is under control and is eased into the car.

' Loaded.

' Once in the car he is given hay and water and made to feel as much at home as possible, but the temper of a buffalo bull is sullen and his imagination is not keen enough to make dry hay in a stock car resemble in any way the sweet grass on the Mud creek prairie.

' The cows, as a rule, are more easily handled than the bulls, unless they have calves at their sides. In that case they will fight for their babies. But the cows are handled by themselves and are generally loaded without much trouble. There have been a few vixens among them, however, that have fought as stubbornly as the worst bull in the band, and have kept the herders on the jump.

' Not so Easy.

' All this sounds easy when you read about it. But it is slow and vexatious work in reality. When the first day of loading was finished there were 16 buffalo in the cars, and the herders wondered if they had struck a summer's job. However, the next day the work was easier, and since then the loading has progressed more rapidly. To get a good idea of the difficulties that attend this work, take the most "ornery" range steer that ever stood on hoof, multiply his meanness by 10, his stubbornness by 15, his strength by 40, his endurance by 50 and then add the products; you will then have some conception of the patience and skill that are required to load a buffalo into a stock car.

' One Accident.

' The loading has been accomplished with but one serious accident. One bull so injured himself that it was necessary to kill him. In an incredibly short time the carcass was skinned, the meat distributed among the Indians and the head and robe packed away for presentation. That taste of buffalo meat whetted the Indians' appetite, and after that their look at each buffalo that passed through the chute was like the longing gaze of a coloured watermelon tosser as he sees a particularly fine piece of fruit come down the line and is tempted to drop and break it. But a buffalo costs more than a watermelon and the Indian is less emotional than the negro, so no more buffalo legs were broken.

' There have been some amusing incidents in connection with the loading. One morning a new car had been pushed in front of the chute, and a number of spectators,

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among them some Missoula people, seized upon the roof of that car as a good vantage point. They climbed up and watched with interest the preliminaries of loading. Then the first bull came up the chute. In some way, perhaps intentionally, the lariat slipped around the snubbing post and the bull entered the car under pretty good headway. He hit the back side of the car with an impact that shook the very rails and rattled the spectators on the roof in more ways than one. Some of them didn't wait to climb down the ladders; they just jumped.

'The train with its strange load will probably pass through Missoula to-morrow afternoon. It will be the quaintest trainload that ever passed this way, and it will no doubt attract much attention.

'Mr. Pablo will retain a few of the herd, probably a couple of bulls and a dozen cows, but the great herd will be gone, and Americans, who should have retained possession of the bunch, will witness the passing of the most characteristically American animal of all our western fauna. It is too bad, but it can not be helped now.

'Representing the Dominion government at the loading are: Superintendent Douglas, of the Canadian National Park at Banff; M. Ayotte, who negotiated the purchase of the herd; Dr. David Warnock, Dominion Veterinarian, and General Freight Agent McMullen, of the Canadian Pacific railway.'

FORESTRY.

The report of the Superintendent of Forestry will be found under Part IX. of the general report. The general result of the work of this branch has been quite satisfactory, and it is gratifying to note that the demand for seedlings and trees from settlers throughout the west has increased from a little over 50,000 in 1899, to nearly 2,000,000 during the present year. This is clearly the best indication that the success achieved by those who some years ago took advantage of the gratuitous assistance in this relation afforded by the government has acted as a strong incentive to others to follow in the same experiments. The suggestion of the superintendent as to the advisability of further perfecting the organization for the proper care and maintenance of the permanent forest reserves is timely, and it is, therefore, proposed to take whatever action may be found necessary in this regard.

The same remark applies with reference to timber generally. There is no doubt that in view of the rapid development of the country and the consequent demand for timber, both for fuel and construction purposes, proper methods will have to be devised by which the department may ascertain definitely the value and extent of the various timber areas within the boundaries of the western provinces still under Dominion control. To attain this end it would be necessary to extend the scope of our present system of inspection, but the matter is one of such vital interest from a public point of view that the increased expenditure involved would be fully justified.

I desire to call particular attention to the report to be found at the end of Part IX., by Mr. E. Stewart, late Superintendent of Forestry, of his exploratory trip up the Mackenzie and down the Yukon rivers.

It must be borne in mind that Mr. Stewart's trip was, as is the case with regard to almost all exploratory information relating to that portion of the Dominion, confined entirely to the routes traversable by way of the rivers,—rivers whose magnificent breadth and grandeur of scenery are not surpassed, if equalled, by those of the eastern

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portion of the Dominion,—so that what is known from the information obtained through a trip of this nature can be estimated as only a percentage of what the resources of that land really may be.

Mr. Stewart outlines one or two suggestions which may well merit consideration. One is for extended and careful exploration for gathering precise information as to the actual timber resources, not only of the districts lying immediately alongside of the rivers, but inland from their waters. Another suggestive point which Mr. Stewart makes is that the distance from the east end of Lake Athabaska to Fort Churchill on the Hudson bay is less than 500 miles,—a mileage of no great magnitude in these days of rapid railway construction,—and that a railroad between these two points would afford an outlet for the trade of an immense district of country over a route which would be vastly shorter than that by the St. Lawrence.

I have the honour to be, sir,

Your obedient servant,

W. W. CORY,

Deputy of the Minister of the Interior.

PART I.

DOMINION LANDS.

DOMINION LANDS.

No. 1.

REPORT OF THE COMMISSIONER OF DOMINION LANDS.

DEPARTMENT OF THE INTERIOR,

OTTAWA, June 21, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I beg to submit my report for the nine months ending March 31, 1907, on the Dominion Lands Branch of this department, together with the reports of the Inspector of Dominion Land Agencies and the Agents of Dominion Lands for the several districts.

A summary statement has been prepared of the work transacted during the period mentioned as compared with the corresponding nine months during the previous year.

STATEMENT of work for nine months ending March 31, 1907.

	1906.	1907.
Files dealt with.	83,058	119,459
Letters written.....	63,107	90,934
Triplicates.....	26,920	59,652
Total letters.....	90,027	150,586
Applications for patent—		
Number examined	11,027	15,426
New applications.....	7,431	11,395
Certificates issued.....	6,684	10,647

The question of accommodation for the staff is still pressing, and additional space is urgently required, particularly in view of the necessity for increasing the numerical strength of the staff.

I have the honour to be, sir,

Your obedient servant,

J. W. GREENWAY,

Commissioner of Dominion Lands.

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No. 2.

REPORT OF THE INSPECTOR OF AGENCIES.

OFFICE OF INSPECTOR OF DOMINION LANDS AGENCIES,
BRANDON, MANITOBA, April 15, 1907.

J. W. GREENWAY, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I beg to submit my report for the amended departmental year, July 1, 1906, to March 31, 1907.

It is pleasing to again report very great progress in the development of the western provinces. The rush of immigration keeps up. The crop of 1906 was very satisfactory, and capital seeking investment is steadily increasing. The newly settled districts are rapidly being brought under cultivation and a general feeling of independence and prosperity is apparent.

The work in most of the land offices has materially increased.

The change in the termination of the departmental year, from June 30 to March 31, cuts off the three busiest months of the year and makes it difficult to give comparative figures in regard to the work. I have endeavoured, however, to give correct comparisons with the same nine months of the preceding year.

SPECIAL INSPECTION WORK.

It having developed that a number of land dealers, who might be more properly called 'land sharks,' were endeavouring to manipulate desirable homestead lands for personal gain, a campaign of special inspection work was inaugurated in April, 1906, which was to cover the land districts of Alameda, Regina, Yorkton and Battleford. This work entailed an inspection and report by the homestead inspectors of each quarter section of land for which entry had been granted prior to September 1, 1905, and not yet patented. In my report of 1906 I gave a statement of what had been completed in that work to June 30, 1906. The following is an additional statement of the inspections reported for each district and the summary cancellations made since July 1, 1906:—

Agency.	Inspections.	Cancellations.
Alameda.	1,608	23
Battleford.	3,098	157
Regina.	8,983	364
Yorkton.	3,550	283

I may add that this special inspection entailed an enormous amount of work upon the homestead inspectors and a very great amount of additional work at the land offices. Its accomplishment, however, has made available a great amount of land for re-entry and given the public assurance that the department will not tolerate any interference with or manipulation of free grant lands held for *bona fide* settlers.

INSPECTION OF OFFICES.

The land offices and a number of the sub-land offices have been inspected during the past fiscal year and my reports have been made to you upon the same, from time

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to time, as the inspections were made. I have almost invariably found the books and records in the land offices well kept and in order. In addition to regular inspection of offices my time has been largely given to visiting offices as frequently as possible and keeping a close supervision of all the work.

It was found impossible to visit and check-up the offices of the sub-agents as often as desirable, but I have recently been given an assistant, Mr. J. W. Martin, formerly Dominion Lands Agent at Lethbridge, who will chiefly attend to this work.

NEW LAND DISTRICTS.

During the year two new land districts have been organized, Humboldt and Moosejaw. The former was opened for the transaction of business October 15, 1906, and the latter March 25, 1907. This occasioned much extra work in the transcribing and separation of records before commencing work in the new offices.

On September 30, 1906, the office for the Minnedosa district was closed and the entire district was merged into the Dauphin district. All books, records, &c., were transferred to the Dauphin office. There are at the present time sixteen land districts in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

During the year two new sub-agencies have been established Herbert, Saskatchewan, and Vermilion, Alberta. Three sub-agencies have been extinguished, Humboldt, Moosejaw and Estevan. The sub-agencies at the present time number 57.

During the year I have travelled by rail and boat 29,697 miles, and by team 625 miles, making a total for nine months of 30,322 miles.

I beg to attach herewith statements as follows:—

‘A.’—Dominion Land Agencies, principal business transacted.

‘B.’—Sub-agents, principal business transacted.

‘C.’—Homestead Inspectors, principal work performed.

I have the honour to be, sir,

Your obedient servant,

R. E. A. LEECH,

Inspector of Dominion Lands Agencies.

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A.—DOMINION LANDS AGENCIES, principal transactions for the period from July 1, 1906, to March 31, 1907.

Agencies.	Homestead Entries	Land Sales.	Applications for Patent received.	Timber Permits Issued.	Hay Permits issued.	LETTERS.		REVENUE.		No. of Staff.	EXPENDITURE.	
						Received.	Sent.	Scrap.	Total Scrap and Cash.		Salary.	Contingencies.
								\$	cts.		\$	cts.
Alameda.....	1,115	7	1,240	8	44	12,854	10,261	.....	15,973 10	4	2,621 66	718 80
Battleford.....	3,213	21	551	130	39	29,335	15,600	.....	44,765 96	9	5,198 30	938 04
Brandon.....	84	23	515	195	6	5,475	4,438	.....	17,758 13	3	2,595 61	138 82
Calgary.....	973	70	1,007	687	47	28,861	19,011	.....	62,466 37	9	6,026 60	794 40
Dauphin.....	357	16	325	692	44	7,824	5,227	1,200 00	11,948 10	3	2,469 94	918 42
Edmonton.....	2,766	89	1,250	1,228	49	22,437	22,189	.....	82,325 72	av. 13	8,603 26	1,769 80
Humboldt.....	752	2	374	108	.....	10,081	6,483	.....	8,430 10	5	1,336 30	976 77
Kamloops.....	46	77	25	.....	2	2,531	2,427	.....	12,445 93	3	2,111 69	105 51
Lethbridge.....	1,418	135	507	276	73	18,035	14,855	.....	42,681 89	5	3,036 62	1,046 57
Moosejaw.....	57	.....	11	1	.....	611	192	.....	598 30	16	355 53	60 64
Minnedosa.....	54	4	28	.....	35	1,438	689	.....	2,019 33	2	549 99	37 79
New Westminster.....	29	21	.....	.....	.....	1,551	1,248	.....	6,540 14	1	1,049 94	139 90
Prince Albert.....	1,001	23	578	1,073	12	8,132	7,041	654 54	40,631 35	5	3,117 16	484 25
Red Deer.....	1,633	15	636	420	13	12,901	10,091	.....	22,084 15	.....	2,436 64	1,833 09
Regina.....	5,672	70	2,382	803	77	41,196	47,200	245 25	81,508 38	av. 28	14,454 92	2,013 84
Winnipeg.....	737	51	337	632	79	13,101	10,381	800 00	61,092 90	14	11,025 00	2,500 18
Yorkton.....	1,721	69	1,343	717	13	31,403	22,289	.....	33,025 55	8	5,463 27	468 63
Compared with corresponding nine months in the year 1906.....	21,687	633	11,109	6,940	529	253,366	199,632	2,909 79	549,325 40	132	72,852 46	14,925 45
	25,781	843	7,585	8,388	562	233,807	210,063	3,936 65	440,025 99	103	51,901 54	10,013 62

R. E. A. LEECH,
Inspector of Dominion Lands Agencies.

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B.—DOMINION LANDS Sub-Agencies, principal work performed, &c.—*Concluded.*

Name.	Place.	Applications for Homestead Entries taken.	Applications for Patent taken.	Applications for Timber Permits taken.	Applications for Hay Permits taken.	Amount remitted to Land Office.	Salary.	Expenses, Postage, Exchange, and Commission.	Remarks.
McKernan, James.	Alaska Landing.	21		9	18	% 415 60	cts. 1 48	% 34 18	Paid by commission.
Noxth, Reginald.	Lipton, Sask.	338	107	19	10	4,009 80	270 00	30 29	
Oxley, R. W.	Hanley, Sask.	382	145	46	2	5,016 00	250 00	Not given.	
Palmerson, P.	Pine Valley, Man.	11	8	66		305 75	135 00		
Paul, S. B.	Moosemount, Sask.	57	44		2	606 50	225 00	10 61	
Plaxton, G. P.	Moosejaw, Sask.	339	77	2	6	3,674 00	443 55	28 32	(Resigned August 1906, (Appointed September 6, 1906.
Reed, C. C.	Panola, Alta.	166	96	36	8	3,320 70	325 00	26 90	
Roberts, Arthur	Wapella, Sask.	91	32		8	2,206 04	225 00	7 04	
Ross, Paul.	Belvedere, Alta.	12	3	24	21	513 55	175 00	3 80	(4 months, (3 months.
McDonald, Gordon.	Herbert, Sask.	62	8	10		777 50	90 00	* 5 90	(Resigned October 23, 1906.
Sawatzky, J. F.	Rowden, Alta.	32	23	13	11	434 45	60 00	6 14	(Appointed December 31, 1906.
Shenfield, H. E.	Strasbourg, Sask.	137	54		5	375 50	143 57	9 45	
Snell, S. George	Redvers, Sask.	23	34		2	664 10	360 00	11 25	
Stedman, E. F.	Whitford, Alta.	64	52	35	8	746 31	225 00	5 10	
Stephen, A. M.	Nanton, Alta.	158	141	70	1	1,855 50	199 73	22 06	(August 10 to December 10, 1906.
Stewart, Robert.	Gravelly, Sask.	105	165	28	7	1,612 60	285 00	15 36	(Appointed December 10, 1906.
Stirling, W. C.	Pt. Qu'Appelle, Sask.	40	23	4	4	565 00	270 00	8 94	
Robertson, Wm.	Daysland, Alta.	15	9			145 00	125 00	3 36	(Returns for June and July 1906. (Appointed December 3, 1906.
Taylor, R. B.	Lacombe, Alta.	123	89	56	11	1,625 20	300 00	14 13	
Thomson, D.	Weyburn, Sask.	597	361	8	11	6,527 05	350 00	40 49	
Davidson, D.	Ranchovale, Man.	18	25			245 15	225 00	4 45	
Vickerson, Frank.	Wetaskiwin, Alta.	354	123	50	19	4,076 61	450 00	26 30	
Waddell, A.	Melfort, Sask.	249	125	172	4	2,865 75	225 00	21 33	
Wakelield, A. G.	Macleod, Alta.	90	59	46	15	1,008 90	350 00	9 03	(Resigned September 26, 1906, (Appointed November 19, 1906.
Ward, D. A.	Indian Head, Sask.	87	79		4	945 00	225 00	14 34	
Wild, A. E.	Stuartburn, Man.	6	8	71	8	131 15	225 00	0 22	
Wilson, D. R.								995 17	
Barker, E. T.								910 50	
Wilson, H. G. W.									
Yeo, J. W.									
Compared with corresponding months of the previous year		10,760	5,089	2,332	620	136,835 00	15,546 03		
		9,978	3,637	2,597	366	129,615 91	13,166 40		

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C. STATEMENT showing principal work of Homestead Inspectors during the period from July 1, 1906, to March 31, 1907.

Name.	Headquarters.	Land Inspections made.	Applications for Patent taken.	Miles travelled by Wagon.	Miles travelled by Rail.	Travelling and Living Expenses for self and team.	Expenses for new and old travelling equipment.	Remarks.
Bannerman, J.A.	Red Deer, Alta.	1,027	46	4,329	7,528	\$ 1,386 84	\$ cts.	
Bell, George A.	Alameda, Sask.	273	62	773	355	315 51	16 00	Off duty two months.
Brooke, A.W.	Moosjauw, Sask.	766	120	1,688	2,026	879 54	16 50	
Bryant, T.W.	Calgary, Alta.	315	208	2,585	814	494 92	24 75	
Buchanan, D.	Minnedosa, Man.	878	165	3,366	1,448	579 25	13 00	
Cleouston, Geo. H.	Pattulloft, Sask.	727	121	2,324	276	363 10	22 35	
Cunningham, F.J.	Vegreville, Sask.	152	256	2,877	1,432	642 60	33 85	
Currie, A.B.	Kanloops, B.C.		3					Appointed March 8, 1907. Resigned July 16, 1906. No September returns.
Dunbar, D.C.	Estevan, Sask.							
Dugan, L.	Selkirk, Man.	1,213	38	3,511	1,432	1,318 34		
Foley, R. D.	Winnipeg, Man.	100	61	1,472	575	266 85	49 90	
Gibson, James S.	Brandon, Man.	157	48	1,022	6,219	460 70	6 50	
Gladstone, W. E.	Prince Albert, Sask.	1,306	11	2,183	1,332	679 15	46 35	
Hellner, Albert.	Calgary, Alta.	818		2,315	3,634	739 22		
Holden, J.B.	Vegreville, Alta.		15	92	144	44 85	2 00	Resigned July 31, 1906.
Kennedy, F.	Winnipeg, Sask.	1,795	357	3,692	1,281	836 57	32 00	
Lagimodiere, Wm.	Winnipeg, Man.	196	24	1,368	1,216	578 82	17 50	
Link, Adam.	Lethbridge, Alta.	377	193	3,457	877	777 90	14 00	
Magee, W. D.	Lamerton, Alta.	11	63	92	759	113 65		
Moffat, James.	Marcelin, Sask.	416	136	4,798	1,401	977 67	28 55	
McCallum, N.G.	Yorkton, Sask.	446	151	1,644	210	373 60	16 00	
McDonald, Jas.	Edmonton, Alta.	234	276	4,434	180	918 85	298 85	
McDonald, D.J.	Kanloops, B.C.	67	3	744	5,141	666 30		Appointed Timber Inspector, March 9, 1907.
McGregor, R. E.	Gilbert Plains, Man.	63	114	2,308	969	569 49	24 55	
McLeod, D.	Yorkton, Sask.	642	294	3,158	352	295 80	16 60	Resigned February 28, 1907.
McMillan, Wm.	Treherne, Man.	714	32	2,210	1,543	152 97		
McNab, D.C.	Brandon, Man.	879	136	1,393	2,389	597 10		
Nichol, W. F.	Estevan, Sask.	108	107	1,573	1,184	417 20	13 45	
Oliver, Edward.	Crack, Sask.	1,067	159	3,335	1,069	499 67		
Pentland, R. P.	Hanley, Sask.	596	71	3,315	470	876 31		
Porter, S. P.	Regina, Sask.		20	326	4,154	324 35		Four months in charge of special inspection work.
Ridington, W. R.	Lloydminster, Sask.	855	84	2,548	1,638	821 08	317 00	
Stable, John.	Dauphin, Man.	358	49	2,846	2,157	587 10	48 15	
Staufert, J. E.	Didsbury, Alta.	277	187	3,043	1,283	698 52		No returns. Died in 1906.
Stuart, W. W.	Calgary, Alta.							
White, W. H.	Pt. Saskatchewan, Alta.	210	99	4,415	198	664 18	19 00	
		17,015	3,703	79,212	5,086	20,087 09	995 50	

No. 3.

REPORT OF THE AGENT AT BATTLEFORD.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

BATTLEFORD, SASKATCHEWAN, April 12, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the fiscal nine months ending March 31, 1907.

Comparing the past period with the previous nine months, it is noticed that there has been a slight decrease in the number of homestead entries made, but this is undoubtedly due to the extreme severity of the winter now ended, which came at least a whole month earlier than the previous one, and the spring rush of settlers has not yet commenced, while at this time last year it was in full swing.

These conditions were particularly noticeable in the southern part of this agency, known as the Tramping Lake district, where fuel is scarce. Moreover, many of the settlers went into occupation of their land late last fall and were totally unprepared when winter came upon them.

The situation, however, was relieved by the prompt action of the government in having the matter thoroughly looked into, and fuel and provisions expeditiously supplied to the needy ones.

At the same time telegraphic instructions were received from the minister permitting settlers to cut timber on government land for immediate use as fuel, without permit or dues, and the protecting of all homestead entries from cancellation until the 1st proximo was also very timely and beneficial.

Such conditions are not likely to occur again. In the course of only a few months the district to the south will be covered by two or more railway lines, doing away with any possibility of congestion of traffic, and bringing that part of this province within reach of eastern markets.

Following is a partial list of the work done during the past nine months:—

Homestead entries granted.. . . .	3,212
Homestead entries cancelled.. . . .	1,635
Land scrip located (acres).. . . .	16,920
Timber permits issued.. . . .	130
Hay permits issued.. . . .	74
Applications for patent received.. . . .	551
Letters received.. . . .	22,335
Letters written.. . . .	15,600
Total revenue.. . . .	\$44,765.96

Your obedient servant,

L. P. O. NOEL,

Agent of Dominion Lands.

No. 4.

REPORT OF THE AGENT AT BRANDON.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

BRANDON, MANITOBA, April 3, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—In submitting the report for the fiscal nine months ending March 31, last, I beg to say that as the vacant lands in this agency consist only of a few scattered quarter-sections of very inferior quality, the settlers coming in have to seek homesteads elsewhere, consequently the work here does not give the showing of former years. The cancellations grow less, the homesteaders making efforts to fulfil their duties in order to remain in a well-settled part of the province.

The country is prospering in every way; the prices of farm lands are steadily increasing, as well as the demand. In travelling through the country, you cannot fail to notice the improvement in the farm buildings, and everywhere you can see comfortable farm houses with large, well-built barns, granaries, &c. Another noticeable feature is the tree planting; nearly every farm has its shade trees, as well as a number planted closely together, protecting the buildings from the storms and allowing the transplanting of them as they grow larger.

The contemplated change in the Dominion Lands Act is unsettling many of the farmers in my agency, and they are making preparations and offering for sale their farms, with the intention of going west, where they hope to secure second homesteads and pre-emptions and secure lands for their sons, who are getting at an age to be eligible, and who could only secure lands here by purchase.

The railway facilities at the present time are inadequate to cope with the business of the country, thousands of bushels of grain still awaiting transportation. A great deal of hardship was caused during the past winter by the shortage of coal and wood, it not having been brought into the country at the proper time.

Immigration has opened up, and train loads of people are passing through this city, going further west. At the present time it is utterly impossible to obtain farm labourers or domestic help. The farmers are becoming very anxious, as the spring work may open up at any time, without the necessary help to put in the crop. The tendency of the Immigration Department seems to be to send the incoming men to points further west. I think the interests of the country would be better served by making a more equal distribution of the men, sending them to the older settled parts as well. Five hundred men could easily be placed at this point, and none have come. Daily inquiries are made by farmers for men. The immigration hall has been moved and is now in good shape, everything being kept in first-class order by the caretaker, and every comfort can be given to the settlers until they obtain suitable work.

The following is a statement of the work performed for the past nine months ending the 31st ultimo:—

Homestead entries granted.	82
Applications for patent received.	479
Cancellations of entries.	59
Letters received.	5,547
Letters sent.	4,605

Your obedient servant,

L. J. CLEMENT,

Agent of Dominion Lands.

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No. 5.

REPORT OF THE AGENT AT CALGARY.

DOMINION LANDS AND CROWN TIMBER OFFICE,
CALGARY, ALBERTA, April 16, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report of the work performed in this office during the nine months ended March 31, 1907.

The number of homestead entries, 973, is a decrease from the previous twelve months of 1,109. This I attribute to the fact that we have had very little homestead land within a radius of 50 or 60 miles of the railway, and the majority of the entries have been for lands that were cancelled from time to time for the non-performance of the homestead duties by the previous entrant. We have, however, north and east of the big Red Deer river, about 230 townships that are very sparsely settled, where a large number of home-seekers could be located, provided railway facilities were guaranteed. I expect the Canadian Northern and Grand Trunk Pacific will tap this particular district before very long, and in the meantime we shall require to direct a considerable amount of settlement in there.

The revenue from lands amounts to \$28,066.62, exclusive of the amount paid at head office on account of sales of lands, grazing leases, &c., being a decrease of \$15,537.20 from the revenue of the previous twelve months.

As the business for the Timber and Mines Branch for this district is also conducted at this office, I may mention that the revenue from this branch amounted to \$33,924.14, an increase over the amount for the previous twelve months of \$6,185.81.

Prospects for a good crop certainly never looked better at this season of the year. The fall wheat experienced no damage whatever during the winter, and the best crop ever harvested in this country is looked for this year, unless some unforeseen thing happens.

The winter has been a very severe one, and in some portions of Alberta the snow has been very deep, which, together with the intense cold, created a considerable loss among the cattle upon the ranges, where food and shelter could not be provided, although the loss has not been so great as at one time expected.

The price of beef is considerably higher than it was last year, which will compensate the ranchers to a considerable extent.

Horses command a very high price; never before have they been so high. A good heavy team will bring readily \$400; one pair sold at auction a few days ago for \$575.

The settlers throughout the country are very happy and cheerful, notwithstanding the severe winter, and the prospects generally for farmers and business men are very bright. According to an estimate made by Mr. James Winn, Immigration Agent at this point, the immigration into Alberta, via Calgary, has been larger than any previous nine months, and there has been no difficulty in placing those requiring employment.

The city of Calgary continues to forge ahead very rapidly, and the same may be said of all the smaller places throughout Southern Alberta.

I append hereto a detailed statement of receipts on account of Dominion lands, exclusive of the amount paid at head office.

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Attached hereto is also a statement of the work performed at this office. Although there has been a decrease in the number of homestead entries, yet there has been a very large increase in other work.

Your obedient servant,

J. R. SUTHERLAND,

Agent of Dominion Lands.

STATEMENT of receipts on account of Dominion Lands for the nine months ending
March 31, 1907.

973 Homestead entries.. . . .	\$ 9,710 00
67 Payments on account of improvements.. . . .	4,031 25
73 Land sales (cash).. . . .	12,964 74
5 Land sales (scrip).. . . .	1,200 00
1 Coal fee.. . . .	5 00
18 Sundries payments.. . . .	4 24
5 Seed grain collections.. . . .	151 39
	<hr/>
	\$28,066 62

STATEMENT of work performed during the nine months ending March 31, 1907.

Letters written.. . . .	20,011
Letters received.. . . .	28,861
Applications for patent received.. . . .	1,007
Homestead entries cancelled.. . . .	734
Homestead entries granted.. . . .	973
Land sales.. . . .	78
Half-breed scrip location.. . . .	1
Payments on account of improvements.. . . .	67
Timber ground rent collections.. . . .	7
Payments royalty on sales (timber).. . . .	41
Timber permits.. . . .	687
Timber seizures.. . . .	11
Hay permits.. . . .	47
Grazing rent collections.. . . .	66
Mining application fees.. . . .	19
Coal land fees, sales and royalties.. . . .	119
Seed grain collections.. . . .	5
Sundry payments.. . . .	18

No. 6.

REPORT OF THE AGENT AT DAUPHIN.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,

DAUPHIN, MANITOBA, March 30, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the following report for the Dauphin district, covering the nine months ending this day, being the end of the fiscal year.

This report deals more particularly with that portion of the district that was for several years past the Dauphin section; the tract recently handed over to me, which was formerly the Minnedosa district, I have not the same personal knowledge of, and therefore, cannot express myself in regard thereto as fully as I would like to, though I hope to be better advised as to it before long.

The district as a whole has shared with the rest of the west in its prosperity; many settlers have joined us, these including farmers as well as artisans, of all classes, with business men, the growing towns and villages having attracted the latter, as good opportunities for prosecuting their various callings were presented.

Trade has been steadily on the increase, though somewhat hindered during the past winter owing to shortage of cars, which prevented farmers from marketing their grain, and considerable inconvenience was experienced in delayed payments of obligations due. Of late, however, this situation has been relieved, the lines of railway being opened and shipments moving freely.

Crops were good and prices fair, and it is estimated that not less than 2,000,000 bushels of wheat will be marketed from this northern portion of the district. Oats and barley were also grown to a considerable extent, though no surplus for export was produced, the heavy local demand for the supply of lumber and railway work taking up the visible supply.

Mixed farming is being paid more attention to from time to time, with a marked result as the settlers get more acreage under cultivation, and the returns will in the future be still more noticeable.

Heavy importations of horses have been made, bringing good returns, as many of our foreign people have now arrived at that stage when the oxen formerly used cannot do their work. Some fine breeding animals have been found in these importations.

All the municipalities have prosecuted the work of improvements, in roads, ditching, bridges, &c., so far as the requirements warranted, resulting in great benefit to local travel.

Many heavy transactions in sales of lands have been reported, covering both wild and improved farms, high prices being secured in many instances.

Considerable settlement has taken place in the tract between Lakes Dauphin and Manitoba, and further surveys in this section would be advisable.

The great snow fall of last winter, the heaviest for many years, in certain localities, and which came very early in the season, considerably hampered lumber operations, in several instances rendering it impossible for any timber to be taken out, but as these conditions obtained over only a part of the district, work was carried on in others as usual, so that there is a fair average quantity of building material ready for the market when called for.

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Certain parts of the district were somewhat short of fuel, at times, owing to the depth of snow preventing local supplies being brought in, and blocking the various lines of railway, on which source many of our towns depended for supplies; but no serious hardships were experienced.

The demand for labour of all classes has been fairly well met, but no doubt from this out we will require assistance from outside points as our foreign settlers, who in the past have filled the demand, in a great measure, cannot longer be depended on, they having now placed such areas under cultivation as will necessitate their attendance, the women and children being no longer able to take off the harvest.

The health of the district has been good, no serious epidemics having visited us, and the general condition is most prosperous.

I subjoin a statement of some of the leading lines of work carried on in the office.

Your obedient servant,

F. K. HERCHMER,

Agent of Dominion Lands.

STATEMENT of certain lines of work carried through in the Dauphin Lands Office during the nine months ending March 30, 1907.

Homestead entries granted...	358
Timber permits issued...	662
Timber seizures made...	68
Seed grain liens collected...	19
Letters received...	7,824
Letters written...	5,227
Applications for patent taken...	325
Entries cancelled...	178

No. 7.

REPORT OF THE AGENT AT EDMONTON.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

EDMONTON, ALBERTA, April 2, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the nine months ending March 31, 1907.

In order to curtail my report as much as possible I will simply enumerate the most prominent features of affairs in general.

The severity of the winter has proved the safety and benefit of living near coal and timber lands which are easy of access. The most prominent features of the year were:—

Increase in value of timber lands. Activity in obtaining control of coal lands by individuals and companies. Large demand for all kinds of labour. Great increase in the price of lumber, which has become a detriment to the development of the country. Lack of sufficient transportation facilities. Rapid increase in the value of farms and town lots. The springing up in a day of new towns and villages. The great increase in the number of wealthy farmers and citizens. The keen interest taken in the new

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Lands Act. The movement of farmers to the towns. The great desire of settlers to take up land in the Peace River country. The lack of domestic help and unskilled labour. The general feeling of prosperity and absolute faith in the future of the district by one and all.

The returns given below show the progress of the district:—

HOMESTEAD ENTRIES AND REVENUE.

1904-5, entries, 2,903; revenue, \$43,682.36; 1905-6, entries, 4,601; revenue, \$70,984.81; 1906-7 (nine months of), entries, 2,766; revenue, \$82,325.72.

SUMMARY OF ACTUAL BUSINESS DONE.

Letters received.. . . .	22,437
Letters sent.. . . .	22,189
Applications for patent.. . . .	1,250
Homestead entries cancelled.. . . .	1,185
Hay permits issued.. . . .	49
Timber permits issued.. . . .	1,228
Homestead entries granted (nine months).. . . .	2,766
Land scrip located.	26
Revenue.. . . .	\$82,325.72

Your obedient servant,

A. G. HARRISON,

Agent of Dominion Lands.

No. 8.

REPORT OF THE AGENT AT ESTEVAN.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

ESTEVAN, SASKATCHEWAN, April 10, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the year ending March 31, 1907.

I am pleased to be able to report that the crop of last year was an abundant one, the average yield of wheat being about 22 bushels per acre, but owing to the blockades on the railroads much of the wheat is still in the hands of the farmers or in store in the elevators. The winter, which set in about the middle of November, has been a very severe one: the continued cold weather and deep snow greatly interfered with the movement of trains, consequently there was considerable inconvenience experienced by the settlers, owing to the scarcity of fuel. I am pleased to be able to say that the reports published in the newspapers in regard to the condition of the settlers were much exaggerated. The homestead inspectors were given instructions to visit each settlement throughout the district and report as to the condition of the settlers in regard to supplies of fuel and provisions. Only one or two cases were found where settlers were suffering for want of fuel, and they were being looked after by neighbours until the

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condition of the roads permitted them to get supplies from town. The Royal North-west Mounted Police had also instructions to visit the outlying districts and look after the needs of the settlers. The order of the minister protecting all homestead entries from cancellation till May 1 has been largely taken advantage of.

There has been a large increase in the number of settlers coming into this district, many of whom have bought lands in the vicinity of the towns. The settlement now extends as far west as the Willow Bunch, where a number of townships were surveyed last year, and a number of homesteads taken up.

The lands in the Willow Bunch district are now in the Moosejaw agency, as all lands west of range 18, which were formerly in the Alameda district, have been added to Moosejaw. Owing to the lands now open for homestead entry lying west of the Soo line of railway, considerable inconvenience was experienced by the settlers having to come to Alameda to transact business. It was, therefore, decided to move the land office to Estevan, a town of considerable importance on the Soo line, and also the terminal point of the Souris-Estevan branch. The office was opened here on April 2. A large amount of breaking was done last year, and there will be a large increase in the acreage brought under cultivation this season. I regret to report the death of Mr. John Mooney, of the staff of this office, who died on February 7, last.

Appended is a statement of work performed during the fiscal year:—

Letters received.. . . .	12,854
Letters written.. . . .	10,261
Applications for patent.. . . .	1,240
Entries cancelled.. . . .	486
Homestead entries.. . . .	1,115
Land sales.. . . .	7
Timber permits issued.. . . .	8
Hay permits.. . . .	44
Grazing rents.. . . .	5
Royalty coal mining.. . . .	5
Revenue.. . . .	\$15,973.10

Your obedient servant.

R. CLAUD KISBEY,

Agent of Dominion Lands.

No. 9.

REPORT OF THE AGENT AT HUMBOLDT.

DEPARTMENT OF THE INTERIOR.

DOMINION LANDS AND CROWN TIMBER OFFICE,

HUMBOLDT, SASKATCHEWAN, March 30, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to report that during the period of the fiscal nine months ending on the 31st instant, the Humboldt agency has been in operation from November 1, 1906, being a period of five months.

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The total receipts for this time amount to \$8,430.10, being made up as follows:—

752 Homestead entries, fees for which amount to.. ..	\$7,380 00
36 Payments for improvements, amounting to.. .. .	762 00
2 Payments on account of land sales.. .. .	110 50
Sundries.. .. .	46 75
109 Timber permits issued, fees for which amount to.. ..	32 75
School land sundries.. .. .	77 25
1 Collection on account of seed grain lien.. .. .	20 85
	<hr/>
	\$8,430 10

The sum of \$1,936.30 has been paid for salaries for this office, the staff of which consists of six at the present time.

The total disbursements of contingent funds amounts to \$976.77, in which is included cost of transcription work and cost of packing and shipping records from the Prince Albert, Regina and Yorkton agencies to this office.

There were 374 applications for patent recommended and 280 entries cancelled.

The letters received numbered 10,081, and 6,483 have been written.

The work appears to be in a very satisfactory condition all through the agency with the exception of this office, where the correspondence is considerably behind, this being caused by lack of sufficient staff to carry on the work. The attention of the Inspector of Dominion Land Agencies has been called to this matter, and he has promised to increase the staff at the earliest possible opportunity.

During the past winter the number of incoming settlers has been considerably lessened on account of the lack of efficient railway service; notwithstanding this fact, this office and the six sub-agencies tributary thereto have been kept busy.

Numerous reports have been circulated by the public press and other agencies relative to the suffering caused by the severe weather during the past winter and the blockade resulting therefrom on all railway lines. I am pleased to be able to report that so far as this district is concerned these reports have been greatly exaggerated. Careful inquiry has been made in this direction, and no single case of actual suffering through lack of fuel or provisions has been brought to my attention.

Notwithstanding this fact, many settlers and intending settlers have, however, experienced great inconvenience through the inefficient service given by the Canadian Northern Railway Company, which fact is to be deplored, as such experiences are not easily forgotten by new settlers.

There are still about 4,000 quarter-sections open and available for homestead entry in this agency, and from correspondence on file a large number of settlers from the United States, Europe and many of the British colonies intend homesteading in the district during the coming spring and summer, and all indications point to the fact that the coming fiscal year will be the heaviest on record in this department.

Your obedient servant,

GEO. L. DEMPSTER,

Agent of Dominion Lands.

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No. 10.

REPORT OF THE AGENT AT KAMLOOPS.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
KAMLOOPS, B.C., April 3, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the nine months ending March 31, 1907. The revenue collected at the office is practically the same as during the corresponding nine months last year. There is, however, a small decrease, which may be accounted for by the rental collected on leases during the month of March this year being only about \$600 as against \$1,500 for the same month last year; but the principal reason why the nine months referred to have not shown a larger increase is owing to the fact of the land in this agency being practically withdrawn from sale. A number of settlers have squatted upon unsurveyed lands in townships 17, 18 and 19, range 17, west of the sixth meridian. The lands referred to are now surveyed, but the plans of survey have not yet been received at this office, consequently I have been unable to deal with them. The prompt action of the department in having plans of survey referred to forwarded to this office would enable me to grant these homestead entries.

The prospects for an abundant harvest are bright. The snowfall during the past winter has been very heavy, and the farmers are of the opinion that they will have plenty of water in the dry belt for irrigation purposes, even without the aid of rain, to insure the expected crop.

The following is a summary of the work done during the nine months:—

Homestead entries granted.	46
Homestead entries cancelled.	16
Applications for patent received.	25
Number of acres sold.	1,647
Revenue collected.	\$12,504.15

Your obedient servant,

A. B. CURRIE,

Agent of Dominion Lands.

No. 11.

REPORT OF THE AGENT AT LETHBRIDGE.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
LETHBRIDGE, ALBERTA, April 9, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit for your consideration the annual report of this office for the period ending March 31, 1907.

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I have much pleasure in stating that the prosperity of Southern Alberta is continuing and settlers are pouring into this district from all parts of the States, as well as from eastern Canada, which tends to show the faith they have in its future possibilities. At the present time settlers are busy commencing farming operations, and the present year, from prevailing indications, should prove a very satisfactory one to those engaged in this line of business.

Settlement is reaching out in every direction, and one of the requirements to complete the settlement in the west is more railways.

Large tracts of land have been purchased throughout this district from the railway and irrigation companies, and the purchasers are daily disposing of the same to intending settlers. A large percentage of the settlers locating in Southern Alberta are actual farmers from the United States, with capital, and should make a success of farming in this country.

While the homestead entries for the Lethbridge agency are not quite as numerous as for the year ending June 30, 1906, the work of the office has increased materially and has been disposed of satisfactorily, although additional office accommodation and assistance are very necessary. The entries of homesteaders who are not performing their duties are being cancelled in large numbers, although the entries cancelled this year are not as numerous as in previous years, as the homesteaders are making every effort to comply with the regulations. In cases where entries have been cancelled, the lands are being rapidly taken up by people on the ground who desire homesteads in suitable localities.

The revenue of the timber and mines branch, as well as the land branch, has increased during the present year, but as a great deal of the timber business for this district is transacted through the Calgary office, the revenue of this branch is much smaller than it would be were the whole business pertaining to the same done here. A very large percentage of the grazing rental, as well as moneys paid on account of coal mining lands, is paid direct to the department and, therefore, the amounts do not appear in my returns.

The sub-agents and other officials throughout this district have been very busy, and deserve credit for the manner in which they have performed their departmental duties. The staff has worked faithfully and is deserving of special mention.

The following is a partial list of the work performed during the past nine months:—

Letters received.. . . .	18,035
Letters sent.. . . .	14,855
Homestead entries granted.. . . .	1,418
Homestead entries cancelled.. . . .	648
General sales.. . . .	135
Hay permits issued.. . . .	73
Timber permits.. . . .	276
Timber seizures.. . . .	16
Applications for patent received.. . . .	507
Grazing rents.. . . .	90

Your obedient servant,

J. W. STAFFORD,

Acting Agent of Dominion Lands.

No. 12.

REPORT OF THE AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,

NEW WESTMINSTER, B.C.. April 3, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—In accordance with the departmental instructions, I have the honour to submit the report of transactions of this office for the period of nine months from July 1, 1906, to the end of the present financial year, March 31, 1907.

This period has been one of *bona fide* prosperity throughout British Columbia generally; and this district has shared largely in this progress.

Owing to the uneven character of much of the land included in this agency, and the fact that timber limits are constantly extending in area, I find it very difficult to locate strangers who desire homesteads, consequently much of my time is absorbed in explaining these peculiarities to satisfy people that the business is of necessity tedious.

The number of entries made does not represent the number of settlers who go on some unsurveyed lands and wait.

Below I append an abstract of work from the monthly summaries during the nine months:—

Letters received.	1,551
Letters sent, besides circulars.	1,248
Homestead entries.	29
Total receipts.	\$6,540.14
Total contingent expenditure.	\$199.90

Your obedient servant,

JOHN MCKENZIE,

Agent of Dominion Lands.

No. 13.

REPORT OF THE AGENT AT PRINCE ALBERT.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,

PRINCE ALBERT, SASKATCHEWAN. April 4, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report for the nine months ending March 31, 1907. From the comparative statement below it will be seen that the revenue has increased \$10,748.68 over the same period last year, while the expenditure in connection with the office is less by \$305.52. The past year has been one of marvellous ex-

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pansion throughout the west; the country is in a very prosperous condition, and all indications point to a still greater development this coming season, already all rail-roads being taxed to their utmost capacity to handle the inrush of settlers.

Last season's crop was the best in the history of this district. About one-quarter of the crop is still unthreshed and another quarter is in the hands of the farmers, and I feel satisfied that the total wheat crop has been largely underestimated.

There has been a steady advance in the value of city and farm properties, fully justified by the wonderful earning capacity of the soil.

Notwithstanding the great development taking place, our vast natural resources are practically undeveloped as yet, but with the opening of the Hudson's Bay route an empire north of the North Saskatchewan river, rich in timber, fish, minerals and agricultural lands will be opened up, and the future alone can gauge the vast extent of the wealth lying dormant there. Already in the newly surveyed townships north of this city, where until quite recently it was generally supposed no land existed fit for settlement, 130 homestead entries have been made within a radius of twenty miles.

STATEMENT.

Nine months ending March 31, 1906.		Nine months ending March 31, 1907	
Homestead entries	1,190 \$11,685 00	1,001	\$ 9,785 00
Improvements	63 1,394 25	74	2,170 90
Land Sales	22 2,311 52	23	2,556 58
" Scrip.	120 00	3	654 54
Sundries	14 25 00	25	34 40
Seed Grain	17 495 00	36	865 71
School Lands, Sundries	22 140 00	39	240 05

CROWN TIMBER.

Ground rent	10 \$ 740 43	4	\$ 401 58
Royalty on sales	13 4,734 47	26	16,053 41
Timber permits	1,175 6,794 28	1,073	6,583 35
Timber seizures	40 1,385 52	41	1,191 72
Hay permits	25 54 00	12	90 90
Grazing Dominion Lands	1 3 20	1	3 20
\$29,882 67		\$40,631 35	

	Nine months ending March 31, 1906.	Nine months ending March 31, 1907.
Letters received	9,123	8,132
Letters written	8,204	7,041
Applications for patent	437	578
Entries cancelled	510	869
Salaries and disbursements	\$3,887.46	\$3,581.94

Your obedient servant,

R. S. COOK,

Agent of Dominion Lands.

No. 14.

REPORT OF THE AGENT AT RED DEER.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

RED DEER, ALBERTA, April 6, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—In submitting my annual report for the nine months ending the 31st ultimo, I am pleased to say that the Red Deer district has made satisfactory progress during that period. There has been a falling off in the number of homestead entries granted as compared with the corresponding period in 1905 and 1906, which no doubt is owing

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to the severe winter, as very many who, by letters, had expressed their intention of coming to settle here, were prevented from doing so by the extreme cold and depth of snow. The past winter was the most severe one in the memory of the oldest inhabitant; at the same time the settlers in this district had less to contend with than those of almost any other locality. Although the thermometer demonstrated the fact that the weather was extremely cold, the days were bright, with an entire absence of wind, or storms of any description, and those employed in out-door work, such as teaming wood, lumber, &c., did not lose a day on account of the weather, nor was there any inconvenience or suffering felt on account of lack of fuel. A daily train service was maintained on the main line, also on the branch lines running out from Lacombe and Wetaskiwin, with the exception of a few days, which I understand was due as much to defective engines as to cold weather, or deep snow.

The loss of cattle throughout this district, so far as I can learn, has not, up to the present time, been above the average, and the reports in eastern papers with regard to weather conditions, and losses of cattle, will not in any way apply to the Red Deer district.

The Central Alberta Stock Growers' Association, an organization brought into existence through the energy of Mr. George F. Root, one of our most progressive and successful ranchers, who came here from Iowa some six years ago, met in Red Deer on February 27. The principal question discussed at the meeting was whether the rancher is being paid a fair price for his cattle; at the same time almost every question affecting the farmer and rancher was brought up and thoroughly ventilated. So well had Mr. Root organized the meeting that he had present representatives from the Union Stock Yards, Chicago; Clay Robinson Co., the big live stock commission men of the States. J. Y. Griffin & Co., Gordon, Ironsides & Fares, of Winnipeg; P. Burns, of Calgary, and other large cattle exporters. A great deal of interest was taken in the meetings, the hall secured for the occasion being packed to the doors by an appreciative audience. Addresses were delivered by the following gentlemen: President Root, dealing with the factors which affect the marketing of cattle; Mr. M. J. Watson, of St. Paul, and Mr. Goodall, of Chicago, spoke of the arrangements and accommodations of the market there. Mr. A. Scott, manager of the Northern Bank, Edmonton, and Mr. D. M. Sanson, manager of the Canadian Bank of Commerce, Red Deer, dealt with the relations of the banks to the stockmen. Mr. McMullen, of the Canadian Pacific Railway Company, spoke of the heavy increase of stock shipments during the past year. Addresses were also delivered by Mr. A. L. Pawne, Fletcher Predin, M.P.P., W. F. Puffer, M.P.P., John T. Moore, M.P.P., Mayor Gaetz and President Ouimette, of the Board of Trade. It is impossible to estimate the beneficial effects that this meeting will have on the future of the country at large.

The healthy growth of the country is clearly shown by the increased demand for town property at enhanced values.

The following is a statement of business transacted during the nine months ending the 31st ultimo:—

1,693 Homestead entries.. . . .	\$ 16,770 00
453 Inspections.. . . .	
1,011 Cancellations.. . . .	
74 Improvements.. . . .	2,983 00
15 Land sales cash.. . . .	1,177 93
3 Sundries.. . . .	30 00
422 Timber permits.. . . .	399 81
4 Mining fees.. . . .	40 00
76 Coal land fees.. . . .	372 55
15 Grazing.. . . .	143 73
68 Hay.. . . .	181 23
1 Seed lien collection.. . . .	13 03

\$22,084 15

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Letters received.	12,901
Letters written.	10,091
Applications for patent.	636

Your obedient servant,

W. H. COTTINGHAM,

Agent of Dominion Lands.

No. 15.

REPORT OF THE AGENT AT REGINA.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

REGINA, SASKATCHEWAN, May 22, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report for the nine months ending March 31, 1907. The statement of work performed is as follows:—

5,762 Homestead entries.	\$56,340 00
232 Improvements.	11,159 61
70 Land sales.	13,778 13
Sundries.	145 65
803 Timber permits.	278 75
1 Timber seizure.	1 50
77 Hay permits.	201 60
16 Grazing rents.	205 50
School lands sales.	830 47
36 Seed grain collections.	1,567 17

\$84,508 38

Land scrip located.	56 for 7,040·10 acres.
Letters received.	51,196
Letters written.	47,200
Applications for patent sent to head office.	2,382
Entries cancelled.	3,492

In comparing this statement with the nine months ending March 31, 1906, it shows a slight decrease. This can be accounted for by the opening of the office at Humboldt.

The past winter has been the longest and possibly the most severe in this country for a good many years, and at one time presented a very serious aspect, especially as to the question of fuel, and no doubt there was a great amount of suffering.

The protecting of homestead entries until June 1 has been a great benefit to a large number, and lessened the cancellation work in the office for the time being.

The opening of the office at Moosejaw will relieve the work of this office to a certain degree.

The area under crops this year will not be as large as formerly, but at the present time there is a prospect of a good crop, although the season is over a month later than in former years.

Your obedient servant,

L. RANKIN.

Agent of Dominion Lands.

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No. 16.

REPORT OF THE AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

WINNIPEG, MANITOBA, May 4, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the thirty-third annual report of the Dominion Lands Office, which this year, owing to the change made in the date of the ending of the fiscal year to March 31, covers only a period of nine months.

OFFICE WORK.

The number of homestead entries granted was 737, as against 464 for the corresponding months in 1905-6. The work of the office as a whole shows a decided increase over that of former years.

The net revenue from all sources reached the sum of \$61,092.90. The correspondence was heavy, there being 13,101 letters received and 10,381 written. The applications for patent dealt with and recommended numbered 337, and entries cancelled, 241. During the period under review, 215 hay permits were issued, of which number 143 were upon school lands and 72 upon Dominion lands. The 737 settlers who obtained entries represent nearly every nationality, as is shown by the following summary, the number including members of their families: British, 126; Canadian, 319; American, 20; Russian, 61; Swedish, 141; Icelandic, 104; Polish, 59; Hungarian, 21; Armenian, 14; Belgian, 10; Turks, 8; Dutch, 1; Norwegian, 58; German, 66, and Austrian, 964.

HOMESTEAD LAND.

The only remaining available land in any quantity, surveyed and open for homestead entry in this district is situated in the northerly and easterly parts thereof, which for the most part are covered with scrub and timber and not of the class to be readily taken by Canadian and American settlers.

There has been an active demand for homesteads in the surveyed townships crossed by the line of the Grand Trunk Pacific Railway, and a large number of entries have been granted.

MINING.

During the nine months ended March 31, 19 mining claims were recorded. These claims are situated in eastern Manitoba, in the vicinity of Hawk lake, on the islands and shores of Lake Winnipeg, on the Nelson river and Hudson's bay. In recording these claims it was stated that 16 were staked for gold and 3 for iron. No doubt a larger business would have been done but for the fact that a number of those persons following prospecting as a business left the district with the rush for Cobalt during last summer.

There are a large number who are confident that valuable deposits of minerals exist in eastern Manitoba and along the east side of Lake Winnipeg, and north in the country leading to Hudson's bay. No doubt if this is true, discovery will soon be made, as a thorough search for it by prospectors is being made.

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GENERAL.

In my last report I quoted the expressed opinion of crop experts, that the average yield of wheat crop for the province would be nineteen bushels to the acre. This prediction proved to be remarkably accurate, the exact percentage being 19·49, on a production of 61,250,413 bushels. The weather throughout both the harvest and threshing seasons was exceedingly favourable and the result was a bountiful harvest. Although about 24,000 helpers were brought in from Great Britain and eastern Canada, two or three thousand more could have been employed to advantage. The provincial Department of Agriculture reports the harvest of 1906 to have yielded: wheat, 61,250,413·4 bushels; oats, 50,692,977·7 bushels; barley, 17,532,553·9 bushels; flax, 274,330 bushels; rye, 100,650 bushels; peas, 67,301 bushels, and corn, 249,840 bushels, a total grain crop of 130,168,096, a gain for the year of 14,304,734·7 bushels.

The root crop was: potatoes, 4,702,595 bushels, and other roots, 3,446,432 bushels. The poultry sold by the Manitoba farmers in the fall of 1906 amounted to 557,421 pounds, and the value of their total dairy products was \$1,377,746.84. The total area under all crops in 1906 was 4,912,435 acres. The total area already prepared for crop for 1907 is 2,323,949 acres, an increase of nearly 300,000 acres over the previous fall.

I would call your attention to the unsatisfactory and uncomfortable premises occupied by this office. The building is very old, in a very bad state of repair and most unsanitary. It was erected in the year 1874, and is not now well situated to meet the convenience of the public who have business to transact thereat. I would respectfully recommend that quarters be provided for this office in one of the public buildings in the centre of the city.

Your obedient servant,

E. F. STEPHENSON,

Agent of Dominion Lands.

No. 17.

REPORT OF THE AGENT AT YORKTON.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

YORKTON, SASKATCHEWAN, April 11, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I beg to submit for your consideration the report of the transactions of this office for the nine months ending the 30th ultimo.

The number of homestead entries granted for the period of nine months was 1,721, as against 2,814 for the same number of months during 1906. This decrease is to be accounted for by the fact that the area of this agency was cut down considerably, some 101 townships being taken away and incorporated as part of the new agency at Humboldt, and also by the fact that nearly all homestead lands capable of fairly easy cultivation have been disposed of.

A line of railway is surveyed through this portion of the agency, and should the same become an actuality, the lands still available will no doubt soon be taken up. The main line of the above named railway runs along the northern fringe of the

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agency and many centres of trade have been created, which in a few years will become noted for the export of grain. These centres during the fall and winter months have seriously suffered on account of an inefficient railway service, although at points where grain was offered no serious blockade occurred.

During last summer and fall a second investigation of the manner in which the Doukhobors were performing their homestead duties was at work, as a consequence of which Doukhobor land matters were placed in the hands of the Rev. John McDougall, who was appointed a special commissioner for that purpose. All entries of Doukhobors in community were cancelled early in February last, then a proposal was tendered that these Doukhobors should apply to become British subjects and make re-entry for homesteads under certain stipulations by May 1 next. Complaints were received with reference to the methods employed by these people in the cutting of timber on Dominion lands and an inspector was delegated to prevent any illegal cutting on the part of the Doukhobors.

I am pleased to report that whilst the latter part of the winter was severe, settlers in this agency suffered no inconvenience in lack of fuel or scarcity of feed for stock. As an indication of the contented prosperity it is only necessary to call attention to the number of applications for patent recommended, namely, 1,343.

The following is a summary of business transacted:—

Homestead entries.. . . .	1,721
Sales.. . . .	45
Timber permits.. . . .	260
Hay permits (Dominion lands).. . . .	13
Hay permits (School lands).. . . .	51
Letters received.. . . .	34,403
Letters written.. . . .	22,289
Applications for patent.. . . .	1,343
Entries cancelled.. . . .	1,159
Revenue.. . . .	\$33,025.55

Your obedient servant,

JAS. E. PEAKER.

Agent of Dominion Lands.

No. 18.

REPORT OF THE MINES BRANCH.

DEPARTMENT OF THE INTERIOR.

OTTAWA, July 13, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit herewith the report of the Mines Branch of the Department of the Interior for the nine months which ended on March 31, 1907.

Owing to the increased activity in the demand for coal and mining lands and rights in the western provinces and territories of the Dominion, and the increased growth of the branches of the department in which such lands and rights were ad-

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ministered, it was deemed advisable in the public interest to establish a separate branch for the administration of all matters pertaining to mines, and on July 1, 1906, the Mines Branch was created, the duties assigned to it being the administration of all matters pertaining to the Yukon Territory, and of all mines and mining lands the property of the federal government, including coal in the western provinces and territories of the Dominion.

Commencing from July 1, 1906, the revenue of the Yukon Territory from its various sources, together with the revenue derived from mining lands in the western provinces and territories, including coal, previously reported by other branches, will in future appear in the report of the Mines Branch.

The revenue derived from all sources for the nine months which ended on March 31, 1907, amounts to \$579,846.34, and the statements lettered 'A' and 'B,' showing in different forms how this amount is made up, will be found at the end of this report; statement lettered 'A' shows the total revenue for each month, and statement lettered 'B' shows the revenue collected at each agency, including the Yukon Territory.

The revenue of the Yukon Territory, which amounts to \$229,818.93, is shown separately in statement lettered 'C.'

The Dominion Lands Office at Minnedosa was abolished on October 1, 1906, and on March 25, 1907, the Moosejaw Dominion Land Agency was created.

The reports for the nine months from the Commissioner of the Yukon Territory, the Gold Commissioner, Comptroller, Crown Timber and Land Agent, the Director of Surveys for the Yukon Territory and the Assistant Gold Commissioner at Whitehorse will be found under Part VII. of the general report.

TIMBER IN THE YUKON TERRITORY.

The total amount of dues collected on account of timber in the Yukon Territory during the nine months which ended on March 31, last, was \$15,732.58.

There are in existence 114 timber berths under license to cut timber, covering a total area of 270.11 square miles.

According to returns received in the department the number of feet B.M. of lumber manufactured during the period mentioned was 1,063,164; sold, 1,407,129; the number of railway ties manufactured, 44,944; sold, 42,941, and the number of cords of wood cut, 5,667; sold, 4,064. This does not include the large amount of timber and cordwood cut, free of dues, for mining purposes.

MINING LANDS OTHER THAN COAL.

During the nine months thirty-one entries for quartz mining claims were granted by the agents of Dominion lands in the western provinces and territories.

In the Yukon Territory 36,753 placer mining claims, 7,354 quartz mining claims and 54,191 renewals and relocations were recorded up to March 31, 1907. The returns for the nine months ending March 31, 1907, show that 1,993 entries for placer mining claims, 1,345 entries for quartz mining claims and 4,749 renewals and relocations were recorded. The revenue collected from these sources and from fees for registering documents in connection with mining operations was \$102,634.25.

Up to March 31, 1907, 95,935 free miner's certificates were issued, producing a revenue of \$946,762.76. During the nine months 2,278 free miner's certificates were issued, and the revenue derived therefrom was \$13,326.75.

On August 1, 1906, the issue of free miner's certificates was abolished, and since that date certificates have not been necessary covering any period subsequent thereto.

The following is a list of the government agencies at which free miner's certificates were issued and the number issued at each such agency during the period mentioned:—

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Dominion land agency at—

Calgary, Alberta.. . . .	9
Edmonton, Alberta.. . . .	5
Lethbridge, Alberta.. . . .	11
Winnipeg, Manitoba.. . . .	13

Agencies within the Yukon Territory—

Clear Creek.. . . .	8
Dawson.. . . .	1,747
Duncan.. . . .	100
Sixtymile.. . . .	14
Kluane.. . . .	88
Whitehorse.. . . .	211
Conrad.. . . .	47

Other agencies and agents—

Ottawa, Ontario, Department of the Interior.. . . .	13
London, England, the High Commissioner's Office.. . . .	10
Vancouver, British Columbia, Dominion Assay Office.. . . .	2

Total.. . . . 2,278

The total revenue received for dredging leases in the Yukon Territory up to March 31, 1907, was \$151,524.60, and for the fiscal period of nine months, \$1,960.

The total revenue received for the rental of leaseholds in the western provinces and territories, excepting those of the Rocky Mountains park, up to March 31, 1907, was \$36,797.61, and for the past nine months, \$2,139.

The total sum collected up to March 31, 1907, for royalty on the gross output of placer mining claims in the Yukon Territory, after deducting the exemption allowed by the regulations was \$3,552,635.53. Of this amount the sum of \$82,622.42 was collected during the nine months covered by this report.

The royalty was collected at the following places:—

Dawson.. . . .	\$80,530 38
Whitehorse.. . . .	2,092 04
Total.. . . .	\$82,622 42

DREDGING.

Fifty-three leases to dredge for minerals other than coal, in the submerged beds of rivers in the Yukon Territory, are in force, covering a total frontage of 261.75 miles.

Thirteen leases to dredge for minerals in the beds of rivers in the provinces of Alberta and Saskatchewan are in force, covering a total frontage of 64 miles.

HYDRAULIC MINING.

Fourteen hydraulic mining leases are in force, having a total frontage of 40.58 miles. These leaseholds are all situated in the Yukon Territory. Since the regulations were first established in December, 1898, 47 hydraulic mining leases have been issued, all of which have now been cancelled with the exception of the above number.

7-8 EDWARD VII., A. 1908

COAL MINING LANDS.

The number of applications for coal mining lands received during the year was 2,376. The revenue for the nine months ending on March 31, 1907, derived from the sale of coal mining lands was \$335,795.97. The area sold was 103,931.04 acres, of which 103,171.04 acres are within the province of Alberta, and 760 acres in the province of Saskatchewan. The total area of coal lands sold up to March 31, 1907, was 252,371.49 acres, and the total amount received therefor was \$880,363.54. Statement lettered 'F' at the end of this report shows the revenue derived from the sale of coal lands for each fiscal year since 1896.

The total amount of revenue collected in each province on account of sales of coal lands for the nine months ending March 31, 1907, is as follows:—

Alberta.. . . .	\$331,991 30
British Columbia.. . . .	300 00
Manitoba.. . . .	20 00
Saskatchewan.. . . .	3,484 67
Total.. . . .	<hr/> \$335,795 97

Twenty-nine coal mining licenses embracing an area of 10,256 acres in The Rocky Mountains Park of Canada have been issued. The revenue derived therefrom during the nine months ending March 31, 1907, amounting to \$6,215.44, is made up as follows: Rental, \$1,758.64; royalty collected on coal mined, \$4,456.80. The total amount of rental collected up to March 31, 1907, was \$7,641.61, and the total amount of royalty collected to the same date was \$9,735.30.

The following is a statement of the office work performed from July 1, 1906, to March 31, 1907:—

Letters received and recorded.. . . .	10,566
Letters sent.. . . .	13,451
Pages of memorandum and schedule.. . . .	9,287
Plans and sketches prepared.. . . .	681

Mining.

Accounts kept posted—dredging 60 and hydraulic 15.. . .	75
Applications for coal locations received.. . . .	2,376
New entries and renewals for mining locations granted in the western provinces and territories, not including the Yukon.. . . .	31
Applications for stone quarries.. . . .	28
“ tar and asphalt.. . . .	103
“ quartz claims.. . . .	11
“ gypsum.. . . .	2
“ sulphur.. . . .	1
“ limestone.. . . .	4
“ clay.. . . .	1
“ petroleum.. . . .	43
Applications for gold dredging, of which 65 are in the Yukon Territory and 26 in the western provinces and territories.	91
In the Yukon Territory the number of placer mining claims, renewals and relocations granted was.. . . .	6,292
The number of quartz mining locations granted was.. . . .	1,345
Total.. . . .	<hr/> 7,637

Miscellaneous.

Applications to purchase or lease lands in the Yukon Territory	77
Applications for water frontage.	2
Number of agricultural leases in force in the Yukon Territory, comprising an area of 404 acres.	8
Leases for water frontage issued.	3
Number of water front leases in existence.	19
Leases for stone quarrying in The Rocky Mountains Park of Canada, comprising a total area of 1,187.86 acres.	4

On February 2, 1907, regulations governing the granting of homestead entries in the Yukon Territory came into force. Under the provisions of these regulations lands in the said Territory, suitable for agricultural purposes, were withdrawn from sale, and every person who is the sole head of a family and every male who has attained the age of eighteen years may obtain entry for 160 acres of such land.

By an order in council dated July 5, 1906, regulations were established for the disposal of water from streams and lakes in the Yukon Territory for the purpose of generating power, and for the control and management of the sale, transmission and use of such power. Under the provisions of these regulations twenty-seven applications have been filed for permission to divert water for power purposes, and leases have been issued to divert 5,000 inches of water from Little Twelve Mile river, and a like quantity from Benson creek, a tributary of the north fork of the Klondike river, for the purpose mentioned.

I have the honour to be, sir,

Your obedient servant,

H. H. ROWATT,

Chief Clerk.

7-8 EDWARD VII., A. 1908

REVENUE OF DOMINION LANDS

A.—STATEMENT of Receipts on account of Coal and Minerals in the Western Provinces
Mining Fees, Rental of Agricultural Lands, Waterfronts and Water
Territory for the nine months

Year.	Stone Quarries.	Peat Land Lease.	Timber Dues.	Coal Lands.	Mining Fees.	Hydraulic Leases.	Dredg- ing Leases, N.W.T.	Dredg- ing Leases, Yukon.	Gold Export Tax.
1906.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.. . . .			1,429 66	19,205 97	12,593 00	348 70			18,379 80
August.			1,725 87	4,038 50	18,955 50	507 00			20,605 35
September.			3,745 56	104,212 81	16,773 00	776 00			20,059 02
October	1,362 25	128 00	4,117 60	8,405 98	13,300 00		1,719 00	500 00	19,425 64
November			1,527 32	19,288 27	10,561 50	1,007 68			49 48
December			1,090 04	61,792 72	7,780 50		50 00		1,257 32
1907.									
January			495 32	16,722 99	7,866 00		20 00		2,669 76
February	156 88		537 37	19,258 84	7,382 75			235 00	150 99
March	7 25		1,063 84	82,869 89	8,820 00	706 50	350 00	1,225 00	25 06
Total	1,526 38	128 00	15,732 58	335,795 97	104,032 25	3,345 88	2,139 00	1,960 00	82,622 42

SESSIONAL PAPER No. 25

INCLUDING THE YUKON TERRITORY.

and Territories, and Timber, Hay, Coal, Hydraulic Mining, Dredging, Royalty on Gold, Power, Survey Fees, and Sale of Dominion Lands in the Yukon ending March 31, 1907.

Free Certifi- cates, Export of Gold.	Coal Mining.	Free Miner's Cer- tificates.	Water Power.	Hay Land, Yukon.	Office Fees.	Dominion Land Sales.	Sale of Quartz Acreage	Rental.	Survey Fees.	Amount.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
30 00	1,229 30	9,268 50	.....	105 00	2 00	383 34	389 80	.....	.....	63,365 07
37 50	184 00	2,707 50	.....	.....	2 00	1,516 80	340 71	8 25	.....	50,628 98
100 50	600 35	739 50	.....	.....	20 00	45 00	384 57	52 66	.....	147,508 97
31 50	2,132 41	271 00	.....	.....	8 50	1,841 58	264 46	.....	.....	53,507 72
50	584 79	84 50	.....	.....	2 00	596 08	.....	718 98	.....	34,421 10
3 50	161 60	15 00	250 00	.....	22 00	145 11	.....	5 00	.....	72,572 79
4 50	2,969 11	79 50	250 00	.....	.....	.....	180 82	928 28	.....	32,186 28
2 00	845 70	22 00	.....	.....	2 00	.....	100 63	.....	.....	28,694 16
5 50	830 14	139 25	.....	.....	4 00	470 92	113 17	230 75	100 00	96,961 27
215 50	9,537 40	13,326 75	500 00	105 00	62 50	4,998 63	1,774 16	1,943 92	100 00	579,846 34

H. H. ROWATT,
Chief Clerk.

7-8 EDWARD VII., A. 1908

DOMINION LANDS

B.—STATEMENT Showing the Total Amount of Revenue Collected at each Agency,

Agency.	Timber Dues.	Coal Lands.	Mining Fees.	Hydraulic Leases.	Dredging leases, N.W.T.	Dredging leases, Yukon.	Gold Export Tax.	Free Certificates Export of Gold.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alameda		3,437 17						
Battleford		32 50						
Calgary		38,317 47	135 00					
Dauphin		20 00	20 00					
Edmonton		45,372 12	310 00					
Kamloops		110 00						
Lethbridge		240,564 76	70 00					
Moosejaw		15 00						
New Westminster		190 00						
Prince Albert								
Red Deer		7,659 45						
Regina		77 50						
Rocky Mountains Park			30 50					
Winnipeg			722 50					
London, England								
Vancouver								
Victoria								
Ottawa			110 00	1,581 38	2,139 00	1,960 00		
Dawson Gold Commission- er's Office			89,028 25	1,764 50				
Whitehorse Asst. Commis- sioner's Office			13,606 00					
Dawson Crown Timber and Land Office	15,295 21							
Whitehorse Crown Timber and Land Office	437 37							
Dawson Comptroller's Office								215 50
Dawson Royalty Collector's Office							80,530 38	
Whitehorse Royalty Col- lector's Office							2,092 04	
Dawson Dominion Lands Office								
Dawson Mining Recorder's Office								
Whitehorse Dominion Lands Office								
Whitehorse Mining Record- er's Office								
Total	15,732 58	335,795 97	104,032 25	3,345 38	2,139 00	1,960 00	82,622 42	215 50

SESSIONAL PAPER No. 25

REVENUE.

including the Yukon Territory, for the nine months ending March 31, 1907.

Coal Mining.	Free Miner's Certificates.	Water Power.	Hay Lands, Yukon.	Office Fees.	Dominion Land Sales, Yukon.	Quartz Acreage Sales.	Survey Fees.	Rental.	Peat Land Lease.	Stone Quarries	Amount.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
140 90											3,578 07
10 00											42 50
421 00	45 00										38,918 47
											40 00
683 66	22 75									562 25	46,950 78
10 00											120 00
177 35	55 00									7 25	240,874 36
											15 00
											190 00
										156 88	156 88
217 55											7,877 00
											77 50
6,215 44											6,45 94
	75 00										297 50
	50 00										750 00
	15 00										15 00
	17 00										17 00
1,144 16	285 00	500 00		20 00					128 00	800 00	8,667 54
	10,984 00										101,776 75
351 85	1,778 00										15,735 85
165 49			105 00								15,565 70
											437 37
											215 50
											80,530 38
											2,092 04
				40 50	3,420 49		100 00	1,943 92			5,504 91
						1,254 32					1,254 32
				2 00	1,578 14						1,580 14
						519 84					519 84
9,587 40	13,326 75	500 00	105 00	62 50	4,998 63	1,774 16	100 00	1,943 92	128 00	1,526 38	579,846 34

H. H. ROWATT,
Chief Clerk.

7-8 EDWARD VII., A. 1908

REVENUE OF THE

C.—STATEMENT of Receipts from Timber, Hay, Coal, Hydraulic Mining, Dredging, Water Power, Survey Fees, and the Sale of Dominion

Month.	Timber Dues.	Survey Fees.	Mining Fees.	Hydraulic Leases.	Rental.	Dredging Leases. Yukon.	Gold Export Tax.
1906.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	1,429 66	.....	11,925 50	348 70	.....	.....	18,379 80
August.....	1,725 87	.....	18,890 50	507 00	8 25	.....	20,605 35
September.....	3,745 56	.....	16,648 00	776 00	52 66	.....	20,059 02
October.....	4,117 60	.....	13,290 00	.....	.....	500 00	19,425 64
November..	1,527 32	.....	10,463 50	1,007 68	718 98	.....	49 48
December.....	1,090 04	.....	7,755 50	.....	5 00	.....	1,257 32
1907.							
January	495 32	.....	7,861 00	.....	928 28	.....	2,669 76
February.....	537 37	.....	7,380 25	.....	.....	235 00	150 99
March	1,063 84	100 00	8,420 00	706 50	230 75	1,225 00	25 06
Total.....	15,732 58	100 00	102,634 25	3,345 88	1,943 92	1,960 00	82,622 42

SESSIONAL PAPER No. 25

YUKON TERRITORY.

Royalty on Gold, Mining Fees, Rental of Agricultural Lands, Waterfronts and Lands for the nine months ending March 31, 1907.

Free Certificates Export of Gold.	Coal Mining.	Free Miner's Certificates.	Water Power.	Hay Lands.	Office Fees.	Dominion Lands Sales.	Sale of Quartz Acreage.	Amount.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
30 00		9,268 50		105 00	2 00	383 34	389 80	42,262 30
37 50		2,707 50			2 00	1,516 90	340 71	46,341 48
100 50	351 85	739 50				45 00	384 57	42,902 66
31 50		271 00			8 50	1,841 38	264 46	39,750 08
50	165 49	84 50			2 00	596 08		14,615 53
3 50		15 00	250 00		22 00	145 11		10,543 47
4 50		79 50	250 00				180 82	12,469 18
2 00		22 00			2 00		100 63	8,430 24
5 50		139 25			4 00	470 92	113 17	12,503 99
215 50	517 34	13,326 75	500 00	105 00	42 50	4,998 63	1,774 16	229,818 93

H. H. ROWATT,
Chief Clerk.

7-8 EDWARD VII., A. 1908

YUKON REVENUE.

D.—STATEMENT showing the total Gold Production, the total Exemption, the total subject to Royalty, and the total Royalty collected for each Fiscal Year from May 1, 1898, to March 31, 1907.

Fiscal Year.	Gold Production.	Exemption.	Subject to Royalty.	Royalty Collected.	Infringe- ments.	Total Revenue.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1897-1898.....	3,072,773 20	339,845 00	2,732,928 20	273,292 82	...	273,292 82
1898-1899.....	7,582,283 62	1,699,657 02	5,882,626 00	588,262 37	1,681 15	589,943 52
1899-1900.....	9,809,464 64	2,501,744 64	7,307,720 00	730,771 99	2,269 05	733,041 04
1900-1901.....	9,162,082 79	1,927,666 62	7,234,416 17	592,660 98	3,767 05	596,368 03
1901-1902.....	9,566,340 52	1,199,114 64	8,367,225 88	331,436 79	95 25	331,532 04
1902-1903.....	12,113,015 34	.....	12,113,015 34	302,893 48	.....	302,893 48
1903-1904.....	10,790,663 12	.....	10,790,663 12	272,217 96	.....	272,217 96
1904-1905.....	8,222,053 91	.....	8,222,053 91	206,760 87	.....	206,760 87
1905-1906.....	6,540,007 09	.....	6,540,007 09	163,963 25	.....	163,963 25
Nine months ending March 31, 1907.....	3,304,791 05	.....	3,304,791 05	82,622 42	.....	82,622 42
SUM- MARY	80,163,474 68	7,668,027 92	72,495,446 76	3,544,882 93	7,752 50	3,544,882 93
Summary for nine months—						
Dawson.....	3,221,180 30	.....	.....	.....	.....	80,530 38
Whitehorse.....	83,610 75	.....	.....	.....	.....	2,092 04
Total.....	3,304,791 05	.....	.....	.....	.....	82,622 42

YUKON REVENUE.

E.—STATEMENT showing the Revenue collected for Free Miner's Certificates issued during the Fiscal Years 1898 to March 31, 1907.

Fiscal Year.	Amount.
	\$ cts.
1897-1898.....	116,243 89
1898-1899.....	227,354 13
1899-1900.....	126,709 80
1900-1901.....	125,861 00
1901-1902.....	118,312 02
1902-1903.....	82,624 52
1903-1904.....	62,190 10
1904-1905.....	46,022 53
1905-1906.....	28,118 02
For July 1906 only.....	13,326 75
Total.....	946,762 76

SESSIONAL PAPER No. 25

F.—STATEMENT showing the total revenue derived from the sale of coal land for each fiscal year since 1896.

Fiscal Year.	Amount.
	\$ cts.
1896-1897	75 76
1897-1898	1,833 74
1898-1899	350 00
1899-1900	5,650 33
1900-1901	101,772 00
1901-1902	16,270 32
1902-1903	31,055 38
1903-1904	68,949 75
1904-1905	35,695 00
1905-1906	125,754 12
For the nine months ending March 31, 1907	335,795 97

H. H. ROWATT,
Chief Clerk.

No. 19.

REPORT OF THE ACCOUNTANT.

DEPARTMENT OF THE INTERIOR, ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit statements of revenue collected from various sources during the fiscal period ended March 31, 1907, as follows:—

A.—Dominion lands, including Yukon Territory..	\$1,490,503 31
B.—Ordnance lands..	6,663 90
C.—School lands..	724,353 73
D.—Registration fees..	46,124 20
E.—Fines and forfeitures, N.W.T..	21 00
F.—Fines under the Immigration Act..	2,875 00
G.—Casual revenue..	8,910 81
H.—Seed grain repayments..	10,850 06
	<hr/>
	\$2,290,302 01

A statement of revenue on account of Dominion lands (marked I) shows the receipts monthly, classified under sub-heads.

Statement (marked J) shows a comparison between the receipts on account of Dominion lands for the fiscal period of nine months ended March 31, 1907, as compared with the revenue of the previous fiscal year.

Your obedient servant,

CHAS. H. BEDDOE,
Accountant.

7-8 EDWARD VII., A. 1908

A.—DOMINION Lands Revenue (cash and scrip) for the Fiscal Period ended March 31, 1907.

Agencies.	Cash.	Scrip.	Total.
	\$ cts.	\$ cts.	\$ cts.
YUKON TERRITORY.			
Sales of land.....	6,773 39		
Rental of land.....	1,943 92		
Map sales, office fees, &c.....	42 50		
Survey fees.....	100 00		
Timber dues.....	15,732 58		
Hay permits.....	105 00		
Mining fees.....	102,234 25		
Export tax on gold.....	82,622 42		
Free certificates for export on gold.....	215 50		
Free miner's certificates.....	13,309 75		
Hydraulic leases.....	3,345 88		
Dredging leases.....	1,960 00		
Coal lands.....	517 34		
Rent of water-power.....	500 00		
Suspense accounts.....	588 60		
	230,090 53		230,090 53
DOMINION LANDS AGENCIES.			
Alameda.....	22,959 13		22,959 13
Battleford.....	46,563 47	1,120 00	47,683 47
Brandon.....	6,732 92		6,732 92
Calgary.....	68,341 38	1,200 00	69,541 38
Dauphin.....	9,138 50		9,138 50
Edmonton.....	79,689 57	149 62	79,839 19
Humboldt (5 months).....	9,110 74	134 25	9,244 99
Kamloops.....	7,827 62		7,827 62
Lethbridge.....	294,565 66	2,939 46	297,505 12
Minnedosa (3 months closed).....	1,032 61		1,032 61
Moosejaw (1 month).....	610 25		610 25
New Westminster.....	6,587 84		6,587 84
Prince Albert.....	14,647 52	1,080 29	15,727 81
Red Deer.....	29,649 63	1,106 67	30,756 30
Regina.....	98,793 96	2,179 60	100,973 56
Winnipeg.....	20,098 63	1,440 00	21,538 63
Yorkton.....	27,404 08		27,404 08
	743,753 51	11,349 89	755,103 40

SESSIONAL PAPER No. 25

Agencies.	Cash.	Scrip.	Total.
	\$ cts.	\$ cts.	\$ cts.
CROWN TIMBER AGENCIES.			
Alameda	3 00		
Battleford	56 75		
Brandon	92 15		
Calgary	15,094 91		
Dauphin	5,699 95		
Edmonton	39,046 08		
Humboldt (5 months)	32 75		
Lethbridge	811 18		
Minnedosa (3 months closed)	1,503 51		
Moosejaw (1 month)	0 25		
New Westminster	185,168 80		
Prince Albert	24,677 73		
Red Deer	393 06		
Regina	267 51		
Winnipeg	89,515 61		
Yorkton	1,380 50		
	363,743 74		363,743 74
Rocky Mountains Park	15,883 51	3 91	15,887 42
Irrigation fees.	404 51		404 51
Survey fees	50,862 03		50,862 03
Patent fees and interchange	205 00		205 00
Map sales, office fees, &c.	4,696 47		4,696 47
Examination fees, D.L.S.	420 00		420 00
Refunds of refunds	1,230 76		1,230 76
Mining fees	1,367 50		1,367 50
Hay lands	1,104 95		1,104 95
Grazing lands	43,711 91	400 00	44,111 91
Coal lands	2,804 62		2,804 62
Stone quarries	1,526 38		1,526 38
Dredging leases	2,139 00		2,139 00
Townsite sales	9,085 32		9,085 32
Suspense account	3,969 97		3,969 97
Miscellaneous	2,022 80		2,022 80
	141,161 73	403 91	141,565 64
Refunds.	1,478,749 51	11,753 80	1,490,503 31
	35,117 48		35,117 48
	1,443,632 03	11,753 80	1,455,385 83

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 17, 1907.

7-8 EDWARD VII., A. 1908

B.—STATEMENT of Ordnance Lands Revenue for the Nine Months ended March 31, 1907.

Month.	Amount.	Total.
1906.	\$ cts.	\$ cts.
July.....	175 93	
August.....	581 51	
September.....	565 65	
October.....	683 46	
November.....	1,968 03	
December.....	156 23	
1907.		
January.....	1,248 73	
February.....	188 55	
March.....	1,095 81	
		6,663 90

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

SCHOOL LANDS.

C.—STATEMENT of Receipts on Account of School Lands for the Fiscal Period ended March 31, 1907.

Month.	Manitoba School Lands.	Saskatche- wan School Lands.	Alberta School Lands.	Total.
1906.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	9,892 04	24,143 73	3,682 01	37,717 78
August.....	10,729 61	7,547 43	1,025 45	19,302 49
September.....	5,658 19	6,512 33	1,354 36	13,524 88
October.....	15,036 51	31,514 09	12,492 70	59,043 30
November.....	86,494 39	70,759 76	68,112 22	225,366 37
December.....	94,722 82	55,821 59	21,866 39	172,410 80
1907.				
January.....	95,040 14	24,397 17	10,218 77	129,656 08
February.....	9,273 87	15,311 88	12,470 81	37,056 56
March.....	11,619 09	9,517 21	9,139 17	30,275 47
	338,466 66	245,525 19	140,361 88	724,353 73

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

SESSIONAL PAPER No. 25

D.—STATEMENT of Registration Fees for the Nine Months ended March 31, 1907.

District.	Registrar.	Period.	Total fees.	
			\$	cts.
Yukon.....	J. E. Girouard..	9 months	2,136	55
Assiniboia.....	F. F. Forbes....	July 1 to Sept. 7.	18,242	65
North Alberta.....	Geo. Roy	"	10,431	90
South Alberta.....	W. R. Winter ..	"	10,336	65
East Saskatchewan.....	S. Brewster.....	"	4,106	50
West Saskatchewan.....	J. W. Hannon..	"	869	95
			46,124	20

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

E.—STATEMENT of Fines and Forfeitures, Northwest Territories, collected under Dominion Statutes (except 'the Indian Act' and 'The Fisheries Act') for the Nine Months ended March 31, 1907.

Month.	From Whom Received.	Amount.	Total.
		\$ cts.	\$ cts.
1906.			
July	Attorney General of the province of Saskatchewan	21 00	21 00

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

F.—STATEMENT of Fines Collected under the Immigration Act, for the Nine Months ended March 31, 1907.

Month.	From Whom Received.	Amount.	Total.
		\$ cts.	\$ cts.
1906.			
November	D. G. Macdonell..	600 00	
"	G. L. Milne	2,275 00	
			2,875 00

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

7-8 EDWARD VII., A. 1908

G.—STATEMENT of Casual Revenue for Nine months ended March 31, 1907.

Name.	Particulars.	Amount.
		\$ cts.
J. F. Sugrue	Refund acct. balance unexpended <i>re</i> Yukon cheque 7062	3 00
Marine and Fisheries Dept.	" Seaman Howie's board and medical treatment	15 30
J. A. Bannerman	Refund proceeds sale of old buggy	20 00
Immigration Commissioner, Winnipeg	Refund acct. W. A. Tucker's railway fare	7 00
R. H. Odell "	" sale of old desks to T. J. Saunders	12 60
Cyril Genik	" immigration cheque No. 8490 of July 14, 1906, not used	50 00
Dr. A. S. Munro	" balance contingencies to June 30, 1906	50 00
T. G. Rothwell	" " " "	21 99
Howell, Mather & Co	" travelling expenses	51 40
W. Ewart	" costs <i>re</i> C. P. R. town sites	1,830 02
Rev. Father Vachon	" " " "	1,132 78
Thos. Gelley	" passage money advanced in 1905	29 20
"	" travelling expenses	4 44
John Flesher	" " " "	0 60
Immigration Commissioner, Winnipeg	" proceeds sale of coal	43 60
J. T. Lithgow	" overpayment by J. M. McGregor, \$5; and P. Morin, \$2	7 00
Immigration Commissioner, Winnipeg	" proceeds of sale at Clear Creek	100 00
High Commissioner, London	" sale of tents, \$20, and old tin stove, \$1	21 00
Immigration Commissioner, Winnipeg	" F. O. Chapman, \$2.01; J. Edgar, 12c.; L. & N. W. Ry., \$3.34	5 47
"	" sale of old sheds, \$650; old stove, \$3.90	653 90
D. R. Gagnon	" railway fare advanced Mrs. Letkenchans	3 00
A. K. Thom	" duplicate payment	25 65
E. Deville	" salary cheque for December, 1905, not used	175 00
Louis Tiel	" two days attendance at Bd. D. L. S.	10 00
Jno. A. Blondal	" immigration cheque No. 6384, not used	10 00
Agriculture Dept	" immigration expenses	2 68
W. W. B. McInnes	To recoup department for horse used by W. R. Ridington	83 33
W. N. A. Deyl	Refund acct. travelling expenses	902 65
Jno. A. Shaw	" salary cheque for Oct., 1905, not used	65 00
A. L. Robertson	" immigration cheque No. 6045, not used	11 00
Waghorn's Guide	" sale of old buggy	10 00
G. White-Fraser	" subscription for 1905-1906	1 00
F. T. Congdon	" Alaska Boundary Survey, 1905	267 09
Canada Foundry Co.	" travelling expenses	918 50
Immigration Commissioner, Winnipeg	" cheque No. 1608 <i>re</i> water works at Banff	245 84
"	" sale of tents to J. Mooney	29 75
"	" " W. E. Holmes	25 50
<i>Casual Revenue, Northwest Territories.</i>		\$ 6,845 29
Commissioner of N. W. Territories ..	Marriage licenses	\$ 8 00
John Moar per Hudson Bay Co.	Liquor permit	2 00
Hudson's Bay Co	"	5 25
"	"	26 00
"	"	32 00
<i>Casual Revenue, Relief Advances.</i>		\$ 1,992 27
Less refunds		11 62
		1,980 65
Relief mortgages	1876	\$ 1,582 89
Seed grain advances	1894	1,957 02
"	1896	528 66
"	1900	336 78
"	1901	886 75
"	1905	1,752 04
		7,044 14
		\$ 15,943 33

DEPARTMENT OF THE INTERIOR,

CHAS. H. BEDDOE,

ACCOUNTS BRANCH,

Accountant.

OTTAWA, June 15, 1907.

SESSIONAL PAPER No. 25

H.—STATEMENT showing Seed Grain and Relief Mortgages for the Nine Months ended March 31, 1907.

	Seed Grain Advances 1905.		Seed Grain Advances 1901.		Seed Grain Advances 1900.		Seed Grain Advances 1896.		Seed Grain Advances 1895.		Seed Grain Advances 1894.		Seed Grain to Settlers Account 1890.	Territorial Account 1886-87-88.	Relief Mortgages of 1876.	Total.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Refunds...	1,803	74	915	00	336	78	528	66	1,483	56	1,957	02	890	25	1,352	16
	51	70	28	25	.....	.....	.....	.....	49	65	.....	.....	3	22	.....	.....
	1,752	04	886	75	336	78	528	66	1,433	91	1,957	02	887	03	1,352	16
															1,582	89
																10,717 24

CHAS. H. BEDDOE,

Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

7-8 EDWARD VII., A. 1908

I.—STATEMENT of Gross Receipts on account of Dominion Lands for the fiscal period ended March 31, 1907.

Month.	Homestead Fees.	Improvements.	General Sales of Land.	Timber Dues.	Rental from Grazing Lands.	Export Tax, Mining Fees, Hay and Coal Lands, &c.	Rocky Mountains Park of Canada.	Map Sales, Office Fees, Sundry Fees.	Survey Fees.	Rental of Lands and Miscellaneous.	Total.
1906.											
July	41,672 00	4,314 75	24,366 36	48,590 09	2,883 35	40,439 35	3,246 23	527 20	2,591 09	165 50	168,815 92
August ..	33,807 00	4,300 01	18,087 32	36,242 43	2,753 63	44,023 90	1,424 46	615 43	.....	65 25	141,819 46
September ..	25,805 00	3,442 55	117,362 64	19,941 54	4,786 87	37,881 72	1,275 00	592 65	.....	765 81	211,793 78
October ..	33,807 00	5,429 16	26,987 34	40,219 82	3,233 81	36,996 50	2,601 22	754 74	.....	9 6	159,279 28
November ..	23,587 00	4,101 65	48,844 15	23,364 41	7,623 35	13,382 95	1,144 25	630 85	584 53	838 33	130,071 47
December	13,945 00	4,804 35	74,347 98	15,357 88	2,424 55	9,521 42	637 67	920 92	21,467 77	3,511 97	146,639 51
1907.											
January	11,027 00	4,378 69	30,248 58	70,382 21	5,683 06	11,138 77	2,992 69	610 41	2,320 00	1,442 33	140,253 65
February	10,247 00	4,160 49	54,407 60	72,236 26	2,823 06	8,609 21	740 54	632 10	23,898 64	454 22	178,195 12
March	15,552 55	4,891 95	99,555 15	53,081 68	11,794 23	11,858 77	1,298 54	1,224 27	100 00	2,521 18	201,881 32
Sept.	215,449 55	39,763 63	494,117 12	379,476 32	43,711 91	213,852 59	15,883 54	6,538 57	50,962 03	18,994 28	1,478,749 51
			11,349 89		400 00		3 91				11,753 80
	215,449 55	39,763 63	505,467 01	379,476 32	44,111 91	213,852 59	15,887 42	6,538 57	50,962 03	18,994 28	1,490,503 31

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

CHAS. H. BEDDOE,
Accountant.

SESSIONAL PAPER No. 25

DOMINION LANDS REVENUE.

J.—STATEMENT of Gross Receipts (cash and scrip) on account of Dominion Lands Revenue for the Fiscal Period of Nine Months ended March 31, 1907, compared with the Fiscal Year 1905-1906.

Particulars.	Fiscal period March 31, 1907. Nine months.	Fiscal Year 1905-1906. Twelve months.	Increase.	Decrease.	Net Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dominion Lands Agencies.....	755,103 40	893,980 82	.....	138,877 42	.....
Crown Timber Agencies.....	363,743 74	272,046 84	91,696 90	.....	.....
Rocky Mountains Park of Canada.....	15,887 42	18,883 83	.....	2,996 41	.....
Hay, mining, coal and grazing lands ..	53,054 36	58,099 17	.....	5,044 81	.....
Miscellaneous	72,623 86	131,326 56	.....	58,702 70	.....
	1,260,412 78	1,374,337 22	91,696 90	205,621 34	.....
Yukon Territory.....	230,090 53	334,978 06	.....	104,887 53	.....
	1,490,503 31	1,709,315 28	91,696 90	310,508 87	218,811 97

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, June 15, 1907.

No. 20.

REPORT OF THE REGISTRAR.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, April 9, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to place before you statement 'A,' showing the number of letters filed during the nine months ended March 31, 1907, and the amount of money received, registered and sent to the accountant; also statement 'B,' showing the number of letters and the amount of money received during each of the fiscal years 1900 to 1907.

Your obedient servant,

J. M. ROBERTS,
Chief Clerk.

7-8 EDWARD VII., A. 1908

A.—STATEMENT showing the Number of Letters received and recorded and the Money received during the Nine Months ended March 31, 1907.

Month.	Letters Received.	Daily Average.	REGISTERED LETTERS		Money Received.
			Received.	Sent.	
1906.					\$ cts.
July.....	22,210	888	695	2,626	103,190 07
August.....	21,078	811	762	2,147	57,374 04
September.....	15,635	680	646	2,620	226,497 07
October.....	17,860	687	690	3,159	184,317 50
November.....	15,135	605	795	3,728	256,030 36
December.....	14,860	644	808	2,431	219,594 83
1907.					
January.....	15,204	583	716	3,831	123,935 19
February.....	14,020	653	748	3,631	103,351 21
March.....	14,460	580	880	2,968	63,490 67
Total.....	150,462		6,740	26,541	1,337,780 94

J. M. ROBERTS,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, April 9, 1907.

B.—STATEMENT showing the Number of Letters received and recorded and the Money received during each of the Years 1900 to 1906, inclusive, and the Nine Months ended March 31, 1907.

Fiscal Year.	Letters Received and Recorded.	Money Received.
		\$ cts.
1900.....	48,663	200,831 71
1901.....	67,860	333,534 02
1902.....	67,722	332,999 87
1903.....	87,851	629,585 47
1904.....	113,074	630,355 44
1905.....	135,908	528,219 76
1906.....	176,729	875,933 54
1907.....	150,462	1,337,780 94

J. M. ROBERTS,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, April 9, 1907.

No. 21.

REPORT OF THE GEOGRAPHER.

DEPARTMENT OF THE INTERIOR,
OFFICE OF GEOGRAPHER,

OTTAWA, March 31, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to report as follows on the work of my office for the past year.

The staff at present is as follows:—

J. E. Chalifour, chief draughtsman.
H. E. Baine, draughtsman.
H. Tache, draughtsman.
W. Anderson, draughtsman.
J. Beveridge, draughtsman.
F. Inkster, draughtsman.
H. M. Blatchly, draughtsman.
G. E. Dumouchel, draughtsman.
Jas. K. Bennie, draughtsman.
R. W. Craig, draughtsman.
C. G. Wood, draughtsman.
A. M. Darrach, draughtsman.
H. W. Wilson, draughtsman.
A. Groulx, draughtsman.
A. Blue, draughtsman.
S. Chandler, draughtsman.
A. Akerlindh, in charge of maps and plans.
Mrs. D. E. Waine, stenographer.
J. L. Merrifield, messenger.

Mr. M. W. Sharon resigned September 15, to accept a more lucrative position under the provincial government of Saskatchewan.

Mr. J. P. McElligott also resigned September 11, to accept a position on the National Transcontinental Railway.

Mr. A. Blue was appointed July 23, and has since been employed on the preparation of material for a second edition of the 'Altitudes' in Canada.

Mr. F. Inkster was appointed February 9, in connection with the compilation of the British Columbia sheets of the Standard $\frac{1}{600,000}$ map.

Mr. J. Beveridge was appointed February 9, to succeed Mr. M. W. Sharon, and has continued his work on the maps of the western provinces.

Messenger S. B. Roach resigned August 31, and was succeeded by Mr. W. P. Lochnan, who was appointed September 5, and transferred September 19. On September 29 J. D. Gamache was appointed, and on November 9 his services were dispensed with. On November 27 J. D. Merrifield was appointed to the vacancy.

During the year good progress was made, especially with the sheets of the Standard $\frac{1}{250,000}$ maps, and at the time of writing, 7 of these large sheets are well advanced toward completion.

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The first editions of my 'Altitudes in Canada' and 'Dictionary of Altitudes' are nearly exhausted, and as much railway levelling has been done since their publication, I have commenced the compilation of this new material, preparatory to publishing a new edition. This publication has been very useful to engineers and others, and I am informed by Mr. Butler, Deputy Minister, Department of Railways and Canals, and late Assistant Chief Engineer of the National Transcontinental Railway, that it saved the government 'thousands of dollars' in connection with their preliminary surveys. They were working to secure a line with the low maximum grade of four-tenths of one per cent—21 feet per mile—against east-bound traffic. Knowing, from my 'Altitudes,' the elevation of Edmunston, N.B., and other points, above mean sea-level, they were able to work in any direction with perfect confidence, as all the elevations thus obtained were absolute elevations above a common datum.

After many delays, the Atlas of Canada is now completed and in the hands of the binders, who are now making delivery, in instalments. Of the total edition of 6,000 copies, 2,000 are being bound as a preliminary edition, though it is certain that the demand will necessitate a further order. It is a unique publication as regards Canada, and no other country, except Finland, has issued a similar work, though the Census Atlases of the United States give similar—though more detailed—graphic representations of the information obtained by the Census Bureau.

During the year a number of maps were prepared for other departments.

A map showing the progress of the National Transcontinental Railway up to June 30, last, was transferred from portions of the plates of the large map of the Dominion.

For the Department of Agriculture:—

Maps showing the population, by townships and parishes, in 1901 and in 1906, in (a) Manitoba, (b) Saskatchewan and (c) Alberta were prepared from the plates of the map of western Canada and were of material assistance in connection with the redistribution of the representation of Saskatchewan and Alberta. A second edition giving the same information respecting the population and showing the new constituencies will be issued at an early date.

A map in three sheets, showing 'Cheese Factories, Creameries and Combined (cheese and butter) Factories' in Canada is now in preparation. It will bring out, in a marked manner, the concentration of manufactories of cheese and butter in certain districts.

For the Royal North-west Mounted Police Department three maps have been prepared, viz.:—

1. Map showing territorial division of Canada.
2. Map showing Mounted Police patrols, posts and districts in Alberta and Saskatchewan.
3. Map showing Mounted Police patrols, posts and districts in northwestern Canada.

These maps show the vast area patrolled by this small force.

On September 8 I left for the west, with the Canadian Society of Civil Engineers' excursion. Arriving in Winnipeg on the 10th, we inspected the new yard of the Canadian Pacific—one of the largest yards for a single railway, in America—the Canadian Pacific repair shops and the waterworks water-softening plant. The last-named plant removes upwards of 90 per cent of the solids contained in the water in its natural state—100 parts of solids in 100,000.

On the 12th we visited the Canadian Pacific Irrigation works, near Calgary. At this point the railway company owns a solid block of 3,000,000 acres, 1,100,000 acres of which are irrigable. The western section, the only one thus far developed, contains about 1,000,000 acres, of which 350,000 acres are irrigable. The water for this section is carried through the main canal, 17 miles long, 60 feet and 120 feet wide at bottom and water line, respectively, and 10 feet deep, to the main reservoir and thence through

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secondary canals, 30 feet wide at bottom and 8 feet deep; aggregate length of the secondary canals, 150 miles.

On the 13th the Bankhead mines were visited. At this point, the Canadian Pacific is mining an excellent quality of coal, a semi-anthracite. As the 'breaker' breaks a considerable proportion of the coal to small sizes, the company was erecting a very complete and thoroughly up-to-date briquetting plant and expected to shortly place on the market an excellent fuel in the form of anthracite briquettes.

On the 15th the Barnett saw-mill, near Vancouver, was inspected in the morning, and in the afternoon we visited the works of the Vancouver Power Co., on the north arm of Burrard inlet. Water is taken from the main reservoir—Coquitlam lake—432 feet above the sea—through a tunnel to Buntzen lake, and thence by three pipe lines to the power house where it is delivered with a head of about 410 feet.

On the 17th a visit was paid to the Esquimalt graving dock. As a tramp steamer of 4,000 tons, that had gone ashore a few days previously, occupied the dock, we were able to see to great advantage the effect on the plates.

On the 19th we visited a fine fruit 'ranch' near Nelson, and later, the Nelson 'fair.' At the latter the fruit exhibits showed the great capabilities of the country in that line, and we were informed that the market in Alberta, Saskatchewan and Manitoba could absorb all that they could produce, and more. The Hall smelter was also visited. It contains two blast furnaces which, in 1906, smelted 37,767 tons of ore, which produced 7,630 tons of lead bullion carrying 116,500 ozs. silver and 8,163 ozs. gold, and valued at \$1,215,943. This smelter has not been able to compete with the more modern plants, but the company is installing the Huntington-Heberlein process, and expects to cut down costs to a figure that will be profitable and at the same time as low a figure as its competitors.

On the afternoon of the same day, a short run took us to Bonnington falls. At this point the West Kootenay Power and Light Co. has had, at the lower falls a 4,000 h.p. plant which has long since proved inadequate. At the upper falls, the new plant—since completed—was under construction. The operating head of the wheels at the upper falls, is 80 feet, and there are four main units of 8,000 h.p. each. The electric energy is transmitted to Rossland, Trail, Phoenix, Grand Forks, Greenwood, &c.

On the 20th the Le Roi and Centre Star mines, Rossland, were visited. The former is down 1,750 feet and since 1898 has produced 1,100,000 tons of ore, yielding upwards of 19½ tons (avoirdupois) gold, 22½ tons silver and nearly 16,000 tons copper. At the annual meeting in November last, the managing director stated that during the year the mine had made a profit of \$185,000. The product of the Rossland camp up to the end of 1905, has been estimated at \$34,000,000.

On the afternoon of the 20th, the smelting works of the Consolidated Mining and Smelting Co., at Trail, were visited. This company also owns the Centre Star-War Eagle, St. Eugene, Snowshoe, and other mines, all of which were shipping ore to Trail. The Le Roi was also sending most of its ore under a contract which has since been abrogated. The smelter contains four copper furnaces, 42 x 180 inches, and a much larger one—42 x 270—was under construction. In the lead smelting department the Huntington-Heberlein process was being installed. The plant in the lead refinery was being enlarged from a capacity of 25 tons per day to 75.

In 1906, this plant smelted 227,000 tons of ore, producing 82,000 ozs. gold, 1,360,000 ozs. silver, 6,640 tons lead and 2,264½ tons copper. The gold is shipped to the United States, refined silver and lead to China and Japan, pig lead to the Montreal corroding works, sheet lead and lead pipe to all parts of Canada.

On the morning of the 22nd we visited the Granby mines, at Phoenix. These mines have produced 3,000,000 tons of ore, much of it from quarries, in places 400 feet wide; production in 1906, 80,404 tons of ore carrying about 30 lbs. of copper and \$2 in gold, to the ton. As a result of the present high price of copper, immense bodies of low grade ore that were left in the walls will now be mined. The mines have a capacity of 5,000 tons per day, but the output has been limited by the capacity of the

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smelter, to about 3,000 tons. Since our visit, however, the enlargements then in progress have increased its capacity to about 4,000 tons daily.

In the afternoon we proceeded to Greenwood to visit the smelters of the Dominion Copper Co. and of the British Columbia Copper Co. The latter was under enlargement from two furnaces, with a capacity of 550 tons daily to three modern furnaces with an aggregate capacity of 2,000 tons daily. In the new converter plant the molten matte will be blown into blister copper 99 per cent fine; this plant will also convert the matte from the Dominion Copper Co.'s smelter at Boundary falls.

On the 23rd we visited the Granby smelter at Grand Forks. This, the largest smelter in Canada, contains 8 blast furnaces; has a capacity of 2,700 tons per day, and is equipped to produce 2,500,000 lbs. of copper, monthly. In 1906, it smelted 838,847 tons. The approximate output of all the mines of the Boundary district, in 1906, was 1,159,000 tons, as compared with 97,000 tons in 1900—when shipments were commenced. Estimating that the ore carries on an average 25 to 30 lbs. of copper to the ton, these mines have produced about 70,000 tons of copper which, with the gold and silver values, is worth about \$25,000,000.

On the 24th a short stop was made at Moyie to allow us to see the concentrating plant of the St. Eugene mine, the largest silver-lead mine in Canada. In the first six months of 1906 this plant milled 84,066 tons of ore. From these concentrates, and from 1,489 tons of crude ore, about 418,000 ozs. of silver and 17,300,000 lbs. lead of a total value of \$798,660 were extracted.

On the 25th we visited the mines of the International Coal and Coke Co., at Coleman. These mines are producing about 1,200 tons of coal per day. The greater portion is shipped, only about one-tenth being converted into coke. They had about 100 beehive coke ovens and were adding 90 more. Production in 1906, 334,230 tons of coal, of which 49,635 tons were sent to the company's ovens and produced 31,066 tons of coke. Owing to shortage of shipping facilities, the mines were only operated on 249 days in the year.

On the afternoon of the 27th we arrived at Fort William, unfortunately, too late to take the train to the Kaministiquia Power Co.'s 25,000 h.p. electric power plant at Kakabeka falls.

We visited the grain elevators at Fort William and at Port Arthur, also the site of the proposed Grand Trunk Pacific terminal. Capacity of Fort William elevators 9,000,000 bushels; of Port Arthur elevators, 7,000,000 bushels.

On the 29th I returned to Ottawa.

During the past year 3,300 letters were received and 4,063 sent out, also 89,243 maps and books received and 52,594 sent out.

Appended hereto are lists of maps and reports published and of maps in progress.

I have the honour to be, sir,

Your obedient servant,

JAMES WHITE,

Geographer.

MAPS PUBLISHED.

Dominion of Canada and Newfoundland, eight sheets, each 25 inches by 26 inches; extends from the Atlantic to the Pacific and from Maryland and Oregon on the south, to Cumberland sound and Herschell island, on the north. Scale 35 miles to 1 inch.

Dominion of Canada and Newfoundland, 16 inches by 36 inches. Scale 100 miles to 1 inch.

Dominion of Canada. Scale 58 miles to 1 inch.

Relief map of Canada. Scale 100 miles to 1 inch.

Resource map of Canada. Scale $\frac{1}{2}$, 500,000 miles to 1 inch.

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Water-power map, average rainfall at principal points in Canada. Scale 100 miles to 1 inch.

National Transcontinental Railway map, shows route of the National Transcontinental Railway, Moncton to Pacific. Scale 100 miles to 1 inch.

Explorations in northern Canada and adjacent portions of Greenland and Alaska. Scale 75 miles to 1 inch.

Rocky mountains—Banff sheet—contoured map of mountains in the vicinity of Banff. Scale 2 miles to 1 inch.

Rocky mountains—Lake Louise sheet—contoured map of mountains in the vicinity of Laggan and Field. Scale 2 miles to 1 inch.

Manitoba, Saskatchewan, Alberta and southwestern portion of Keewatin; three sheets, each 25 inches by 36 inches. Scale $12\frac{1}{2}$ miles to 1 inch.

Index map showing townships in Manitoba, Saskatchewan and Alberta, plans of which have been printed. Scale 35 miles to 1 inch.

General map of the northwestern part of the Dominion of Canada. Edition of 1898. In 2 sheets. Scale 35 miles to 1 inch.

Map showing railways in Manitoba, Alberta and Saskatchewan. Scale 35 miles to 1 inch.

Manitoba. Scale $12\frac{1}{2}$ miles to 1 inch.

Regina land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Red Deer land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Calgary land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Estevan land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Winnipeg land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Lethbridge land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Edmonton land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Dauphin land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Yorkton land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Prince Albert land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Battleford land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Moosejaw land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Brandon land district. Scale $12\frac{1}{2}$ miles to 1 inch.

Peace River district—Northern Alberta—includes the country between Wetaskiwin and Lake Athabaska, and between Athabaska river and the eastern boundary of British Columbia. Scale $\frac{1}{600,000}$, or 12.63 miles to 1 inch.

Map showing electoral divisions (for provincial legislature) in Southern Saskatchewan. Scale $12\frac{1}{2}$ miles to 1 inch.

Map showing electoral divisions (for provincial legislature) in Southern Alberta. Scale $12\frac{1}{2}$ miles to 1 inch.

Map showing all the even-numbered sections patented to January 1, 1907, and all even-numbered sections homesteaded or unpatented or finally allotted to railway companies to that date, in Manitoba, Saskatchewan and Alberta, 3 sheets. Scale $12\frac{1}{2}$ miles to 1 inch.

British Columbia 'Railway Belt' map, showing the 'Railway Belt' in British Columbia. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Southeastern Alaska and portion of British Columbia. Edition of 1897. Scale $\frac{1}{960,000}$.

Southeastern Alaska and portion of British Columbia, showing award of Alaska Boundary Tribunal, October 20, 1903. Scale $\frac{1}{960,000}$.

Yukon—Extends from Lynn canal on the south, to Eagle on the north, and from the Pacific to the Frances river. Scale $\frac{1}{750,000}$, or 11.82 miles to 1 inch.

White, Alsek and Kluane rivers district, southwestern Yukon. Scale $\frac{1}{400,000}$, or 6.31 miles to 1 inch.

Timiskaming sheet, Pontiac county, Quebec, and Nipissing district, Ontario. Scale $\frac{1}{750,000}$, or 11.83 miles to 1 inch.

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Sheet 1 S. W. Ontario—Windsor sheet—Essex, Kent and Lambton and portions of Elgin, Middlesex and Huron counties. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 1 S. E. Ontario—London sheet—Norfolk, Oxford, Brant and portions of Elgin, Middlesex, Huron, Perth, Waterloo and Wentworth counties. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheets 1 N. W. and 1 N. E. Ontario—Guelph sheet—Wellington, Grey, Bruce and portions of Huron, Perth, Waterloo, Halton, Dufferin and Simcoe counties. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 2 S. W. Ontario—Hamilton sheet—Lincoln, Welland, Haldimand and portions of Wentworth and Halton counties. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 13—includes whole of New Brunswick, with exception of Madawaska and portions of Westmoreland and Albert counties. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 27, Ontario—Lake of the Woods sheet—Rainy River district and portions of Thunder Bay district and Keewatin. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 11—Montreal sheet—Includes the country between Quebec and Vaudreuil, and between the international boundary line and latitude 48° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 14 S. E.—Truro sheet—Includes Pictou, N.S., King's and Queen's, P.E.I., and portions of Halifax, Guysborough and Colchester, N.S. Scale $\frac{1}{250,000}$ miles to 1 inch.

Sheet 15—Cape Breton Island and portions of Antigonish and Guysborough counties, N.S. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 28, Ontario—Thunder Bay sheet—Includes portions of Thunder Bay and Rainy River districts. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 29, Ontario—Lake Nipigon sheet—Includes central portion of Thunder Bay district. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 30, Ontario—White River sheet—Includes portions of Algoma and Thunder Bay districts. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 41, British Columbia—Prince Rupert sheet—Includes portions of the province between longitude 128° W. and 131° W. and between latitude 52° N. and 55° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 42, British Columbia—Babine Lake sheet—Includes portion of the province between longitude 125° W. and 128° W., and between latitude 52° N. and 55° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 43, British Columbia—Fort George sheet—Includes portion of the province between longitude 122° W. and 125° W., and between latitude 52° N. and 55° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 44, British Columbia—Tete Jaune Cache sheet—Includes portions of the province between longitude 119° W. and 122° W., and between latitude 52° N. and 55° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Sheet 45, British Columbia—Jasper House sheet—Includes portions of the province between longitude 116° W. and 119° W., and between latitude 52° N. and 55° N. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Rocky mountains between the Canadian Pacific Railway and the North Saskatchewan. Scale 4 miles to 1 inch.

Railway Belt Homestead map—British Columbia—Includes southern portion of the province between longitude 116° and 123° W. on the east and west, respectively, and between latitude 49° and 52° on the south and north, respectively. Shows lands in the 'Railway Belt' that have been alienated by homesteading, sale, &c. Scale $\frac{1}{500,000}$, or 7.89 miles to 1 inch.

Odd-section map—Manitoba, Saskatchewan and Alberta—shows odd-numbered sections in these provinces that have been alienated as railway land grants, &c. Scale $12\frac{1}{2}$ miles to 1 inch.

SESSIONAL PAPER No. 25

ATLAS OF CANADA—MAPS.

1. Territorial divisions.
2. Relief map, west sheet.
3. Relief map, east sheet.
4. Geology, west sheet.
5. Geology, east sheet.
6. Minerals, west sheet.
7. Minerals, east sheet.
8. Forests.
9. Limits of trees.
10. Telegraphs—Quebec and maritime provinces.
11. Telegraphs—Ontario and Quebec.
12. Telegraphs—Manitoba, Saskatchewan and Alberta.
13. Telegraphs—British Columbia, Yukon and Alberta.
14. Telephones—Maritime provinces and Quebec.
15. Telephones—Ontario and Quebec.
16. Telephones—Manitoba, Saskatchewan, Alberta, British Columbia.
17. Railways—Quebec and maritime provinces.
18. Railways—Ontario and Quebec.
19. Railways—Manitoba, Saskatchewan and Alberta.
20. Railways—British Columbia, Alberta and Yukon.
21. Transcontinental railways.
22. Canals, lighthouses and sailing routes—St. Lawrence and Great Lakes.
23. Lighthouses and sailing routes—Pacific coast.
24. Lighthouses and sailing routes—Atlantic coast.
25. Isotherms for months of year.
26. Isotherms for summer and year: precipitation, snowfall and Isobars.
- 26a. Average possible hours of sunshine in summer months, and temperature maps.
27. Density of population—maritime provinces and Quebec.
- 27a. Density of population—Ontario and Quebec.
28. Density of population—Manitoba and Saskatchewan.
- 28a. Density of population—British Columbia and Alberta.
29. Aborigines of Canada, Alaska and Greenland.
- 29a. Origins of the people—maritime provinces and Quebec.
- 29b. Origins of the people—Ontario and Quebec.
- 29c. Origins of the people—Manitoba and Saskatchewan.
- 29d. Origins of the people—British Columbia and Alberta.
30. International and interprovincial boundaries (a) Eastern Canada-United States; (b) New Brunswick-Quebec; (c) Quebec-Labrador.
31. Interprovincial boundary—Ontario-Manitoba.
- 31a. International boundary—British Columbia and Yukon-Alaska.
32. Routes of explorers.
33. Drainage basins.
34. Montreal.
35. Toronto.
36. Quebec, St. John.
37. Winnipeg.
38. Vancouver, Ottawa.
39. Hamilton, London, Halifax.

DIAGRAMS.

40. Trade and Commerce—Exports.
41. Trade and Commerce—Imports.
42. Trade and Commerce—Exports, principal items.

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43. Trade and Commerce—Imports, principal items.
44. Trade and Commerce—Imports per head, duty, increase of trade.
45. Minerals, telegraphs.
46. Population according to (a) age and sex; (b) sex and conjugal condition.
47. Population according to age, sex and conjugal condition.
48. Population (a) proportion of British and foreign born; (b) Birthplace of native population; (c) areas of provinces and territories.
49. Population (a) origins; (b) religions; (c) birthplaces.
50. Population (a) interprovincial immigration; (b) proportion of population; (c) density of population; (d) rural and urban.
51. Population, from earliest records to 1901, in Ontario, Manitoba, British Columbia, Alberta, Saskatchewan, other territories.
52. Population from earliest records to 1901, in Quebec, Nova Scotia, New Brunswick, Prince Edward Island.
53. Population—Cities and towns with a population of upwards of 7,000.
54. Population—Cities and towns with a population of upwards of 7,000.
55. Population—Cities and towns with a population of upwards of 7,000.
56. Agriculture—Value of land, &c.; of farm products; number of farmers and classification of farm area.
57. Agriculture—Improved and unimproved area; value of farm property.
58. Agriculture—Size of farms; number of farms; value of agricultural products.
59. Agriculture—Number of (a) sheep, (b) horses, (c) cattle.
60. Agriculture—Value of crops, live stock, dairy produce, &c.
61. Agriculture—Production of grains, &c.
62. Agriculture—Principal crops of Ontario.
63. Agriculture—Principal crops of Manitoba.
64. Manufactures—Capital invested; number of wage-earners; value of products.
65. Manufactures—Proportion of population; value of product, by provinces.
66. Vital statistics—(a) blind, (b) deaths.
67. Vital statistics—(a) insane, (b) deaf and dumb.
68. Finance—Revenue.
69. Finance—Expenditure.
70. Finance—Debt; expenditure for public works; assets.
71. Currency and Banking—Savings banks, deposits and withdrawals.
72. Currency and Banking—Chartered banks, liabilities, assets, deposits, loans and reserve fund.
73. Currency and Banking—Chartered banks, capital, deposits, liabilities and assets.
74. Marine—Light stations, &c.; vessels entered, 1903.
75. Marine—Vessels arrived and departed; coasting vessels.
76. Marine—Sea-going shipping; vessels on inland waters.
77. Marine—Vessels in coasting trade, by provinces.
78. Fisheries—Yield; fishermen; value of vessels, &c.; fish exports.
79. Railways—Capital; passengers; freight; mileage.
80. Railways—Earnings; working expenses; receipts; expenditure.
81. Railways—Train mileage; rolling stock; passengers; freight.
82. Government railways—Expenditure and revenue; earnings and operating expenses; receipts.
83. Education, Immigration—Literate and illiterate; schools, teachers, pupils; expenditure; number of immigrants.

REPORTS.

Altitudes in the Dominion of Canada. With a relief map of North America. 8vo., pp. 226.

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Dictionary of altitudes in the Dominion of Canada. With a relief map of Canada. 8vo., pp. 143.

MAPS IN PROGRESS.

Railway map of Canada. Scale 100 miles to 1 inch.

Sheet 2 N. W. Ontario—Toronto sheet—Peel, York, Ontario and Victoria and portions of Halton, Simcoe, Dufferin, Muskoka, Durham and Peterborough counties. Scale $\frac{1}{250,000}$ miles to 1 inch.

Sheet 2 N. E. Ontario—Belleville sheet—Northumberland and Prince Edward and portions of Durham, Peterborough, Hastings and Lennox and Addington counties. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 3 N. W. Ontario—Kingston sheet—Includes Leeds and Grenville and portions of Hastings, Addington, Renfrew, Frontenac and Lanark counties. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 9 S. W.—Parry Sound sheet—Includes portions of Muskoka, Parry Sound, Nipissing and Haliburton districts.

Sheet 9 S. E., Ontario and Quebec—Pembroke sheet—Includes portions of Hastings, Addington, Renfrew, Haliburton and Nipissing, Ont., and of Pontiac county, Quebec. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 9 N. W.—Timagami sheet—Includes the country between Lake Nipissing and the Height-of-Land. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 10 S. E.—Cornwall sheet—Includes Dundas, Prescott and Russell counties, Ont., and Vaudreuil and Soulanges and portions of Argenteuil and Ottawa counties, Que. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

Sheet 10 S. W., Ontario and Quebec—Ottawa sheet—Includes portions of Carleton, Lanark, Frontenac, and Renfrew counties, Ont., and of Ottawa and Pontiac counties, Quebec. Scale $\frac{1}{250,000}$, or 3.95 miles to 1 inch.

No. 22.

REPORT OF THE SCHOOL LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,

SCHOOL LANDS BRANCH,

OTTAWA, June 19, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to report as follows in regard to the business of the School Lands Branch of the department for the fiscal nine months ending March 31, 1907.

SALES.

In view of the demand for school lands in Manitoba it was decided to offer for sale during the autumn of 1906, the undisposed of school lands in the portion of the province lying west of range 15 and south of township 19.

The lands were inspected and valued by Mr. Ingram and Mr. Potts, the School Lands Inspectors, for the purpose of determining the upset price to be placed on each parcel, and the necessary authority for holding the sales was given by order in council of August 31, 1906.

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For the greater convenience of the public it was decided to hold the sales at fourteen different points in the portion of the province before described, and which points were so chosen that all the lands offered were within easy distance of some one of the points of sale.

In addition to these fourteen sales, two smaller ones were held earlier in the season, namely, one at Winnipeg on September 11, 1906, comprising certain water-powers on the Winnipeg river and a gravel pit near Winnipeg, and the other at Roseisle on September 18, 1906.

The following statement shows the results of these sales:—

Place of Sale.	Date of Sale.	Area offered in acres.	Area sold.	Amount realized.	Average price per acre realized.
	1906.			\$ cts.	\$ cts.
Winnipeg.....	September 11....	1,323'00	1,243'00	38,755 00	31 18
Roseisle.....	" 18. . .	3,520'00	2,077'00	17,618 00	8 48
Killarney.....	October 23....	14,130'72	9,693'98	104,792 54	10 80
Deloraine.....	" 25. . .	11,333'25	6,380'25	96,865 90	15 18
Melita.....	" 27. . .	22,872'84	17,432'84	247,495 16	14 20
Hartney.....	" 30. . .	8,794'22	4,338'22	46,473 19	10 71
Reston.....	November 1....	17,444'86	10,880'00	122,040 00	11 22
Brandon.....	" 3. . .	8,932'84	6,751'44	104,598 07	15 49
Wawanesa.....	" 6. . .	8,621'78	4,945'79	56,173 73	11 36
Virden.....	" 8. . .	17,509'77	11,139'75	112,620 13	10 10
Miniota.....	" 13. . .	16,810'59	10,776'09	122,772 89	11 39
Oak River.....	" 15. . .	7,407'20	6,700'81	103,250 31	15 41
Strathclair.....	" 17. . .	18,357'02	12,560'72	141,989 32	11 31
Birtle.....	" 20. . .	17,035'82	7,387'86	78,018 19	10 56
Minnedosa.....	" 24. . .	14,265'40	7,423'63	77,296 87	10 41
Rapid City.....	" 24. . .	5,355'60	5,355'60	55,787 05	10 41
Total.....		193,714 91	125,086 98	1,526,546 35	12 20

In addition to the foregoing, certain town lots were sold at the Rapid City sale for \$964.

The only auction sale in Saskatchewan during the fiscal nine months was held at Strassburg on October 12, 1906. The result was as follows:—

Area offered, 12,601'40 acres; area sold, 11,801'40 acres; amount realized, \$173,155.15; average price per acre, \$14.67.

No auction sales were held in Alberta.

GRAZING LEASES.

The number of grazing leases issued in the three provinces during the nine months was as follows:—

Manitoba.....	23
Saskatchewan.....	149
Alberta.....	139
Total.....	311

The total revenue from this source for the fiscal period for the three provinces was \$12,365.13.

COAL LEASES.

Twelve new coal leases were issued, all of which were for lands in the province of Alberta, covering 3,156 acres. The revenue from coal leases in Alberta for the fiscal nine months was \$1,009.25, and in Saskatchewan \$479.10.

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TIMBER.

The revenue from this source for the nine months was as follows:—

Manitoba.. . . .	\$1,893 75
Saskatchewan.. . . .	143 75
Alberta.. . . .	1,107 43

Attached hereto are three statements, marked respectively A, B and C, showing duly classified the revenue from each province for the fiscal period. From these statements it will be seen that the total net revenue from the three provinces for the fiscal nine months was as follows:—

Manitoba.. . . .	\$337,010 22
Saskatchewan.. . . .	244,830 99
Alberta.. . . .	140,023 67
Total.. . . .	<hr/> \$721,864 88

Attached hereto are also three statements, marked D, E and F, respectively, showing the balance to the credit of the School Lands Fund of each of the three provinces on March 31, 1907.

In accordance with the orders in council in that behalf, a requisition was made on the Auditor General for the issue of cheques to the provincial treasurers of Manitoba, Saskatchewan and Alberta for the amount of the revenue from the school lands within the provinces for the fiscal period, less the principal moneys of sales, and less also the cost of management, and Finance Department cheques were issued accordingly for the following amounts:—

To the provincial treasurer of Manitoba.. . . .	\$39,572 70
To the provincial treasurer of Saskatchewan.. . . .	45,609 78
To the provincial treasurer of Alberta.. . . .	50,235 88

There has been a great increase in the volume of business in the School Lands Branch during the fiscal period, and not only is the revenue much larger for the fiscal nine months than for the preceding twelve months, being \$721,864.88 for the present fiscal nine months as against \$607,070.13 for the preceding year, but the correspondence has also greatly increased, and will, of course, continue to increase as the country develops. Each new auction sale also adds largely to the work of the branch.

The following is a statement of the work of the branch for the fiscal nine months:—

Letters sent.. . . .	11,442
Leases prepared.. . . .	385
Accounts kept posted.. . . .	6,343
Statements of accounts furnished.. . . .	6,343
Cultivation permits issued.. . . .	9
Number of receipts issued.. . . .	2,327

There is in addition to the above a very large amount of work which cannot be tabulated, especially in connection with the auction sales, which involves a great deal of time and labour.

I have the honour to be, sir,

Your obedient servant,

FRANK S. CHECKLEY,

Chief Clerk.

7-8 EDWARD VII., A. 1908

STATEMENT A—MANTOBA SCHOOL LANDS.

REVENUE from July 1, 1906, to March, 31, 1907, both dates inclusive.

Month.	SALES.		Total.	Cultivation Permits.	Grazing Ranches.	Timber.	Hay.	Coal Fees.	Total.	
	Principal.	Interest.								
	¢	cts.	¢	cts.	¢	cts.	¢	cts.	¢	cts.
1906.										
July.....	3,714 16	3,704 34	7,418 50	60 00	295 72	.....	.....	.....	7,774 22	.....
August.....	6,884 44	3,182 22	10,066 66	.....	95 00	.....	.....	.....	10,161 66	.....
September.....	3,694 35	1,858 19	5,552 54	.....	76 80	.....	.....	.....	5,629 34	.....
October.....	11,270 71	2,095 80	13,366 51	.....	90 24	.....	.....	.....	13,456 75	.....
November.....	68,988 82	14,797 55	83,696 37	.....	86 80	100 00	.....	.....	83,883 17	.....
December.....	87,821 01	5,492 35	93,313 36	.....	67 20	.....	.....	.....	93,380 56	.....
1907.										
January.....	84,403 66	5,117 67	89,521 33	.....	93 30	50 00	.....	.....	89,664 63	.....
February.....	7,331 87	1,539 24	8,871 11	39 00	95 15	.....	.....	7 00	9,012 26	.....
March.....	6,257 24	2,318 45	8,575 69	129 00	210 75	.....	.....	.....	8,906 44	.....
Transferred to Saskatchewan.....	280,366 26	40,015 81	320,382 07	219 00	1,110 96	150 00	.....	7 00	321,809 03	.....
	539 73	96 90	636 63	.....	.....	.....	.....	.....	636 63	.....
Agencies.....	279,826 53	39,918 91	319,745 44	219 00	1,110 96	150 00	.....	7 00	321,282 40	.....
	9,301 03	4,945 17	14,246 20	14 00	333 16	1,874 25	.....	.....	17,409 76	.....
Transferred to Dominion Lands.....	289,127 56	41,864 08	333,991 64	233 00	1,444 12	2,024 25	.....	7 00	338,642 16	.....
	.....	.....	.....	.....	.....	13 00	.....	.....	175 50	.....
Refunds.....	289,127 56	41,864 08	333,991 64	233 00	1,444 12	2,011 25	.....	7 00	338,466 66	.....
	1,054 87	.....	1,054 87	.....	263 37	117 50	.....	7 00	1,456 44	.....
	288,072 69	44,864 08	332,936 77	233 00	1,180 75	1,833 75	.....	.....	337,010 22	.....

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

FRANK S. CHECKLEY,
Chief Clerk.

SESSIONAL PAPER No. 25

STATEMENT B.—SASKATCHEWAN SCHOOL LANDS.
REVENUE from July 1, 1906, to March 31, 1907, both dates inclusive.

Month.	SALES.		Total.	Cultivation Permits.	Grazing Ranches.	Timber.	Hay.		Coal.		Total.
	Principal.	Interest.					%	cts.	%	cts.	
1906.											
July.....	22,008 58	1,217 03	23,225 61	.....	395 52	.....	5 50	.....	.....	23,626 63
August.....	6,219 36	777 18	6,996 54	6 00	388 59	.....	50	.....	.....	7,391 63
September.....	5,606 16	461 57	6,067 73	.....	376 30	.....	.....	55 40	.....	6,499 43
October.....	28,175 06	2,082 49	30,257 55	25 00	347 64	.....	.....	.....	.....	30,630 19
November.....	48,534 56	16,938 95	65,473 51	27 50	290 18	.....	.....	10 00	.....	65,801 19
December.....	43,125 76	11,171 72	54,297 48	.....	360 61	.....	50	83 70	.....	54,742 29
1907.											
January.....	17,890 60	5,675 87	23,566 47	17 50	488 95	25	13	.....	.....	24,086 17
February.....	12,425 09	2,271 47	14,696 56	5 00	397 82	.....	2 20	186 30	.....	15,197 88
March.....	4,661 49	2,671 04	7,332 53	80 50	918 12	.....	.....	143 70	.....	8,474 85
Transfer from Manitoba.....	504 54	132 09	636 63	.....	.....	.....	.....	.....	.....	.....
Agencies.....	189,151 20	43,399 41	232,550 61	161 50	3,873 73	25	21 70	479 10	.....	237,086 89
	5,037 47	2,258 85	7,296 32	.....	576 23	153 00	531 00	.....	.....	8,556 55
Transfer fees, Dominion Lands.....	194,188 67	45,658 26	239,846 93	161 50	4,449 96	153 25	552 70	479 10	.....	245,643 44
				.....		9 25	109 00	.....	.....	118 25
Refunds.....	194,188 67	45,658 26	239,846 93	161 50	4,449 96	141 00	443 70	479 10	.....	245,525 19
	475 54	80	476 34	5 40	167 51	25	44 70	.....	.....	694 20
	193,713 13	45,657 46	239,370 59	156 10	4,282 45	143 75	399 00	479 10	.....	244,830 99

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.FRANK S. CHECKLEY,
Chief Clerk.

7-8 EDWARD VII., A. 1908

STATEMENT C.—ALBERTA SCHOOL LANDS.

REVENUE from July 1, 1906, to March 31, 1907, both dates inclusive.

Month.	SALES.		Total.	Cultivation Permits.	Grazing Ranches.	Timber.	Hay.	Coal.	Total.
	Principal.	Interest.							
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1906.									
July.....	2,078 87	68 13	2,147 00		394 69			5 00	2,546 69
August.....	52 72	114 00	166 72		673 53				840 25
September.....	471 11	170 75	641 86		430 43				1,072 79
October.....	7,521 57	3,529 64	11,051 21		604 12				11,655 33
November.....	39,641 43	22,291 79	61,933 22		451 16	10 48		298 00	62,695 86
December.....	11,414 31	8,858 84	20,303 15		296 18				20,599 33
1907.									
January.....	5,205 56	4,123 49	9,329 05		331 83			5 00	9,668 88
February.....	6,732 00	2,876 62	9,608 62		417 08	1,015 00		215 40	11,256 10
March.....	5,420 48	2,596 36	8,016 84		759 45			127 00	8,903 29
Agencies.....	78,568 05	44,629 62	123,197 67		4,364 97	1,025 48		650 40	129,238 52
	4,887 63	2,714 13	7,601 76		2,670 35	83 20	429 45	373 85	11,188 61
Transfer fees Dominion Lands.....	83,455 68	47,373 75	130,829 43		7,035 32	1,108 68	429 45	1,024 25	140,427 13
						1 25	64 00		65 25
Refunds.....	83,455 68	47,373 75	130,829 43		7,035 32	1,107 43	365 45	1,024 25	140,361 88
	189 02		189 02		133 39		80	15 00	338 21
	83,266 66	47,373 75	130,640 41		6,901 93	1,107 43	364 65	1,009 25	140,023 67

FRANK S. CHECKLEY,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

SESSIONAL PAPER No. 25

STATEMENT D.

STATEMENT of revenue and expenditure on account of school lands for the fiscal period ended March 31, 1907.

MANITOBA SCHOOL LANDS.

Particulars.	Dr.		Cr.	
	\$	cts.	\$	cts.
By Balance on July 1, 1906.....			1,352,617	07
Sales..... nine months to March 31, 1907.....			332,936	77
Rental for cultivation.....			233	00
Timber, hay and grazing.....			3,840	45
Interest (on account).....			18,000	00
To cost of management at Ottawa.....		900	00	
Expenses, being salaries, printing, advertising, &c.....		8,464	83	
Interest paid to Manitoba Government.....		18,000	00	
Interest and revenue paid to Manitoba Government.....		39,572	70	
To balance on March 31, 1907.....	1,640,689	76		
	1,707,627	29	1,707,627	29

FRANK S. CHECKLEY,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

STATEMENT E.

STATEMENT of revenue and expenditure on account of school lands for the fiscal period ended March 31, 1907.

SASKATCHEWAN SCHOOL LANDS.

Particulars.	Dr.		Cr.	
	\$	cts.	\$	cts.
By balance on July 1, 1906.....			385,725	26
Sales..... nine months to March 31, 1907.....			239,370	59
Rental for cultivation.....			156	10
Timber, hay, grazing and coal.....			5,304	30
To cost of management at Ottawa.....		900	00	
Expenses, being salaries, printing, advertising, &c.....		4,608	08	
Interest and revenue paid to Saskatchewan Government.....		45,609	78	
To balance on March 31, 1907.....	579,438	39		
	630,556	25	630,556	25

FRANK S. CHECKLEY,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

7-8 EDWARD VII., A. 1908

STATEMENT F.

STATEMENT of revenue and expenditure on account of school lands for the fiscal period ended March 31, 1907.

ALBERTA SCHOOL LANDS.

Particulars.	Dr.		Cr.	
	\$	cts.	\$	cts.
By balance on July 1, 1906.....			214,093	80
Sales..... nine months to March 31, 1907.....			130,640	41
Timber, hay, grazing and coal..... " "			9,383	26
To cost of management at Ottawa..... " "		900 00		
Expenses, being salaries, printing, advertising, &c..... " "		4,008 19		
Interest and revenue paid to Alberta Government..... " "		50,235 88		
To balance on March 31, 1907.....		298,973 40		
		354,117 47		354,117 47

FRANK S. CHECKLEY,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, June 19, 1907.

No. 23.

REPORT ON TIMBER, GRAZING AND IRRIGATION.

DEPARTMENT OF THE INTERIOR,
OTTAWA, July 24, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the report of the Timber, Grazing and Irrigation Branch, for the fiscal nine months ending March 31, 1907.

On July 1, 1906, the Timber and Mines Branch, of which this branch formed a part, was divided under authority of an order in council. The administration of the timber and minerals in the Yukon Territory, together with the minerals throughout the western provinces, was assigned to the Mines Branch; while this branch was charged with the management of timber, grazing and irrigation on Dominion lands in the Northwest Territories and the provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

Notwithstanding the fact that the report herewith presented covers a period of only nine months, a comparison of the revenue from timber, grazing and irrigation within the areas under the jurisdiction of this branch shows an increase of \$79,692.35 over the twelve months of last year.

The revenue derived from timber, grazing, hay and irrigation on Dominion lands for the fiscal nine months which ended March 31, last, amounted to \$410,225.07.

Statement 'A,' showing how this amount is made up, will be found at the end of this report.

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Reports received from the Crown Timber Agents at Calgary, Edmonton, Prince Albert, Winnipeg and New Westminster, showing the revenue collected on Dominion lands within their respective agencies, and other information, are appended hereto.

The reports of the Commissioner of Irrigation and the Inspector of Ranches are also appended.

The total revenue from timber, grazing and irrigation received at the above Crown Timber Agencies, together with the ruling price of lumber and the number of mills in each, may be summarized as follows:—

Agency.	Total Revenue	Average price of lumber per M. ft. B. M. at mills.	Number of mills within Agency.	Number of mills in operation
	\$ cts.	\$ cts.		
Calgary.....	17,716 55	20 70	13	9
Edmonton.....	39,175 58	17 50	16	14
Prince Albert.....	24,771 83	19 00	6	6
Winnipeg.....	92,859 37	17 00	29	24
New Westminster.....	185,172 94	16 25	25	18

Saw-mill returns received at this department give the following quantities of building materials as having been manufactured and sold during the nine months within the above mentioned agencies:—

	Manufactured.	Sold.
Sawn lumber.....ft. B.M.	141,050,292	128,113,260
Shingles.....	60,000	60,000
Shingle bolts.....cords	8,698	9,454
Lath.....	14,273,300	9,268,500

The quantity of lumber manufactured and sold within each agency will be found in the agents' reports appended hereto.

Seven hundred and thirty licenses were prepared.

The areas under license and permit in the provinces of Manitoba, Saskatchewan and Alberta, in the Northwest Territory, and within the Railway Belt in the province of British Columbia, on March 31, 1907, were as follows:—

	Under License. sq. mls.	Under Permit. sq. mls.
Manitoba.....	1,217.76	530.94
Alberta.....	2,651.93	58.96
Saskatchewan.....	2,228.59	507.91
Northwest Territory.....	247.70	
British Columbia.....	1,953.35	29.16
Total.....	8,299.33	1,126.97

The number of applications to cut timber received during the nine months was 380; the number of berths granted was 49. The total number of berths under license is 720. The number of berths covered by permits is 62. The number of portable saw-mill berths granted under order in council of February 19, 1907, is 20.

GRAZING LANDS.

The total number of leases in force is 787, including a total area of 3,002,505 acres, distributed as follows:—

25—i—5

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	Acres.
Province of Manitoba..	6,688
Province of Saskatchewan..	899,765
Province of Alberta..	1,651,397
Railway Belt, B.C..	444,655
	<hr/>
	3,002,505

IRRIGATION.

During the year 42 applications for authority to divert water for irrigation and other purposes were received, and 16 authorizations to construct works in accordance with the provisions of the Northwest Irrigation Act were issued. There were 229 licenses issued up to date to divert water.

OFFICE WORK.

The following is a statement of the office work performed at Ottawa from July 1, 1906, to March 31, 1907:—

Letters received and recorded..	15,464
Letters sent..	14,604
Pages of memoranda and schedule..	7,574
Plans and sketches prepared..	455
Cash receipts issued in quadruplicate..	1,150
Timber—	
Berths applied for..	380
Berths granted..	49
Licenses for timber berths prepared in duplicate..	730
Instructions issued for survey of timber berths..	85
Returns of surveys of timber berths examined..	76
Returns of saw-mills received and verified..	1,495
Permits to cut timber issued by agents, also entered and checked..	6,873
Accounts kept posted..	802
Timber seizures entered and checked..	114
Fireguarding accounts posted..	800
Grazing—	
Applications for grazing lands received..	509
Leases of grazing lands issued..	100
Applications for leases for hay purposes..	13
Accounts kept posted—grazing..	787
Accounts kept posted—hay..	2
Hay permit forms used by the Dominion lands agents, also entered and checked over at this office..	276
Irrigation—	
Applications <i>re</i> irrigation recorded..	42
Memorials examined..	42
Plans examined..	84
Authorizations for construction of ditches issued..	16
Assignments of irrigation applications examined and recorded..	2
Cancellation of irrigation applications issued and recorded..	9
Irrigation licenses issued (in triplicate)..	34

Your obedient servant,

B. L. YORK,

Chief Clerk.

SESSIONAL PAPER No. 25

REVENUE OF DOMINION LANDS.

A.—STATEMENT of receipts on account of timber, grazing, hay and irrigation for the fiscal nine months ending March 31, 1907.

Month.	Timber.	Grazing.	Hay.	Irrigation.	Total.
1906.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	47,160 66	2,983 35	872 05	21 50	51,037 56
August.....	34,553 52	2,786 13	183 55	77 75	37,600 95
September.....	16,306 98	4,786 87	26 35	23 00	21,143 20
October.....	36,237 82	3,233 81	15 50	20 75	39,507 88
November.....	21,923 84	7,623 35	1 00	122 00	29,670 19
December.....	14,492 26	2,124 55	3 50	16 25	16,636 56
1907.					
January.....	69,901 89	5,683 06	2 00	25 76	75,612 71
February.....	71,758 89	2,829 06	50	40 50	74,628 95
March.....	52,087 34	12,244 23	50	55 00	64,387 07
Totals.....	364,423 20	44,294 41	1,104 95	402 51	410,225 07

F. LOYER,

Book-keeper Timber, Grazing and Irrigation Branch.

No. 24.

REPORT OF THE INSPECTOR OF CROWN TIMBER AGENCIES.

OFFICE OF INSPECTOR OF DOMINION CROWN TIMBER OFFICES,
WINNIPEG, MANITOBA, July 2, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior,
Ottawa. Ont.

SIR,—I beg to submit the following report in connection with my office as Inspector of Crown Timber Agencies for the nine months ended March 31, last.

During this period the business transacted at seventeen offices, as accounted for in the weekly returns to the department, passed through my hands for purposes of checking. By this arrangement I was kept in close touch with the work, and errors found to have been made were quickly rectified. The returns received by the agents from licensees of timber berths accounting for timber cut also came to me and were carefully checked. Considerable work was entailed in this connection in the shape of correspondence.

I made personal inspection of a number of the timber offices, the reports upon which were duly forwarded to the department.

The offices at Prince Albert, Edmonton, Calgary and New Westminster were inspected during the months of May and June, the work being purposely delayed until after returns had been received from licensees of their cutting during the past winter. Owing to the unprecedentedly heavy snowfall in the provinces of Manitoba and Saskatchewan the lumbermen were greatly hindered in their operations, and this resulted in a much smaller amount of timber being cut than that calculated upon.

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The cutting in the province of Alberta exceeded that of the previous winter, and in British Columbia the output of logs was so great as to glut the market.

The following particulars are given as showing the standing of the timber berths held under Dominion license:—

Provinces.	Areas under License.
Manitoba.....	1,217.76 square miles.
Saskatchewan.....	2,228.59 " "
Alberta.....	2,651.93 " "
Athabaska.....	247.70 " "
British Columbia.....	1,953.35 " "
Total.....	8,299.33 " "

The following particulars are given of the berths in the respective districts, the number being operated upon and the saw-mills in connection therewith.

	No. of Berths.	No. Operated.	No. Saw mills.
Calgary.....	50	24	15
Edmonton.....	122	20	12
Prince Albert.....	79	34	7
Winnipeg.....	137	83	39
British Columbia.....	305	89	24
	753	250	97

From the above showing it will be seen that one-third only of the licensed berths are being worked.

In view of the active demand for lumber material of all kinds throughout the country and the short supply, prices were advanced unduly high by millmen. It is a matter for thoughtful consideration by the department whether in the public interest those licensees who have been holding berths for years past should not be compelled to fulfil the conditions of their license and erect mills and proceed with the manufacture of timber.

I would respectfully refer you to my report made in connection with the Winnipeg Crown Timber Office, in which I give a comparative statement for the years 1905-6 and 1906-7 of the sales of lumber and the prices charged therefor.

Owing to incomplete returns from the lumbermen I am not in a position at this early date to give you figures to show the extent of cutting last winter.

I append hereto a summary statement of the business transacted in connection with timber, mines and grazing during the nine months under review.

Respectfully submitted,

E. F. STEPHENSON,

Inspector Crown Timber Agencies.

SESSIONAL PAPER No. 25

CROWN TIMBER AGENCIES.

A.—SUMMARY of Work Performed during the Nine Months ended March 31, 1907, showing Number of Transactions under various heads and Amount of Revenue Collected.

Agencies.	Bonus.	Ground Rent.	Royalty on Sales.	Timber Limits.	Timber Seizures.	Hay Permits.	Grazing Rents.	Mining Rents.	Coal Lands, Royalty, &c.	Stone Quarries.	Sundries.	School Lands, Hay, Timber and Grazing.	Revenues.	Remarks.
Alameda.....	8	.....	41	5	5	.....	.....	.....	.....	346 05	.....
Battleford.....	130	.....	39	2	1	1	.....	.....	39	318 65	.....
Brandon.....	195	.....	2	.....	.....	.....	.....	.....	178	533 50	.....
Banff.....	No returns received.
Calgary.....	7	41	687	.....	47	66	18	134	1	5	5	34,963 72	.....
Dauphin.....	652	.....	44	5	4	.....	.....	.....	3	4,447 12	.....
Edmonton.....	1	21	28	1,228	6	49	.....	11	232	.....	.....	51	40,803 22	.....
Lethbridge.....	1	276	16	73	90	18	4	.....	.....	not given	16,749 70	.....
Minnedosa.....	Absorbed in Dauphin District, October 1, 1906. No returns.
New Westminster.....	27	50	32	4	.....	.....	.....	.....	.....	.....	.....	25,366 21	.....
Prince Albert.....	4	26	1,073	41	12	1	.....	.....	.....	41	.....	24,564 21	.....
Red Deer.....	420	.....	13	.....	4	45	.....	.....	103	1,110 19	.....
Regina.....	803	1	77	16	.....	.....	.....	.....	not given	1,144 82	.....
Yorkton.....	717	.....	13	.....	.....	.....	.....	2	95	7,952 35	.....
Winnipeg.....	25	92	632	22	79	3	41	.....	.....	.....	219	44,562 48	.....
Moosejaw.....	Office opens after March 31, 1907.
Humboldt.....	108	.....	.....	.....	.....	.....	.....	.....	14	110 00	.....
Kamloops.....	2	167	1	5,104 81
													208,077 13	

E. F. STEPHENSON,
Inspector Crown Timber Agencies.

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No. 25.

REPORT OF THE CROWN TIMBER AGENT AT CALGARY.

DOMINION LANDS AND CROWN TIMBER OFFICE,
CALGARY, ALBERTA, April 16, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to inclose herewith the following statements for the nine months ending March 31, 1907.

Schedule 'A,' statement of receipts on account of Crown timber, covering the period referred to, amounting to \$33,924.14.

Schedule 'B,' showing the saw-mills within the Crown Timber Agency in operation under government license to March 31, 1907.

Schedule 'C,' general office work.

You will observe that the quantity manufactured from licensed berths during the nine months amounted to 11,848,331 feet board measure; quantity sold, 10,630,657 feet board measure; manufactured by portable mills under permits, approximately, 1,500,000 feet board measure, which has practically all been disposed of. In addition to the 13,348,331 feet board measure manufactured as above mentioned, there has been 233,000,000 feet board measure purchased and brought into this district from British Columbia, but apparently nothing has been imported from the United States. The log crop according to an estimate made by Mr. Forest Ranger Margach has not been as large as the operators expected, owing to the scarcity of labour and weather conditions, but will amount to 20,000,000 feet board measure, made up as follows:—

Great West Lumber Co.	5,000,000
Union Bank of Canada.	5,000,000
Hon. Peter McLaren.	4,500,000
Eau Claire and Bow River Lumber Co.	3,500,000
Portable mills.	1,000,000
C. J. B. Anderson.	500,000
J. F. Pettepher.	500,000
Total.	20,000,000

Mr. Margach, Chief Forest Ranger, also states that during the summer of 1906 a great deal of damage was done by fire on the Red Deer river and its tributaries, originating from fires started by settlers with a view to clearing lands, and in his opinion settlement has reached about far enough west of the fifth meridian, and recommends that a close inspection should be made of timber values before granting homestead entries. In regard to this phase of the question the difficulty I find is that it is impossible to prevent the poorer class of settlers from squatting on lands near the timber, or upon lands containing a considerable amount of timber, as it is such an easy matter for them to erect houses for themselves and shelter for their stock in such localities.

Your obedient servant,

J. R. SUTHERLAND,

Crown Timber Agent.

SESSIONAL PAPER No. 25

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing and Hay Lands, at the Crown Timber Office Calgary, Alta., for the nine months ending March 31, 1907.

Month.	DOMINION LANDS.										SCHOOL LANDS.				Totals.
	Bonuses.	Rent.	Royalty.	Permits.	Seizures.	Firetax.	Grazing.		Hay.	Grazing.	Hay.	Timber.			
							¢	cts.					¢	cts.	
1906.	¢	cts.	¢	cts.	¢	cts.	¢	cts.	¢	cts.	¢	cts.	¢	cts.	
July.....		262 50	1,908 63	124 71	40			102 20	216 50	70 20	179 00			2,864 14	
August.....			411 01	13 65	66 50			13 95	16 50		22 50			547 36	
September.....				10 85				492 65						696 43	
October.....		25 01	2,079 67	29 70	11 50				11 00					2,203 88	
November.....		62 25	481 52	34 00				787 74			7 00			1,545 27	
December.....		90 13	235 34	63 50	31 72			13 95						460 24	
1907.															
January.....		279 75	2,918 90	156 75	10 10	48	715 67			162 90				4,244 55	
February.....			20 00	195 25	8 56					38 89				262 70	
March.....				143 75	451 34		240 00			70 45	2 10			907 64	
Paid at Head Office.....		719 64	8,055 07	772 16	580 12	48	2,366 16	255 00		769 73	211 10	3 25		13,732 71	
	2,688 50	2,279 42												4,967 92	
	2,688 50	2,999 06	8,055 07	772 16	580 12	48	2,366 16	255 00		769 73	211 10	3 25		18,700 63	

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SCHEDULE B.

Name of Owner or Assignee.	Where Situatd.	Kind of Power.	No. of Horse Power.	Commenced Operations.	Kind of Timber.	Logs Cut at	Lumber on Hand in Return of June 30, 1906; Manufactured and Sold since that Date and on Hand March 31, 1907.	Quantity of Shingles Manufactured and Sold.	Date of Return.	No. of Returns.	Berth No.
Eau Claire and Bow River Lumber Co.		Steam	65	1887	Fir and spruce, cypress and pine.	Spray River ...	On hand June 30, 1906.. 2,963,140	Nil.	Dec. 31, 1906..	2	E. & F. 318
							Manufactured				
							Sold				
							On hand Mar. 31, 1907.. 3,800,194				
J. H. Wray.....	Mountain View.	Steam	1904				On hand June 30, 1906.. 3,000	"	Mar. 31, 1906..	583	
							Manufactured				
							Sold				
							On hand Mar. 31, 1907.. 3,000				
Great West Lumber Co.....	Little Red Deer River.	Steam	Aug. 30, 1900		Fir and spruce	Tp. 28 R's. 5 and 6 W 5th.	On hand June 30, 1906.. Nil.	"	Dec. 31, 1906..	2	252
							Manufactured				
							Sold				
							On hand Mar. 31, 1907.. Nil.				
Union Bank of Canada	High River....	Steam	1903		Fir and spruce	High River....	On hand June 30, 1906.. 257,286	"	Dec. 31, 1906..	2	579
							Manufactured				
							Sold				
							On hand Mar. 31, 1907.. 1,084,617				

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"	"	Okotoks,	Steam	50 1890 Fir and spruce Sheep Creek,....	On hand June 30, 1906.. Manufactured,	103,861 903,353	"	Dec. 31, 1906..	2	569
					Sold,	1,007,214 560,528				
					On hand Mar. 31, 1907..	446,686				
"	"	High River,....	Steam	1903 Fir and spruce High River,....	On hand June 30, 1906.. Manufactured,	355,144 Nil	"	Sept. 30, 1906..	1	1124
					Sold,	355,144 Nil				
					On hand Mar. 31, 1907..	355,144				
Ole A. Finstad,....	"	Clareholm, Steam Alta,		25 1904 Fir,	On hand June 30, 1906.. Manufactured,	138,800 Nil	"	Dec. 31, 1906..	2	1184
					Sold,	138,800 84,200				
					On hand Mar. 31, 1907..	54,600				
C. J. B. Anderson,	"	Lyndon, Alta, Steam		40 1904 Fir and spruce Mill on T. B.,	On hand June 30, 1906.. Manufactured,	231,709 326,627	"	Dec. 31, 1906..	2	1200
					Sold,	558,336 462,536				
					On hand Mar. 31, 1907..	95,800				
Hon. Peter McLaren, ..	"	Blainmore,	Steam	40 1882 Fir and spruce Mill on T. B.,	On hand June 30, 1906.. Manufactured,	485,477 2,975,475	"	Dec. 31, 1906..	2 36 'A.'	
					Sold,	3,460,952 3,228,627				
					On hand Mar. 31, 1907..	232,325				
Thomas Quigley,	"	Mount Royal, Steam		30 1904 Fir and spruce Mill on T. B.,	On hand June 30, 1906.. Manufactured,	57,471 28,200	"	Dec. 31, 1906..	2	1165
					Sold,	85,671 85,671				
					On hand Mar. 31, 1907..	Nil				

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SCHEDULE B.—Continued.

Name of Owner or Assignee.	Where Sited.	Kind of Power.	No. of Horse Power.	Commenced Operations.	Kind of Timber.	Logs Cut at	Lumber on Hand in Return of June 30, 1906, Manufactured and Sold since that Date and on Hand March 31, 1907.	Quantity of Shingles Manufactured and Sold.	Date of Return.	No. of Returns.	Berth No.	
Thomas Quigley.....	N. E. 26 & 34 28.5.5.	Steam	30	1904	Spruce.	Dog Pond	Feed.	"	Dec. 31, 1906..	2	1159	
							On hand June 30, 1906..					25,000
							Manufactured.....					Nil.
							Sold	25,000				
							On hand Mar. 31, 1907..	25,000				
							Nil.					
Wm. Rutherford.....	10-8-31.	Steam	1903	Spruce and pine.	10-8-31	On hand June 30, 1906..	54,000	"	Dec. 31, 1906..	2	1027	
							Manufactured.....					110,000
							Sold					164,000
							On hand Mar. 31, 1907..	140,000				
							24,000					
James & Otterbine	Didsbury....	Steam	30	1905	Spruce and pine.	Little Red Deer.	207,961	"	Dec. 31, 1906..	2	1177	
							Manufactured					64,000
							Sold					271,961
							257,834					
							On hand Mar. 31, 1907..	14,127				

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SCHEDULE C.

General office return of the Calgary Crown Timber Office for the nine months ending
March 31, 1907.

Name.	Number.	Increase.	Decrease.	Remarks.
Letters received.....	28,861	.....	1,226	Including Dom. Lands.
Letters written.....	20,011	.....	9,738	" "
Permits issued subject to dues ..	30	.....	3	
Free permits issued ..	657	.....	233	
Mill returns received and verified. ..	23	.....	38	

No. 26.

REPORT OF THE CROWN TIMBER AGENT AT EDMONTON.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
EDMONTON, ALBERTA, April 2, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to inclose herewith schedules 'A' and 'B,' relating to the work of the Timber and Mines Branch of this agency for the nine months ending March 31, 1907.

The total amount cut in board measure by berth owners was 11,043,366 feet, by the returns received to date, which, when all the returns are in, will likely be increased to 17,500,000 feet board measure according to an estimate made by Chief Forest Ranger Margach.

Owing to the great depth of snow the portable mill cut will not exceed 12,000,000 feet board measure.

The average price at which the lumber was sold at the mills would be \$17.50 per thousand feet board measure.

I have the honour to be, sir,

Your obedient servant,

A. G. HARRISON,

Crown Timber Agent.

SESSIONAL PAPER No. 25

SCHEDULE B.

RETURNS of Saw-mills operating in Edmonton Crowa Timber Agency under Government License during the year ending March 31, 1907.

Name of Owner.	Where Situated.	Kind of Power.	No. of Horse Power.	Operations began.	Logs Cut on Limit No.	Lumber Manufactured in Period.	Lumber Sold in Period.	Date of Last Return.	Kind of Timber.	Lath Manufactured.	Lath Sold.
D. R. Fraser & Co.	Edmonton.	Steam	150	1899	788	B. M.	B. M.	Dec. 31, '06.	Spruce		
"	"	"	150	1905	812	Nil.	681,531	Mar. 31, '06.			
John Walter	Strathcona.	"		1900	1,150	Nil.	Nil.	" 31, '07.			
"	"	"		1906	864	884,518	884,518	Dec. 31, '06.	Spruce		
"	"	"		1906	1,140	523,427	231,251	" 31, '06.	"		
"	"	"		1906	1,163	1,619,833	1,619,833	" 31, '06.	"		
"	"	"			1,196	Nil.	Nil.	" 31, '06.			
"	"	"			1,233						
"	"	"			1,287						
"	"	"			1,288						
"	"	"			1,289						
D. R. Fraser & Co. & John Walter	Edmonton & Strathcona.	Steam		1900	1,141	Nil.	Nil.	Sept. 30, '06.	Spruce	105,000	105,000
"	"	"			9 Bk 5 & 6	2,642,050	3,195,426	Dec. 31, '06.	"		
"	"	"			1,008	195,593	195,593	" 31, '06.	"		
"	"	"			1,091	Nil.	Nil.	Sept. 30, '06.			
"	"	"			1,160	"	"	Dec. 31, '06.			
"	"	"			302	"	"	" 31, '06.			
"	"	"			1,161	"	"	Sept. 30, '06.			
"	"	"				"	"	Dec. 31, '06.			
"	"	"			1,211	"	"	Sept. 30, '06.			
Deering Implement Co.	Stony Plain.	Steam		1900	887	870,000	650,000	Dec. 31, '06.	Spruce		
North West Lumber Co.	Ponoka.	"	100	1901	949	478,392	478,392	Sept. 30, '06.	"	25,000	25,000
Hugh McPhee.	Spruce Grove.	"		1903	1,042	60,000	96,258	Mar. 31, '07.	"		
J. A. Powell.	Half Moon Lake.	"		1903	849			" 31, '07.			
Edmonton Lumber Co.	Edmonton.	"			955	Nil.	Nil.	Dec. 31, '06.			
"	"	"			962	"	"	" 31, '06.			
"	"	"			963	"	"	" 31, '06.			
"	"	"			968	"	"	" 31, '06.			

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SCHEDULE B—Continued.
 RETURNS of Saw-mills operating in Edmonton Crown Timber Agency under Government License during the year
 ending March 31, 1907.—Continued.

Name of Owner.	Where situated.	Kind of Power.	No. of Horse Power.	Operations began.	Logs Cut on Limit No.	Lumber Manufactured in Period.	Lumber Sold in Period.	Date of last Return.	Kind of Timber.	Lath Manufactured.	Lath Sold.
Edmonton Lumber Co.	Edmonton.				970	Nil.	Nil.	Dec. 31, '06.			
"	"				971		"	" 31, '06.			
"	"				972	"	"	" 31, '06.			
"	"				1,007	"	"	" 31, '06.			
"	"				1,009	"	"	" 31, '06.			
"	"				1,202	"	"	" 31, '06.			
"	"				1,204	262,612	225,614	" 31, '06.	Spruce		
"	"				1,104	94,540	81,580	" 31, '06.	"		
"	"				1,082	Nil.	Nil.	" 31, '06.			
"	"				1,088	"	"	" 31, '06.			
"	"				1,125	"	"	" 31, '06.			
"	"				1,136	"	"	" 31, '06.			
"	"				1,262	"	"	" 31, '06.			
"	"				1,020	"	"	" 31, '06.			
W. S. Dwinell.	Fort Saskatchewan.	Steam		1901	956	2,295,929	2,295,929	Dec. 31, '06.	Spruce	441,000	441,000
J. F. Weatherstonlaugh.	"	"	100	1901	1,019	647,692	398,874	" 31, '06.	"	177,500	137,500
Blain & McKelvey	Ponoka.	"	100	1903	1,022	Nil.	Nil.	" 31, '06.			
"	"	"		1905	1,190	311,000	311,000	" 31, '06.		75,500	72,500
"	"				1,273						
Imperial Pulp Co.	"				1,431	Nil.	Nil.	Dec. 18, '06.			
"	"				1,052						
"	"				1,058						
"	"				1,037			Dec. 18, '06.			
"	"				1,098	Nil.	Nil.	" 18, '06.			
McDonald & Frith.	"				1,010			June 30, '06.			
T. A. Burrows	"				1,046			" 30, '06.			
"	"				1,099			" 30, '06.			
"	"				1,093			" 30, '06.			
"	"				1,094			" 30, '06.			
"	"				1,068			" 30, '06.			
"	"				1,191			" 30, '06.			
"	"				1,192			" 30, '06.			

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W. B. McPherson.....	Bentley.....	Steam	1903	1,065	157,780	153,302	Dec. 31, '06..	Spruce
N. S. Edgar.....	1,076	Nil	Nil	Sept. 30, '06.
Mutenbocker Bros.....	1,077	"	"	Dec. 31, '06.	.....	.....
"	1,087	"	"	" 31, '06.	.....	.....
R. T. Telford.....	1,084	"	"	Sept. 30, '06.	.....	.....
Cushing & Deering.....	1,096	"	"	Dec. 31, '06.	.....	.....
"	1,092	"	"	" 31, '06.	.....	.....
"	1,095	"	"	" 31, '06.	.....	.....
D. E. Noyes & Sons.....	1,109	"	"	" 31, '06.	.....	.....
A. W. Fraser.....	1,122	"	"	Sept. 30, '06.	.....	.....
Edmond Lyons.....	1905	1,131	"	394,711	" 30, '06.	.....	.....
J. J. Anderson.....	1906	1,185	"	Nil	Dec. 31, '06.	.....	.....
Arthur Mowatt.....	1,199	"	"	June 30, '06.	.....	.....
Huff & Carter.....	1,213	Nil	Nil	July 30, '06.	*54,124	*54,124
"	1,219	"	"	" 30, '06.	*7,632	*7,632
J. A. Bradley.....	1,214	"	"	.....	.....	.....
D. H. McDonald.....	1,216	Nil	Nil	June 30, '06.	.....	.....
Wm. Humbertstone.....	1,232	"	"	Dec. 31, '06.	.....	.....
"	1,235	"	"	" 31, '06.	.....	.....
"	1,293	.....	.....	.....	.....	.....
R. Blackburn.....	1,238	.....	.....	June 30, '06.	.....	.....
Ritchie & Walter.....	1,234	Nil	Nil	Dec. 31, '06.	.....	.....
T. O. Davis.....	1,231	.....	.....	.....	.....	.....
"	1,270	.....	.....	.....	.....	.....
"	1,301	.....	.....	.....	.....	.....
J. W. Stewart.....	1,221	.....	.....	Sept. 30, '05.	.....	.....
"	1,222	.....	.....	" 30, '05.	.....	.....
"	1,223	.....	.....	" 30, '05.	.....	.....
"	1,224	.....	.....	.....	.....	.....
"	1,225	.....	.....	.....	.....	.....
"	1,226	.....	.....	.....	.....	.....
"	1,220	.....	.....	.....	.....	.....
E. J. Elliott.....	1,272	.....	.....	.....	.....	.....
C. W. Sealey.....	1,269	.....	.....	.....	.....	.....
Jas. Smith.....	1,279	.....	.....	.....	.....	.....
J. M. Blain.....	1,294	.....	.....	.....	.....	.....
T. O. Davis.....	1,301	.....	.....	.....	.....	.....
W. A. Charlton.....	1,296	.....	.....	.....	.....	.....
D. R. Fraser & Co.....	1,306	.....	.....	.....	.....	.....
J. A. L. McDougall, part berth.....	1,309	.....	.....	.....	.....	.....
Dr. H. L. McGinnis, part berth.....
H. Meyer, part berth.....	1,308
R. J. Ferguson, part berth.....	1,297
J. H. Wood.....	1,328

* Railway ties.

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SCHEDULE B—*Concluded.*

RETURNS of Saw-mills Operating in Edmonton Crown Timber Agency under Government License during the year ending March 31, 1907—*Concluded.*

Name of Owner	Where Situated.	Kind of Power.	No. of Horse Power.	Operations began.	Logs Cut on Limit No.	Lumber Manufactured in Period.	Lumber Sold in Period.	Date of last Return.	Kind of Timber.	Lath Manufactured.	Lath Sold.
Isaac Gagnon, part berth.	B.M.	B.M.	.....	.....	.....	.....
F. C. Papineau
Totals	11, 43,366	11,824,812	.....	.....	821,000 *61,756	781,000 *61,756

BELOW ARE RETURNS MADE OF LUMBER MANUFACTURED IN 1906, BUT THE RETURNS WERE RECEIVED TOO LATE TO BE INCLUDED IN THE ANNUAL REPORT OF THAT YEAR.

D. R. Fraser & Co. & John	Edmonton	.....	.....	.....	90,000 5&6	N.L.	720,080	Mar. 31, '06.	.....	.....	.....
Walter	Stony Plain	.....	.....	.....	887	400,000	350,000	April 19, '06.	.....	.....	.....
Deering Implement Co.	Bentley	.....	.....	.....	1,005	11,300	83,919	June 30, '06.	.....	.....	.....
W. B. McPherson .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Railway ties.

A. G. HARRISON,
Crown Timber Agent.

SESSIONAL PAPER No. 25

No. 27.

REPORT OF THE CROWN TIMBER AGENT AT PRINCE ALBERT.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

PRINCE ALBERT, SASKATCHEWAN, April 11, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to inclose herewith the following statements for the nine months ending March 31, 1907.

Schedule 'A,' statement of receipts on account of Crown timber, grazing, mining and hay.

Schedule 'B,' statement showing saw-mills operating under government license.

Schedule 'C,' statement showing general work during the nine months.

Your obedient servant,

R. S. COOK,

Crown Timber Agent.

SCHEDULE A.

STATEMENT of receipts, Crown Timber Office, Prince Albert, for nine months ending March 31, 1907.

Month.	Bonus.	Ground Rent.	Royalty.	Permit Dues.	Seizure Dues.	Timber, Grazing and Hay School Lands.	Grazing and Hay Domin- ion Lands.	Total.
1906.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July			4,472 04	36 68	240 25	55 20	40 40	4,844 57
August			61 32	372 10	92 50	5 50	50 50	581 92
September		42 98	2,048 34	6 50	117 19	6 50	3 20	2,224 71
October			4,516 40	1,105 92	7 45			5,629 77
November			881 97	366 25	1 40	2 75		1,255 37
December		6 19	4 37	1,168 00	20 00	55 60		1,254 16
1907.								
January		51	3,501 61	1,990 22	23 35	27 60		5,543 29
February			561 23	1,029 30	382 08	44 80		2,017 41
March		351 90	3 13	508 38	307 50	42 10		1,213 01
		401 58	16,053 41	6,583 35	1,191 72	240 05	94 10	24,564 21
Paid at Head Office....	25 00	416 67			6 00			447 67
								25,011 88

R. S. COOK,

Crown Timber Agent.

CROWN TIMBER OFFICE,

PRINCE ALBERT, April 5, 1907.

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SCHEDULE B.
STATEMENT showing Saw-mills in the Prince Albert district operating under Government License during the nine months ending
March 31, 1907.

Name of Owner.	Horse-power and kind.	Capacity per 10 hours.	Commenced operations.	Description of timber.	Where cut.	Lumber.		Lath.		Date of last return.
						Manufact'd.	Sold.	Manufact'd.	Sold.	
The Prince Albert Lbr. Co., (Successor to <i>Telford Lbr. Co.</i>)	Steam. 1,200 H.P.	160,000 1905		Spruce.	On Sturgeon and Little Red rivers.	11,914,432	11,589,268	2,749,606	2,171,200	Mar. 31, 1907.
Wm. Cowan & Co.	145 "	30,000 1890		"	On Little Red river.	3,180,522	3,396,849	319,750	270,350	" 1907.
Jas. H. Sanderson	225 "	30,000 1888		"	On Sturgeon river.	2,577,456	2,857,096	481,500	487,400	" 1907.
"	"	"	"	"	1209	523,038	523,038			
(Permit berth)										
The Sturgeon Lake Lbr. Co.	200 "	35,000 1899		"	North of Sturgeon lake.	3,457,916	1,091,291	836,050	100,650	" 1907.
The Saskatchewan Lbr. Co.	250 "	35,000 1905		"	Crooked river	3,652,302	3,563,632	728,800	583,180	" 1907.
						28,834,166	23,024,174	5,115,700	3,613,080	

R. S. COOK,
Crown Timber Agent.

CROWN TIMBER OFFICE,
 PRINCE ALBERT, April 5, 1907.

SESSIONAL PAPER No. 25

SCHEDULE C.

General return of the Crown Timber Office, Prince Albert, for the nine months ending March 31, 1907.

Timber permits issued.. . . .	1,073
Hay permits issued.. . . .	33
Timber seizures.. . . .	41
Mill returns received.. . . .	125

Revenue nine months 1906, \$13,851.90; 1907, \$24,564.21; increase, \$10,712.31.

No. 28.

REPORT OF THE CROWN TIMBER AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., June 6, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit herewith my report for the nine months ending March 31, 1907. The receipts in this office for said period amounted to \$25,366.21, to which should be added amounts collected at head office during the period in question.

I also inclose herewith schedule of mills situated in the Dominion Railway Belt in the province of British Columbia, which gives the usual statistics respecting the timber trade.

I am pleased to be able to say that the lumber business in this province is in a flourishing condition. It would be impossible for me to make a comparison with last year's business, owing to the fact that this report only covers nine months.

I may say that we have been successful in preventing forest fires during the last season, there being a very small portion of merchantable timber destroyed. Having had a very dry spring, we have had considerable fires occur, but none of them have done any damage, owing to the efforts put forth by the fire rangers in subduing them.

Your obedient servant,

JAMES LEAMY,

Crown Timber Agent.

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SCHEDULE A.

STATEMENT of Receipts of New Westminster Crown Timber Agency, for the fiscal
nine months ended March 31, 1907.

Month.	Bonus.	Rent.	Royalty.	Permit.	Seizures.	Fire Tax.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1906.							
July.....		115 76	3,350 71	81 95			3,548 42
August.....		576 87	1,454 19				2,031 06
September.....		30 00	2,761 86	250 25			3,042 11
October.....		242 23	2,640 00	650 80			3,533 03
November.....		10 86	4,770 20	239 72	50 50		5,071 28
December.....			1,351 85	190 86	53 00	4 14	1,601 85
1907.							
January....		10 87	5,256 82	236 00			5,503 69
February ..		136 36	433 69	103 25			673 30
March.....		40 06	130 31	55 25	135 85		361 47
Paid at Otta- wa.		1,163 01	22,149 63	1,808 08	241 35	4 14	25,366 21
	155,641 45	4,165 23					159,806 73
Totals...	155,641 45	5,328 29	22,149 63	1,808 08	241 35	4 14	185,172 94

SESSIONAL PAPER No. 25

SCHEDULE B.
List of Mills operating in Dominion Railway Belt in British Columbia and Statement showing Quantity of Timber Manufactured during the nine months ended March 31, 1907.

Name of Owner.	Where Situated.	Capacity of Mill.	Power.	Operating on Limit No.	Locality of Limit.	Quantity of Lumber manufactured.	Quantity of lumber sold from quantity manufactured and quantity on hand from previous years.	Quantity of lumber on hand.
Palliser Lumber Co.	Palliser	40,000	Steam.	3 and 29	Beaver Foot and Kicking Horse	Ft. 2,749,117	Ft. 2,438,707	Ft. 441,016
Columbia River Lumber Co.	Golden	50,000	"	258, 422 and 257	Columbia River	4,566,080	3,254,956	2,458,454
"	Kunlt	50,000	"	278, 45, 119, 305 and 72	Shuswap Lake	314,392	1,935,347	95,295
"	Carlin	40,000	"	239 and 129	"	1,063,200	2,036,314	111,838
Yale-Columbia Lumber Co.	Beaver	100,000	"	14, 343 and 15	Columbia River	723,585	1,794,382	346,781
Bowman Lumber Co.	Nakusp	30,000	"	88	"	3,538,356	5,144,239	2,129,080
Fred. Robinson Lumber Co.	Revelstoke	30,000	"	112, 113 and 279	"	6,479,105	6,418,409	69,690
Harrison River Mills T. & T. Co.	Wigwam	100,000	"	118	"			
E. H. Heaps & Co.	Harrison River	125,000	"	185, 96, 33 and 268	Stave River and Stave Lake	476,584	476,584	Nil.
Brunette Saw Mill Co.	Ruskin	75,000	"	33 and 138	Stave River	378,557	378,557	"
B.C. Mills T. & T. Co.	Vancouver	150,000	"	B and 86	Cocquiham and Mud Bay	674,126	674,126	"
"	New Westminster	100,000	"	B and 86	"	674,126	674,126	"
Grant & Kerr	Ladner	25,000	"	234	"	293,331	293,331	"
Hastings Shingle Mfr. Co.	Hastings	125,000	"	52	Port Moody			Nil.
G. G. Farrer	Vancouver	No mill.	"	433	North Arm Burrard Inlet	139,447	139,447	
K. Mikuni	"	"	"	246	"			
Vancouver Power Co.	"	"	"	O	"			
Big Band Lumber Co.	Arrowhead	100,000	Steam.	316 and 392	Columbia River	3,668,245	1,555,291	2,218,374
Arrowhead Lumber Co.	"	125,000	"	233 and 335	"	4,527,584	6,163,252	4,303,492
Oecil Killam	Vancouver	No mill.	"	69	Port Moody	3,387,509	3,387,509	Nil.
Lamb-Watson Lumber Co.	Revelstoke	75,000	"	64	Greely Creek	2,101,545	2,101,545	"
Small & Bucklin	Kamloops	75,000	"	240	Shuswap Lake	145,143	145,143	"
Three Valley Lumber Co.	New Westminster	75,000	Steam.	344, 350, 351 and 400	Pitt Lake	792,375	792,375	"
Rothsay Lumber Co.	Three Valley	75,000	"	326, 363, 243	Eagle River	5,380,219	5,380,219	"
Fraser River Lumber Co.	Mara	15,000	"	402	Mara	+	+	"
Manitoba Lumber Co.	New Westminster	30,000	"	251	Harrison Lake	+	+	"
Fraser River Saw Mill Co.	Elburne	30,000	"	290	Pitt Lake	+	+	"
Abbotsford Lumber Co.	Millside	125,000	"	106	Stave River	+	+	"
Crafts & Lee	Abbotsford	50,000	"	364, 332	Abbotsford	106,788	106,788	"
* Shingles.	New Westminster	No mill.	"	236	Pitt Lake			
+Not operating on Dom. lands.						42,779,414	45,190,647	12,174,020

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SCHEDULE B.—*Continued.*
List of Mills operating in Dominion Railway Belt in British Columbia, &c.—*Concluded.*

Name of Owner.	Quantity of shingle bolts manufactured.	Quantity of shingle bolts sold out of quantity manufactured, and quantity on hand from previous year.	Quantity of shingle bolts on hand.	Quantity of lath manufactured.	Quantity of lath sold.	Quantity of lath on hand.	Quantity of railway ties manufactured.	Quantity of railway ties sold.	Quantity of railway ties on hand.	No. of mill returns received.	Date of last return.
Palliser Lumber Co.	Cords, Nil.	Nil.	Nil.	M., 71,500	M., 71,500	Nil.	Pieces, 154	Pieces, 154	Pieces, Nil.	4	March 31, 1907
Columbia River Lumber Co.	" "	" "	" "	Nil.	Nil.	" "	21,098	21,098	" "	4	" 31, 1907
" "	" "	" "	" "	" "	" "	" "	9,179	9,179	" "	4	" 31, 1907
" "	" "	" "	" "	" "	" "	" "	9,610	9,610	" "	4	" 31, 1907
" "	" "	" "	" "	" "	" "	208,300	Nil.	Nil.	" "	4	" 31, 1907
Yale-Columbia Lumber Co.	" "	" "	" "	" "	" "	Nil.	" "	" "	" "	3	Dec. 31, 1906
Bayman Lumber Co.	" 986	" 979	" 40	" "	" "	" "	" "	" "	" "	3	" 31, 1906
Pred. Robinson Lumber Co.	Nil.	Nil.	Nil.	" "	" "	" "	" "	" "	" "	4	March 31, 1907
Harrison River Mills T. & T. Co.	4,663	5,230	" "	" "	" "	" "	" "	" "	" "	3	Dec. 31, 1906
E. H. Heaps & Co.	560	560	" "	" "	" "	" "	" "	" "	" "	3	" 31, 1906
Bremette Saw Mill Co.	Nil.	Nil.	" "	" "	" "	" "	" "	" "	" "	4	March 31, 1907
B.C. Mills T. & T. Co.	" "	" "	" "	" "	" "	" "	4,547	4,547	" "	4	" 31, 1907
Grant & Kerr	" "	" "	" "	" "	" "	" "	Nil.	Nil.	" "	3	Dec. 31, 1906
Hastings Shingle Mfg. Co.	2,027	2,027	300	" "	" "	" "	" "	" "	" "	3	" 31, 1906
G. G. Farrer	522	643	Nil.	" "	" "	" "	" "	" "	" "	3	" 31, 1906
K. Mikuni	Nil.	Nil.	173	" "	" "	" "	" "	" "	" "	3	" 31, 1906
Vancouver Power Co.	" "	" "	400	" "	" "	" "	" "	" "	" "	4	March 31, 1907
Big Bend Lumber Co.	" "	" "	Nil.	" "	" "	" "	" "	" "	" "	3	Dec. 31, 1906
Arrowhead Lumber Co.	" "	" "	" "	" "	" "	" "	" "	" "	" "	3	" 31, 1906
Cecil Killam	" "	" "	" "	" "	" "	" "	" "	" "	" "	4	March 31, 1907
W. H. Pratt	15	15	18	" "	" "	" "	" "	" "	" "	3	Dec. 31, 1906
Lamb-Watson Lumber Co.	Nil.	Nil.	Nil.	" "	" "	" "	" "	" "	" "	4	March 31, 1907
Suall & Bucklin	" "	" "	" "	" "	" "	" "	" "	" "	" "	4	" 31, 1907
Three Valley Lumber Co.	" "	" "	" "	" "	" "	" "	" "	" "	" "	3	" 31, 1907
Rothsley Lumber Co.	" "	" "	" "	" "	" "	" "	" "	" "	" "	3	Dec. 31, 1906
Fraser River Lumber Co.	" "	" "	" "	" "	" "	" "	" "	" "	" "	3	" 31, 1906
Manitoba Lumber Co.	" "	" "	425	" "	" "	" "	" "	" "	" "	3	Dec. 31, 1907
Fraser River Saw Mill Co.	" "	" "	Nil.	" "	" "	" "	" "	" "	" "	4	March 31, 1907
Albionford Lumber Co.	" "	" "	" "	" "	" "	" "	" "	" "	" "	3	Dec. 31, 1906
Crafts & Lee	" "	" "	" "	" "	" "	" "	" "	" "	" "	3	" 31, 1906
	8,638	9,454	1,200 ³	71,500	401,000	208,300	44,588	44,588	Nil.	105	

No. 29.

REPORT OF THE CROWN TIMBER AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS AND CROWN TIMBER OFFICE,

WINNIPEG, MANITOBA, July 9, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report upon the Timber, Mines and Grazing Branch of the department for the nine months ending March 31, 1907.

Appended thereto are statements showing the amount of revenue collected, classified according to returns forwarded during the period to head office, also giving a list of the saw-mills operating under license and permit and the amount of timber products manufactured, sold and on hand in connection with each, respectively.

The total amount of revenue collected on account of this branch amounts to \$92,859.37.

LUMBER SALES.

From carefully compiled returns made up from particulars obtained from our office records and from wholesale and retail dealers and the Department of Customs at Ottawa, the sales of lumber in the Winnipeg timber district during the period covered by this report amount to 259,085,911 feet B.M., made up as follows:—

From province of Ontario west of Lake Superior—

From Canadian logs.	57,000,000
From American logs.	51,000,000
From province of British Columbia.	90,000,000
Imported from United States.	11,642,941
From mills operating under Dominion license.	37,442,970
From mills operating under Dominion permit.	12,000,000

Total. 259,085,911

Owing to the active demand for lumber material and shortage in supply, prices were increased and to-day stand higher than at any time during the past twenty-five years. For purposes of comparison I give hereunder the selling price of the different classes of lumber during the year ended June 30, 1906, with that for the nine months ending March 31, 1907.

	1906.	1907.
Pine, Cedar and Fir—		
Dimension lumber	\$20 00 to \$26 00	\$23 00 to \$30 00
Fir for interior finishing.	30 00 " 40 00	40 00 " 50 00
Flooring, siding and ceiling.	25 00 " 33 00	35 00 " 45 00
Ship lap and common boards.	18 00 " 23 00	23 00 " 26 00
Spruce—		
Dimension lumber	18 00 " 20 00	22 00 " 28 00
Siding, flooring and ceiling.	20 00 " 22 00	23 00 " 28 00
Ship lap and common boards	17 00 " 20 00	20 00 " 26 00
Lath.	3 25 " 4 25	4 00 " 5 00
Shingles.	2 00 " 2 85	3 35 " 3 75

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FUEL.

The figures given hereunder give approximately the sales of coal and wood during same period.

	1905-6.	1906-7.
	Tons.	Tons.
American anthracite.....	58,000	115,000
American bituminous.....	60,000	105,000
Canadian anthracite.....	8,000	40,000
Canadian bituminous.....	93,000	62,200
Canadian lignite.....	96,126	68,796
Total	315,126	390,996

These figures are exclusive of coal used in connection with the operations of the railroads.

The following retail prices were obtained at Winnipeg:—

	1905-6.	1906-7.
American anthracite	\$10 50	\$10 50 to \$11 00
American bituminous.....	7 00 to 8 50	8 00 " 9 00
Canadian anthracite.....	10 00	10 00
Canadian bituminous....	7 00 " 8 50	8 00 " 9 00
Canadian lignite....	4 50 " 5 00	5 00

CORDWOOD.

The sales of cordwood in the city of Winnipeg and town of St. Boniface during the nine months amount to 95,000 cords. The retail price charged per cord was for poplar \$4.50 to \$6.50, spruce and jackpine, from \$6 to \$8, and tamarac from \$7 to \$10.

This wood, excepting 11,462 cords imported from the United States, was principally taken from Dominion and provincial lands under permits.

FOREST FIRES.

The damage to timber resulting from fires in this district was very small.

HAY.

The hay crop of 1906 was excellent. The demand for permits from settlers to cut upon Dominion and school lands was large, amounting to several thousands of tons.

Your obedient servant,

E. F. STEPHENSON,

Crown Timber Agent.

SESSIONAL PAPER No. 25

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing, Hay and Mining Lands collected at the Winnipeg Agency for the nine months ending March 31, 1907.

Month.	TIMBER DUES.					SCHOOL LANDS.			GRAZING LANDS.			HAY LANDS.			Mining Fees.	Totals.
	Ground Rent.	Royalty.	Permits.	Seizures.		Bonus.	Timber Permits.	Seizures.	Dominion Lands.		School Lands.		Dominion Lands.	School Lands.		
				¢	cts.				¢	cts.	¢	cts.				
1906.																
July.....	166 46	5,881 42	487 29	251 60			29 25		4 45	9 60	104 20	251 40		667 50	7,853 17	
August.....	160 63	891 53	593 55	844 98			120 25			76 80	48 75	130 40		65 00	2,931 89	
September.....	220 14	388 82	406 28	64 54							2 90	4 00		12 50	1,099 18	
October.....	989 10	3,528 83	1,153 60				167 00					2 90			5,843 43	
November.....	10 80	7,107 89	1,393 75	748 02			17 00	434 50		9 60	1 00			40 00	9,762 56	
December.....	20 64	296 88	1,889 00	473 29			120 25			19 20	2 00			5 00	2,836 26	
1907.																
January.....	93 40	543 64	5,017 72	1 50			261 00		4 45	9 60		1 00		5 00	5,940 31	
February.....	144 51	4,741 87	1,639 42	42 00			12 50	8 00		21 51		16 00		2 50	6,638 34	
March.....	517 58	102 44	502 82	75			57 75	416 50		48 00	50	1 00			1,647 34	
Paid to Head Office..	2,323 29	23,483 32	13,113 43	2,426 68			788 00	859 00	8 90	194 31	161 35	406 70		797 50	44,562 48	
	1,903 39		50	170 00	46,095 00									128 00	48,206 89	
Total.....															92,859 37	

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SCHE

SHOWING Quantity of Lumber, &c., Manufactured (and sold) at Saw-Mills Operating
months ending

Name.	Location of Mill.	Location of Limit.	Lumber manufactured.	Lumber sold.	Lumber on hand.
			Ft.	Ft.	Ft.
Ashdown & Bossons...	Swan River.....	Swan River.....	271,721	383,212	146,320
Theo. A. Burrows....	Grandview.....	Duck Mountain....	8,172,574	7,525,186	2,568,471
The Bank of Ottawa	Durban & Mafeking.	Mafeking.....	778,004	2,414,709	474,856
Halli Bjornson.....	Icelandic River....	Icelandic River....		115,000	
The Bank of Toronto.	Winnipeg.....	Rosseau River.....	1,577,105	2,021,260	2,637,043
Jefferson Caverly..	Woody River.....	Tp. 38, R. 29, W. 1..	1,620,600	93,000	2,330,600
A. W. Fraser.....	Red Deer Lake..	Etoimami.....	3,046,279	150,300	2,895,979
John Hanbury.....	Brandon.....	Duck Mountain....	2,826,369	3,537,734	1,967,710
W. D. Jefferson....	Tp. 20—R. 1 E 1....	Lakes W'peg & Man.	283,921	394,452	80,000
B. J. Mathews.....	The Narrows.....	Lake Manitoba....	195,312	70,000	125,312
Mutchenbacker Bros..	Mafeking.....	Tp 35, R. 25 & 26 W 1	1,862,848		1,862,848
J. D. McArthur.....	Lac du Bonnet....	Winnipeg River....	1,684,863	2,240,175	312,502
Peter McArthur.....	Winnipegosis....	Lake Winnipegosis..	1,523,707	1,801,682	1,072,025
Mackenzie, Mann & Co.	Mistratin.....	Etoimami.....	1,226,670	588,492	1,713,071
J. H. McClure.....	Balmoral.....	Tp. 19, R. 2, E. 1..	155,000	210,000	210,340
William Peden.....	Rossburn.....	Riding Mountain...	194,436	213,927	20,000
C. G. Pennock.....		Lake of the Woods..			
William Robinson...	Selkirk.....	Lake Winnipeg....	169,126	866,237	
Ritchie Bros.....	Ochre River.....	Ochre River.....		41,046	29,450
Josias Rutley.....	".....	".....	174,698	175,761	
Red Deer Lumber Co.	Red Deer Lake...	Eastern Sask.....	13,724,454	6,730,545	12,747,932
O. A. Robertson....	".....	".....	2,815,666	2,815,666	
Shaw Bros.....	Dauphin.....	Riding Mountain...	2,982,651	3,373,875	1,653,374
John Sinnott.....	Grandview.....	Duck Mountain....	447,257	354,635	393,854
Swan River Lum. Co.	Minitonas.....	Tp. 36, R. 24, W. 1..		19,953	260,541
James Stuart.....	Bad Throat River..	Lake Winnipeg....		383,773	
J. T. Thomas.....	10—18—3 E. 1.....	".....	20,000	131,145	
A. L. Wills.....	Grindstone Point...	".....	681,754	731,202	
W. J. F. Williams...	Lake Dauphin.....	Tp 28 & 29 R 17 W 1	110,000	60,000	120,000
			46,545,015	37,442,970	33,622,228

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DULE B.

under Government License in the Winnipeg Crown Timber Agency, for the nine March 31, 1907.

Shingles manufactured.	Shingles sold.	Shingles on hand.	Lath manu- factured.	Lath sold.	Lath on hand.	Remarks.
Cds.	Cds.	Cds.	M.	M.	M.	
.....	637,000	922,850	85,550	Operated by Durban Lum. Co & Mutchenbacker Bros.
.....	Operated by D. E. Sprague.
.....	63,400	63,400	.....
.....	
.....	
.....	
.....	
.....	
.....	Cut railway ties only.
.....	6,461,000	2,681,600	6,686,400	
.....	246,000	246,000	.....	Operated by Red Deer Lum. Co.
.....	857,700	504,650	403,700	
.....	52,000	72,650	
.....	
60,000	60,000	90,000	.....	.....	.....
60,000	60,000	90,000	8,265,100	4,470,500	7,250,300	

No. 30.

REPORT OF THE COMMISSIONER OF CANADIAN IRRIGATION SURVEYS.

IRRIGATION OFFICE.

CALGARY, ALTA., April 4, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—In the spring of 1906 I sent three engineering parties into the field, one in charge of J. F. Hamilton, C.E., to gauge all large rivers and streams and establish gauge rods. During the season Mr. Hamilton gauged some fifty-six streams all told, and established twelve gauge rods in the large streams as follows:—

Bow river above the Canadian Pacific Railway headgates. Fish creek at the L. E. Railway crossing. Sheep river at the railway crossing. Highwood river at traffic bridge. Willow creek at the railway crossing. Old Man river below the railway crossing. Pincher creek at Pincher. Waterton river, section twenty, township five, range twenty-seven, west fourth meridian. Belly river, section thirteen, township three, range twenty-eight, west of the fourth meridian. Waterton river at lakes, section eight, township two, range twenty-nine, west of the fourth meridian. St. Mary's river above Alberta Railway and Irrigation Company's headgates. On all the above gaugings a careful cross-section was made.

The second party was in charge of Mr. P. M. Sauder, with instructions to inspect and report on all the various irrigation schemes which had been authorized and not completed in Southern Alberta, also to gauge all the small streams and make any surveys required by parties purchasing lands under the Irrigation Act. Under those instructions Mr. Sauder made eighty-five inspections and reported on the same to this office and five surveys of land in connection with applications to purchase under the Irrigation Act, and gauged thirty-four streams.

The third party was in charge of Mr. R. J. Burley, with instructions to inspect and report on all the irrigation schemes authorized and not completed in Saskatchewan, also to gauge all small streams and make any surveys that would be required of lands sold under the Irrigation Act. Under those instructions Mr. Burley inspected one hundred and twenty-one irrigation schemes and reported to this office. He also made twenty-three surveys of lands in connection with applications to purchase under the Irrigation Act, and took gaugings of seventeen small streams until the current metre he had went out of order.

During the summer of 1906 I inspected the homestead and irrigation scheme of A. B. & E. Ward at Kamloops, B.C., also a dry lake for W. W. Nichols on section twenty-three, township twenty-six, range two, west of the second meridian, near Yorkton, and in December I inspected a portion of the irrigation scheme of F. P. Aylwin as far as Arrowwood creek, but owing to depth of snow I had to abandon the survey, which I had completed in February last, by Mr. J. F. Hamilton, C.E.

During the past season I inspected the works of the Alberta Railway and Irrigation Company, twice, with reference to their expenditure on enlargement and extensions of their works.

With reference to the inside work of this office since July 1, 1906, there have been 984 communications received and 2,163 sent out, as well as 43 applications for water rights (in duplicate), 263 agreements for the supply and use of water (in quadruplicate), and some 136 gauge rod readings. There have also been some 20 right of way plans examined and compared and recorded.

SESSIONAL PAPER No. 25

For the coming season it is intended to carry out practically the same programme of work in the field as last year and have three parties employed on the same class of work and covering the same territory.

Your obedient servant,

JOHN STEWART,

Commissioner and Chief Engineer of Irrigation.

No. 31.

REPORT OF THE INSPECTOR OF RANCHES.

OFFICE OF THE INSPECTOR OF RANCHES,

CALGARY, ALTA., April 9, 1907.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report of the transactions of this office for the fiscal nine months ending March 31, 1907.

During this period 2,105 inspections have been made of grazing leases, stock-watering reserves and applications to purchase, and in the discharge of these duties 6,507 miles have been driven by team and 11,536 miles have been travelled by rail.

The past winter has been unusually severe, and at times it was almost impossible to make progress with the work of inspections. It has been a period of trial, and in some cases the stockmen have suffered severe losses in certain parts, while in other parts the losses have not been above the average.

Owing to the rapid settlement of the country and to the illness of the late W. W. Stuart, Inspector of Ranches, the volume of work in this office had accumulated, but with the valuable assistance of Homestead Inspector J. A. Bannerman since August last, the work is being well brought up to date.

Your obedient servant,

ALBERT HELMER,

Inspector of Ranches.

No. 32.

REPORT OF THE ORDNANCE AND ADMIRALTY LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,

OTTAWA, July 13, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—In compliance with departmental instructions, I have the honour to submit the following report on the work in connection with this branch of the department for the fiscal nine months ending March 31, 1907.

During the period covered by this report there were no sales of ordnance lands held, but with regard to lands previously sold, or held under lease with the right to

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purchase, sixteen whole lots and seven half lots, situated in the several localities mentioned hereunder and in the accompanying statement marked 'A,' have been paid up in full and letters-patent issued therefor:—

1. Edmundston, N.B.—One lot, forming part of the ordnance reserve in this locality, and which was disposed of at a sale of lots held in 1905, for the sum of \$180, was paid up in full and letters-patent issued. The sum of \$90, being the balance of the purchase money, was received within the fiscal nine months.

2. Grand Falls, N.B.—Four lots, forming a portion of the reserve at this point, and which were disposed of at an auction sale of lots held at the town of Grand Falls in 1902 for the sum of \$63.40, have been paid in full and letters-patent issued, the sum of \$27.86, the final payment of the purchase money, having been received during the period covered by this report.

During the autumn of 1906 a small portion of this reserve was surveyed and subdivided into twenty-one town lots, with the view of offering them for sale by public auction at an early date.

3. Nepean.—Two pieces of property, forming part of lot 'L,' concession 'B,' of this township, and which were sold at auction in 1900 for the sum of \$2,178, have been redeemed. The last instalments of purchase money, totalling the sum of \$1,458.90, were received within this fiscal period, and letters-patent have been issued.

The land in this locality is not strictly speaking ordnance land, but is land which was appropriated for the purposes of the Rideau canal, and it being found that the same was not required for the use of the said canal, the property was placed under the control of this department to be sold or leased.

4. Ottawa.—The lots in this locality are held by tenants under the provisions contained in the original lease granted by the Imperial authorities, one of such provisions being that the lessees may at any time, upon payment in cash of the amount of consideration money placed upon these lots, redeem and obtain the Crown patent therefor. During the nine months ending March 31, last, five whole and seven half lots have been redeemed and letters-patent issued. The total amount of consideration money received for these lots was \$1,388.24.

5. Point Pelee.—The naval reserve at this point was handed over to Canada upon the understanding that it was not to be disposed of without the consent of the Lords Commissioners of the Admiralty; but the squatters who, at the time of the transfer, occupied portions of this reserve, were permitted to acquire title from the government of Canada for such portions as they actually occupied as holdings, upon payment at the rate of \$1 per acre plus their proportionate cost of survey. One of these squatters, who occupied a small piece of land (.48 of an acre), and who had not taken advantage of the privilege, recently made application to secure title for his holding, and upon payment of the sum fixed, together with interest thereon since 1891, letters-patent were issued in his favour.

6. Quebec.—Two lots, forming part of the ordnance property in this locality known as the 'Cove Field,' and which were sold in 1900 for the sum of \$1,200, have been fully paid for and letters-patent issued. The balance of the purchase price amounting to \$240, was received within the fiscal nine months.

7. Sorel.—Under the authority of an order in council dated September 11, 1906, and in accordance with the provisions of the Act 23 Victoria, chapter 2, section 14, an additional free grant of 4.30 acres of land was made to the Fabrique de St. Joseph de Sorel for the purpose of enlarging the cemetery. The land so granted formed part of block 'A' of the ordnance reserve known as 'The Pointe,' opposite the town of Sorel. This additional grant, together with a similar one made in 1883, makes up a total area of 10 acres, the quantity of land which the above cited Act empowers the Governor General in Council to set apart for public purposes.

The following statements are appended:—

A.—Statement showing number of lots redeemed, the amount for which such lots were previously sold, and the balance of purchase money received during the fiscal nine months ending March 31, 1907.

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B.—Statement showing the several localities where ordnance lands are situated on account of which moneys have been received during the fiscal nine months ending March 31, 1907, the net revenue derived from these lands during the period mentioned being \$6,662.90.

C.—Statement showing the amount received each month of fiscal period covered by this report, classified as fees, rent or interest equal to rent, and principal.

D.—Statement showing the amount due and unpaid on account of instalments of purchase money and rent or interest, the total amount shown to be due and unpaid being \$61,020.06.

In the month of September, 1891, the War Office authorities sent out to Canada a large number of maps, plans, and records relating to the ordnance and military properties in Canada. Some of these plans and records were handed over to the Department of Militia and Defence; by far the greater number, however, remained in the custody of this department. But owing to insufficient accommodation in this department for the proper protection and classification of these valuable historic records it was decided to transfer most of them to the Dominion Archives, which was accordingly done. Those retained among the records of this department relate to properties the control and management of which are still vested in this branch.

The correspondence and other routine work in connection with this branch of the department has noticeably increased during the fiscal nine months covered by this report. During that period 247 letters have been received and registered, 250 letters written and copied and 38 reports prepared dealing with various properties; 175 accounts have been prepared and mailed to the respective purchasers and tenants of ordnance lands. The office cash book has been carefully kept; the monthly statement book entered up and a return made to the accountant of the department each month; likewise the accounts open in the ledgers of this branch have been regularly and carefully posted.

During the same period 23 draft letters-patent have been prepared, being an increase of 3 over the preceding twelve months, and 14 assignments examined and registered in the books of this branch, an increase of 1 over the previous fiscal year.

In addition to the foregoing report upon the work in connection with the Ordnance Lands Branch, I beg to submit the following report on the work carried on in connection with the orders in council passed from time to time relative to the administration of this department in all its branches. The importance and necessity of having a complete record of all the orders in council relating to and affecting in any way the rules and regulations governing this department must be very apparent. Instructions were accordingly issued requiring that a complete set of the orders in council passed each year should be recorded, copied, printed, indexed and bound for convenience of departmental reference and for the purpose of forming what might be considered one of the most valuable of the departmental records.

When the duties pertaining to this work were intrusted to me, I found that the bound volumes of orders were considerably in arrears. These I have been endeavouring to bring up to date, with the result that volumes for two years, namely 1901 and 1902 have been completed within the fiscal nine months. This makes a total of six volumes of these orders in council which have been got out since I took charge of this work.

All the orders in council relating to this department are recorded in this office, copies of same made and carefully compared, and a supply of printed copies obtained and filed for the use of the various branches of the department to which these orders respectively relate.

Copies are also made and requisitions issued on the King's Printer for the publication in the *Canada Gazette* and also in the *British Columbia Gazette* (in the latter only when such orders relate to the administration of the regulations governing lands in the Railway Belt). Returns of these gazetted orders in council are made to both

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houses of parliament within the first fifteen days after the opening of each session of parliament.

I have the honour to be, sir,

Your obedient servant,

JOS. P. DUNNE,

Clerk in charge of Ordnance and Admiralty Lands Branch.

A.—STATEMENT showing number of Lots redeemed, the amount for which such lots were previously sold and the balance of purchase money received during the fiscal nine months ending March 31, 1907.

Locality.	Number of Lots Redeemed.	Amount of Purchase or Consideration Money.	Amount received on account during the Fiscal Nine Months.	Remarks.
		\$ cts.	\$ cts.	
Edmundston	1 lot	180 00	90 00	Balance of purchase money.
Grand Falls	4 lots	63 40	28 50	" "
Nepean	2 "	2,178 00	1,583 80	" "
Ottawa	5 " and 7 $\frac{1}{2}$ lots	1,388 24	1,388 24	Consideration money.
Point Pelee	1 lot	48	48	Purchase price.
Quebec	2 lots	1,200 00	240 00	Balance of purchase money.
Sorel	4 30 acres	Nil.	Nil.	Free grant.
Total		5,010 12	3,331 02	

JOS. P. DUNNE,

Clerk in charge of Ordnance and Admiralty Lands Branch.

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B.—STATEMENT showing the several localities on account of which moneys have been received during the fiscal nine months ending March 31, 1907.

Locality.	Amount.
	\$ cts.
Amherstburg.....	4 00
Burlington Beach.....	100 00
Chambly.....	508 38
Charlottetville.....	18 31
Edmundston.....	137 75
Elmsley.....	10 80
Fort Cumberland.....	40 00
Fort Erie.....	24 00
Grand Falls.....	297 08
Grenville.....	4 40
Kingston.....	224 00
Longueuil.....	234 00
Montreal.....	1 00
Nepean.....	1,583 80
Niagara.....	10 00
Oromocto.....	50
Ottawa.....	2,116 87
Owen Sound.....	98 00
Point Pelee.....	5 56
Prescott.....	2 00
Quebec.....	990 75
Sarnia.....	40 00
Shelbourne.....	60 00
Simcoe.....	4 00
Sorel.....	4 00
Wolford.....	105 80
Registration Fees.....	48 90
	6,663 90
LESS—Refund.....	1 00
Total.....	6,662 90

JOS. P. DUNNE,
Clerk in charge of Ordnance and Admiralty Lands Branch.

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C.—STATEMENT of receipts on account of Ordnance and Admiralty Lands for each of the fiscal nine months ending March 31, 1907.

Month.	Fees.	Rent or Interest.	Principal.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1906.				
July.....	8 00	62 93	105 00	175 93
August.....	4 00	143 51	434 00	581 51
September.....		251 23	314 42	565 65
October.....	4 00	286 36	393 10	683 46
November.....	12 00	322 55	1,633 48	1,968 03
December.....	6 00	149 40	83	156 23
1907.				
January.....	90	304 04	943 79	1,248 73
February.....	4 00	74 55	110 00	188 55
March.....	10 00	439 51	646 30	1,095 81
	48 90	2,034 08	4,580 92	6,663 90
Less refund in the month of February.....				1 00
				6,662 90

JOS. P. DUNNE.

Clerk in charge of Ordnance and Admiralty Lands Branch.

D.—STATEMENT showing amounts due and unpaid on account of instalments of purchase money and rent or interest for the fiscal nine months ending March 31, 1907.

Locality.	Amount of instalments due and unpaid.	Rent or interest due and unpaid.	Total.
	\$ cts.	\$ cts.	\$ cts.
Beaver Harbour.....		4 00	4 00
Burlington Beach ..		180 00	180 00
Carillon.....		4 80	4 80
Chamblly ..	182 00	302 75	484 75
Dalhousie..	23 00	8 28	31 28
Edmundston.....	96 93	97 52	194 45
Elmsley.....		50	50
Grand Falls.....	1,770 01	454 09	2,224 10
Kingston.....	50 96	52 27	103 23
Longueuil.....		240 00	240 00
Marlborough.....		60 00	60 00
Nepean.....	216 00	140 08	356 08
Ottawa ..		2,907 06	2,907 06
Owen Sound.....		29 00	29 00
Oxford.....		21 20	21 20
Pomeroy Bridge.....		6 25	6 25
Presqu'isle.....		1 00	1 00
Quebec.....		30 00	30 00
Shelburne Harbour.....		1 00	1 00
Sorel.....		1,296 36	1,296 36
St. Croix River.....		2 00	2 00
Toronto.....	52,000 00	780 00	52,780 00
WOLFORD.....		63 00	63 00
	54,338 90	6,681 16	61,020 06

JOS. P. DUNNE,

Clerk in charge of Ordnance and Admiralty Lands Branch.

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No. 33.

REPORT OF THE LAND PATENTS BRANCH.

DEPARTMENT OF THE INTERIOR,

LAND PATENTS BRANCH, OTTAWA, August 2, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior,

Ottawa.

SIR,—I have the honour to submit for your information the statements, herein-after enumerated, for the nine months ending March 31, 1907.

A.—Statement showing the number of homestead entries as compared with the corresponding period of the previous year.

B.—Abstract of letters patent covering Dominion lands situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory.

C.—Statement showing the number of acres of swamp lands in Manitoba transferred by order in council to the province of Manitoba.

D.—Statement showing the number of patents forwarded to the several registrars of the Land Registration districts of the provinces of Alberta and Saskatchewan, and the Yukon Territory; and the number of notifications mailed to the patentees.

E.—Statement showing the number of entries cancelled; also the year in which such entries were made.

F.—Statement showing the number of assignments recorded at head office.

G.—Statement of entries affecting Dominion lands which were made at head office.

I have the honour to be, sir,

Your obedient servant,

N. O. COTE,

Chief Clerk.

A.—STATEMENT showing the number of homestead entries made during the nine months, from July 1, 1906, to March 31, 1907, at the several Dominion Land Agencies, as compared with same period of previous year.

Agency.	1906-7.	1905-6.	Increase.	Decrease.	Month.	1906-7.	1905-6.	Increase.	Decrease.	Net decrease.
Alameda	1,106	1,516	.....	410	July	4,174	3,751	423	.....
Battleford	3,208	3,874	.....	666	August	3,388	3,040	348	.....
Brandon	82	134	.....	52	September ..	2,595	2,406	189	.....
Calgary	971	1,544	.....	573	October	3,389	2,771	618	.....
Dauphin	357	401	.....	44	November ..	2,966	3,468	.....	502	
Humboldt	751	.....	751	.....	December ..	1,402	2,335	.....	933	
Edmonton	2,770	2,756	14	.....	January	1,111	1,903	.....	792	
Kamloops	46	55	.....	9	February ..	1,033	2,036	.....	1,003	
Lethbridge	1,418	1,181	237	.....	March	1,589	4,018	.....	2,429	
Minnedosa	54	159	.....	105						
Moosejaw	57	.....	57	.....		21,647	25,728	1,578	5,659	4,081
New Westminster ..	26	23	3	.....					
Prince Albert	1,003	1,190	.....	187						
Regina	5,668	7,270	.....	1,602						
Red Deer	1,684	2,356	.....	672						
Winnipeg	738	465	273	.....					
Yorkton	1,708	2,804	.....	1,096						
	21,647	25,728	1,335	5,416						

Representing in 1906-7 52,524 Souls.
 " " 1905-6 65,717 "
 Decrease of 13,193 Souls.

DEPARTMENT OF THE INTERIOR,

LAND PATENTS BRANCH, August 2, 1907.

N. O. COTE,

Chief Clerk.

SESSIONAL PAPER No. 25

C.—STATEMENT showing the number of acres of swamp lands in Manitoba transferred by order in council to the province of Manitoba, up to March 31, 1907.

	Acres.
April 16, 1888.	52,600·00
June 7, 1888.	60,335·60
August 25, 1891.	105,635·41
December 7, 1891.	36,479·00
April 22, 1893.	69,680·00
October 21, 1893.	13,040·00
October 4, 1895.	50,602·72
October 31, 1896.	53,520·19
October 31, 1896.	6,960·00
November 10, 1896.	137,016·75
December 1, 1896.	117,250·09
June 18, 1897.	151,985·39
June 27, 1898.	3,120·00
December 1, 1899.	148,811·39
February 17, 1899.	48,470·00
August 18, 1899.	
May 26, 1900.	
January 6, 1900.	160·00
April 26, 1902.	20,744·01
February 3, 1903.	27,764·85
February 3, 1903.	84,659·48
August 17, 1904.	5,127·00
August 17, 1904.	5,584·00
August 18, 1904.	13,098·01
September 28, 1904.	43,192·27
December 29, 1904.	10,719·73
April 20, 1905.	160·00
July 20, 1905.	16,285·00
January 8, 1907.	13,137·00
January 14, 1907.	31,536·50
January 14, 1907.	85,569·82
Total.	1,413,244·21

N. O. COTE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH, August 2, 1907.

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D.—STATEMENT showing number of patents forwarded to the several registrars of the Land Registration districts of the provinces of Alberta, Saskatchewan and Yukon Territory, and the number of notifications mailed to patentees during the nine months, July, 1906, to March, 1907, inclusive.

Registration District.	Number of Patents sent to Registrars.	Number of notifications mailed to Patentees.
Assiniboia.....	3,462	3,428
East Saskatchewan.....	977	918
West Saskatchewan.....	522	431
North Alberta.....	1,950	638
South Alberta.....	1,405	1,258
Yukon	12	8
Totals.....	8,328	6,681

N. O. COTE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH, August 2, 1907.

E.—STATEMENT showing the number of entries cancelled from July 1, 1906, to March 31, 1907.

Year.	Homesteads.	Pre-emptions.	Time Sales.	Sales.
1873.....	1			
1874.....	1			
1879.....	2			
1881.....		2		
1883.....	7	4		
1884.....	4	1		
1885.....	6			
1886.....	4			
1887.....	3	1		
1888.....	1			
1889.....	5			
1890.....				1
1891.....	5		1	1
1892.....	5			1
1893.....	4			
1894.....	2			
1895.....	4		1	
1896.....	3			
1897.....	1			
1898.....	9			
1899.....	6			
1900.....	25			
1901.....	91			
1902.....	432			
1903.....	1,153		1	1
1904.....	1,834			
1905.....	5,589			
1906.....	4,899		1	
1907.....	14			
	14,110	8	4	4

N. O. COTE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH, August 2, 1907.

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F.—STATEMENT showing the number of assignments recorded at head office during the nine months ending March 31, 1907.

Number of deeds registered. 923
Fees received in connection therewith. \$1,999.50

N. O. COTE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH, August 2, 1907.

G.—STATEMENT of entries affecting Dominion Lands which were made at head office for the nine months ending March 31, 1907.

Name of Grant.	No. of Grant.	Acres.
Special Grants	64	2,871 25
Calgary and Edmonton Railway Co.	1	161 00
Canadian Northern Railway Co.	293	314,812 73
Canadian Pacific Railway Co., Main Line	140	237,781 17
Canadian Pacific Railway Co., Souris Branch	66	195,692 10
Manitoba Southwestern Colonization Railway Co.	94	36,472 08
Railway Right of Way	76	1,367 22
Hudson's Bay Company.	33	289,991 45
	767	1,079,149 00

N. O. COTE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH, August 2, 1907.

No. 34.

REPORT OF THE CORRESPONDENCE MAILING OFFICE.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE COMPARING AND MAILING OFFICE,
OTTAWA, July 9, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit to you herewith a statement showing in part the work done in the Comparing and Mailing Office of the Department of the Interior during the nine months of the fiscal year ending March 31, 1907.

The outgoing correspondence has increased during this period 32 per cent, the largest yearly increase since the establishment of the department.

I have the honour to be, sir,

Your obedient servant,

CHAS. C. PELLETIER.,

Clerk in Charge.

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STATEMENT of the work done in the comparing and mailing room during the nine months of the fiscal year ending March 31, 1907.

From July 1, 1906, to March 31, 1907.	Letters sent.	Registered letters sent.	Telegrams sent.	Totals.
1906.				
July.....	21,697	3,626	109	24,432
August.....	20,384	2,147	167	22,698
September.....	20,136	2,020	145	22,301
October.....	23,917	3,159	152	27,228
November.....	25,338	3,728	87	29,153
December.....	21,679	2,431	65	24,175
Totals for first half year.....	133,151	16,111	725	149,987
1907.				
January.....	25,545	3,831	92	29,468
February.....	22,088	3,631	182	25,901
March.....	25,182	2,968	89	28,239
Total from January 1, 1907, up to and including March 31.....	72,815	10,430	363	83,608
Total for first half year.....	133,151	16,111	725	149,987
Total for 9 months of the fiscal year ending March 31, 1907.....	205,966	26,541	1,088	233,595

The number of pages of documents, &c., compared during the nine months of the fiscal period ending March 31, 1907, was 1,342.

The number of pages of letter book indexed was 99,175; each page was indexed in double entry. The indexing shows an increase over the same period of last year of 21 per cent.

The daily average of letters sent out was 950, or an increase over the same period last year of 31 per cent.

The grand total for this office during the nine months of the fiscal year, 1907, is 233,595, or an increase of 32 per cent over the corresponding period last year.

CHAS. C. PELLETIER,

Clerk in Charge.



PART II

IMMIGRATION

IMMIGRATION.

REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

DEPARTMENT OF THE INTERIOR,

OTTAWA, April 2, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to place before you herewith the annual reports of the principal officers engaged in the immigration service, together with a report from the High Commissioner for Canada in London, and appended reports from British and continental agents, &c. These reports cover the fiscal period of nine months ending March 31, 1907.

The following statistical tables, for the same period, have been compiled in my office:—

IMMIGRANT ARRIVALS.

SUMMARY for the Fractional Fiscal Year 1906-7 (nine months, ending March 31, 1907).

Per ocean-travel—

North Sydney.. . . .	1,012	
Halifax.. . . .	18,192	
St. John.. . . .	11,641	
Quebec.. . . .	41,537	
Vancouver.. . . .	2,282	
Victoria.. . . .	2,293	
New York.. . . .	9,794	
Portland.. . . .	2,438	
Boston.. . . .	571	
Baltimore.. . . .	154	
Philadelphia.. . . .	94	
	<hr/>	13,051
		<hr/>
		90,008
From the United States, not including \$9 United		
States citizens by ocean ports.. . . .		34,659
		<hr/>
Total.. . . .		124,667

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COMPARATIVE STATEMENT.

TOTAL IMMIGRANTS arriving for Canada, by months, for the Fractional Fiscal Year 1906-7 (nine months, ending March 31, 1907), and for the corresponding months of the Fiscal Year 1905-6.

	NINE MONTHS, JULY TO MARCH, INCLUSIVE, OF FISCAL YEAR 1905-6.				FRACTIONAL FISCAL YEAR 1906-7 (9 MONTHS, ENDING MARCH 31, 1907).			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
July.....	6,478	2,991	3,109	12,578	9,850	4,420	4,087	18,357
August.....	5,446	2,456	2,535	10,437	9,641	3,792	3,590	17,023
September.....	5,413	2,986	2,649	11,048	7,345	3,817	3,173	14,335
October.....	4,878	2,457	2,322	9,657	6,993	3,558	3,251	13,802
November.....	3,905	1,876	1,686	7,467	6,395	2,689	2,370	11,454
December.....	2,964	1,204	1,138	5,306	4,109	1,851	1,688	7,648
January.....	2,277	790	791	3,858	3,604	1,177	892	5,673
February.....	4,035	1,142	1,025	6,202	5,371	1,340	1,034	7,745
March.....	15,321	3,991	4,698	24,010	20,230	4,312	4,088	28,630
Totals.....	50,717	19,893	19,953	90,563	73,538	26,956	24,173	124,667

COMPARATIVE STATEMENT.

IMMIGRANTS arriving for Canada, by ports, for the Fractional Fiscal Year 1906-7 (nine months, ending March 31, 1907), and for the corresponding months of the Fiscal Year 1905-6.

	NINE MONTHS, JULY TO MARCH, INCLUSIVE, OF FISCAL YEAR 1905-6.				FRACTIONAL FISCAL YEAR 1906-7 (9 MONTHS, ENDING MARCH 31, 1907).			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
North Sydney.....					845	122	45	1,012
Halifax.....	8,244	2,499	2,362	13,105	12,354	3,151	2,687	18,192
St. John.....	5,316	1,434	1,307	8,057	7,855	2,110	1,676	11,641
Quebec.....	13,849	7,858	7,366	29,073	19,893	11,403	10,241	41,537
Vancouver.....	767	157	98	1,022	2,086	120	76	2,282
Victoria.....	219	38	11	268	2,044	207	42	2,293
Via United States Ocean Ports (New York, Portland, Boston, Baltimore and Philadelphia).....	4,144	1,110	1,058	6,312	8,798	2,198	2,055	13,051
From the United States.....	18,178	6,797	7,751	32,726	19,663	7,645	7,351	34,659
Totals.....	50,717	19,893	19,953	90,563	73,538	26,956	24,173	124,667

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COMPARATIVE STATEMENT.

IMMIGRANT arrivals from the United States, direct, by months, for the Fractional Fiscal Year 1906-7 (nine months, ending March 31, 1907), and for the corresponding months of the Fiscal Year 1905-6.

	NINE MONTHS, JULY TO MARCH, IN- CLUSIVE, OF FISCAL YEAR 1905-6.				FRACTIONAL FISCAL YEAR 1906-7 (9 MONTHS, ENDING MARCH 31, 1907).			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
July	1,858	796	813	3,467	2,967	1,164	1,019	5,150
August	1,767	699	695	3,161	2,463	870	834	4,167
September	1,717	710	687	3,114	2,331	892	829	4,052
October	2,349	844	935	4,128	2,857	1,135	1,103	5,095
November	2,085	749	850	3,684	2,306	963	960	4,229
December	1,261	505	580	2,346	1,298	533	509	2,340
January	894	292	339	1,525	973	381	321	1,675
February	1,204	441	469	2,114	896	329	295	1,520
March	5,043	1,761	2,383	9,187	3,572	1,378	1,481	6,431
Totals	18,178	6,797	7,751	32,726	19,663	7,645	7,351	34,659

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COMPARATIVE STATEMENT.

IMMIGRANTS arriving for Canada, by nationalities, during the Fractional Fiscal Year 1906-7 (nine months, ending March 31, 1907), and for the corresponding months of the Fiscal Year 1905-6, showing increase or decrease of each nationality.

Country.	Nine months, July to March, inclusive, Fiscal Year 1905-6.	Fractional Fiscal Year 1906-7. (9 months, ending Mar. 31, 1907.)	Increase.	Decrease.
English.....	29,993	41,156	11,163	
Welsh.....	429	502	73	
Scotch.....	5,846	10,729	4,883	
Irish.....	2,353	3,404	1,051	
Total British.....	38,621	55,791	17,170	
African, South.....	37	23		14
Australian.....	214	185		29
Austrian, N.E.S*.....	349	562	213	
Bohemian.....	41	94	53	
Buckowinian.....	155	229	74	
Croatian.....	122	109	47	
Dalmatian.....	9	44	35	
Galician.....	995	1,652	657	
Hungarian, N.E.S.....	388	499	111	
Magyar.....	236	347	111	
Ruthenian.....	87	303	216	
Slovak.....	84	146	62	
Belgian.....	540	650	110	
Bulgarian.....	29	179	150	
Brazilian.....		5	5	
Chinese.....	13	92	79	
Dutch.....	125	394	269	
French.....	833	1,314	481	
German, N.E.S.....	833	1,889	1,056	
Alsace-Lorraine.....	4	1		3
Bavarian.....	19	1		18
Prussian.....	11	12	1	
Saxon.....	2			2
West Indian.....	59	64	5	
Bermudian.....	8	10	2	
Jamaican.....	10	16	6	
Greek.....	97	545	448	
Hebrew, N.E.S.....	539	544	5	
" Russian.....	3,730	5,802	2,072	
" Polish.....	31	49	18	
" Austrian.....	191	146		45
" German.....	28	43	15	
Italian.....	2,489	5,114	2,625	
Japanese.....	720	2,042	1,322	
Newfoundland.....	248	1,029	781	
New Zealand.....	57	30		27
Portuguese.....	3	2		1
Poles, N.E.S.....	68	144	76	
" Austrian.....	61	375	314	
" German.....	27	22		5
" Russian.....	225	492	267	
Persian.....	5	31	26	
Roumanian.....	190	431	241	
Russian, N.E.S.....	1,470	1,927	457	
Finns.....	708	1,049	341	
Doukhobors.....	204			204
Spanish.....	7	29	22	
Swiss.....	81	112	31	
Servian.....	15	4		11
Danish.....	290	297	7	
Icelandic.....	120	46		74

* N.E.S.—Not elsewhere specified.

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COMPARATIVE STATEMENT.—Immigrants arriving for Canada, by Nationalities.—*Con.*

Country.	Nine months, July to March, inclusive, Fiscal Year 1905-6.	Fractional Fiscal Year 1906-7. (9 months, ending Mar. 31, 1907.)	Increase.	Decrease.
Swedish.....	991	1,077	86	
Norwegian.....	655	876	221	
Turks.....	144	232	88	
Armenians.....	59	208	149	
Egyptians.....	18	10		
Syrians.....	276	277	1	
Arabians.....	14	31	17	
U.S.A. Citizens (through Ocean Ports).....	69	89	20	
Negro.....	1	108	107	
India.....	182	2,124	1,942	
Total Continental, &c.....	19,216	34,217	15,001	
United States (direct).....	32,726	34,659	1,933	
Total Immigration.....	90,563	124,667	34,104	

ARRIVALS AT OCEAN PORTS.

For the fractional fiscal year 1906-7 (nine months, ending March 31, 1907), there arrived via Canadian and United States ocean ports, 133,146 passengers, of whom 13,544 travelled saloon and 119,602 steerage. Of the saloon passengers 12,444 were destined to Canada and 1,100 to the United States. Of the steerage passengers 101,715 were for Canada and 17,887 for the United States. Included in the steerage passengers for Canada were 9,293 returned Canadians and 2,414 tourists, leaving the immigration proper via ocean ports at 90,008 souls, which together with the 34,659 settlers direct from the United States, brings the total immigration to 124,667, an increase over the corresponding nine months of the previous fiscal year of 34,104 persons.

The following further statistical information will be of interest: Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

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TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at Ocean Ports for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South....	1			1					1			1
Australian	31	28	6	65	12	10	1	23	43	38	7	88
Austrian	9	1		10					9	1		10
Belgian	15	1	3	19					15	1	3	19
Chinese	7	9		16	1			1	8	9		17
Dutch	2	1		3	1			1	3	1		4
French	50	14	1	65	2	2		4	52	16	1	69
German	46	17		63	4	2		6	50	19		69
English.....	1,816	1,010	126	2,952	75	48	17	140	1,891	1,058	143	3,092
Welsh	10	5		15		2		2	10	7		17
Scotch.....	384	167	17	568	17	9	2	28	401	176	19	596
Irish	122	55	5	182	6	3		9	128	58	5	191
West Indian.....	10	10	4	24					10	10	4	24
Bermudian.....	26	32	10	68					26	32	10	68
Jamaican.....	2	2	1	5	1			1	3	2	1	6
Greek					1			1	1			1
Hebrew	1			1					1			1
Italian.....	6	1		7	3			3	9	1		10
Japanese	29	2		31	25	4		29	54	6		60
Newfoundland.....	204	84	9	297	41	21	6	68	245	105	15	365
New Zealand.....	11	7	3	21	5	2		7	16	9	3	28
Philippino.....					3			3	3			3
Portuguese.....	5	1		6					5	1		6
Polish	2			2					2			2
Roumanian.....		1		1						1		1
Russian, N.E.S....	14	3	3	20	2	2		4	16	5	3	24
Finn		1		1						1		1
Spanish	3	2		5					3	2		5
Swiss	3	2		5					3	2		5
Danish	3		1	4					3		1	4
Swedish	4			4	1	2		3	5	2		7
Norwegian.....	2	3		5	1			1	3	3		6
Syrian	3	1		4					3	1		4
U. S. A. Citizens..	262	207	21	490	359	329	51	739	621	536	72	1,229
India	1	2		3	1			1	2	2		4
Canadians.....	2,211	2,074	223	4,508	6	5	1	12	2,217	2,079	224	4,520
Tourists.....	1,536	1,309	128	2,973	10	4		14	1,546	1,313	128	2,987
Totals	6,831	5,052	561	12,444	577	445	78	1,100	7,408	5,497	639	13,544

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at Ocean Ports for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South.....	15	3	5	23	1		5		16	3	10	29
Australian.....	81	45	59	185	87	32	33	15	168	77	92	337
Austrian, N.E.S.....	418	83	61	562	126	64	44	23	544	147	105	796
Bohemian.....	32	33	29	94	7	8	5	2	39	41	34	114
Buckowinian.....	147	29	53	229					147	29	53	229
Croatian.....	150	11	8	169	45			45	195	11	8	214
Dalmatian.....	44			44	1			1	45			45
Galician.....	1,047	318	287	1,652	41	22	10	73	1,088	340	297	1,725
Hungarian, N.E.S.....	350	76	73	499	54	42	41	137	404	118	114	636
Magyar.....	245	58	44	347					245	58	44	347
Ruthenian.....	248	33	22	303					248	33	22	303
Slovak.....	120	14	12	146					120	14	12	146
Belgian.....	361	167	122	650	90	38	34	162	451	205	156	812
Bulgarian.....	178		1	179	110		1	111	288		2	290
Brazilian.....	3	2		5					3	2		5
Chinese.....	63	9	20	92	12			12	75	9	20	104
Dutch.....	217	97	80	394	29	18	25	72	246	115	105	466
French.....	725	348	241	1,314	54	24	14	92	779	372	255	1,406
German, N.E.S.....	809	488	592	1,889	219	199	221	639	1,028	687	813	2,528
Alsace-Lorraine.....	1			1					1			1
Bavarian.....	1			1					1			1
Prussian.....	6	4	2	12	3	3	10	16	9	7	12	28
English.....	22,819	9,470	8,867	41,156	1,020	536	331	1,887	23,839	10,006	9,198	43,043
Welsh.....	324	103	75	502	33	9	3	45	357	112	78	547
Scotch.....	6,487	2,464	1,778	10,729	405	131	90	626	6,892	2,595	1,868	11,355
Irish.....	1,961	1,030	413	3,404	161	93	48	302	2,122	1,123	461	3,706
West Indian.....	26	27	11	64	4			4	30	27	11	68
Bermudian.....	8	2		10					8	2		10
Jamaican.....	9			16					9			16
Greek.....	489	22	34	545	134	3	1	138	623	25	35	683
Hebrew, N.E.S.....	212	179	153	544	19	17	15	51	231	196	168	595
" Russian.....	2,238	1,641	1,923	5,802	79	91	90	260	2,317	1,732	2,013	6,062
" Polish.....	32	9	8	49	1			1	33	9	8	50
" Austrian.....	67	40	39	146					67	40	39	146
" German.....	18	11	14	43	1			1	19	11	14	44
Italian.....	4,430	384	300	5,114	135	20	12	167	4,565	404	312	5,281
Japanese.....	1,766	242	34	2,042	1,602	120	27	1,749	2,768	362	61	3,191
Newfoundland.....	819	167	43	1,029	168	119	23	310	987	286	66	1,339
New Zealand.....	23	7		30	24	6	4	34	47	13	4	64
Portuguese.....	2			2	2			2	4			4
Poles, N.E.S.....	106	21	17	144	48	17	19	84	154	38	36	228
" Austrian.....	270	5	49	375					270	56	49	375
" German.....	12	3	7	22	3	1	1	5	15	4	8	27
" Russian.....	345	72	75	492	32	17	12	61	377	89	87	553
Persian.....	26	2	3	31	7	1		8	33	3	3	39
Roumanian.....	259	84	88	431	14	12	12	38	273	96	100	469
Russian, N.E.S.....	999	425	503	1,927	1,241	677	656	2,574	2,240	1,102	1,159	4,501
Finns.....	774	205	70	1,049	1,444	504	233	2,181	2,218	709	303	3,230
Spanish.....	21	4	4	29	5	3	2	10	26	7	6	39
Swiss.....	68	28	16	112	14	5	1	20	82	33	17	132
Servian.....	4			4	2	1		3	6	1		7
Danish.....	149	92	56	297	167	91	62	320	316	183	118	617
Icelandic.....	17	12	17	46	1	1	2	4	18	13	19	50
Swedish.....	600	258	219	1,077	630	380	238	1,248	1,230	638	457	2,325
Norwegian.....	484	227	165	876	1,024	568	348	1,940	1,508	795	513	2,816
Turks.....	209	15	8	232	81	2		83	290	17	8	315
Armenians.....	148	35	25	208	27	5	6	38	175	40	31	246
Egyptians.....	4	2	4	10	1			1	5	2	4	11
Syrians.....	132	81	64	277	22	9	6	37	154	90	70	314

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at Ocean Ports for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).—*Concluded.*

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Arabians.....	18	10	3	31	..	..	..	..	18	10	3	31
U.S.A. Citizens....	53	17	19	89	659	637	149	1,445	712	654	168	1,534
Negro	66	37	5	108	5	..	..	5	71	37	5	113
India.....	2,120	2	2	2,124	8	..	..	8	2,128	2	2	2,132
Total Immigration..	53,875	19,311	16,822	90,008	9,502	4,526	2,834	16,862	63,377	23,837	19,656	106,870
Returned Canadians.	6,411	2,148	734	9,293	..	..	..	..	6,411	2,148	734	9,293
Tourists.....	1,637	654	123	2,414	898	78	49	1,025	2,535	732	172	3,439
Totals.....	61,923	22,113	17,679	101,715	10,400	4,604	2,883	17,887	72,323	26,717	20,562	119,602

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TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities, at Ocean Ports, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
African, South.....	4	5	1	1	.....	.....	.....	6	6	23
Australian.....	47	38	13	12	9	3	8	26	29	185
Austrian, N.E.S.....	28	32	32	26	39	23	24	12	346	562
Bohemian.....	6	25	22	13	12	14	.....	.....	2	94
Buckowinian.....	72	39	24	4	35	9	3	6	37	229
Croatian.....	17	9	28	18	33	10	7	10	37	169
Dalmatian.....	3	4	2	4	5	2	.....	23	1	44
Galician.....	384	100	150	33	162	92	42	71	618	1,632
Hungarian, N.E.S.....	20	18	19	41	73	35	51	30	212	499
Magyar.....	15	26	46	42	42	38	22	78	38	347
Ruthenian.....	11	13	29	21	33	76	23	35	62	303
Slovak.....	13	.....	12	11	21	13	12	18	46	146
Belgian.....	107	72	86	73	60	26	39	31	156	650
Bulgarian.....	7	12	13	10	47	51	5	4	30	179
Brazilian.....	.....	.....	.....	.....	.....	5	.....	.....	.....	5
Chinese.....	1	15	6	11	15	2	7	32	3	92
Dutch.....	41	45	28	20	22	17	22	30	169	394
French.....	356	136	145	221	98	55	48	75	180	1,314
German, N.E.S.....	271	153	226	368	239	246	194	51	141	1,889
Alsace-Lorraine.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bavarian.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Prussian.....	2	1	1	1	.....	7	.....	.....	.....	12
English.....	6,361	6,727	4,661	3,843	2,244	1,716	986	2,675	11,949	41,156
Welsh.....	56	104	73	59	44	29	19	31	87	502
Scotch.....	1,691	1,278	1,255	1,113	733	519	402	794	2,944	10,729
Irish.....	542	681	460	414	218	148	85	211	645	3,404
West Indian.....	17	8	21	5	4	8	.....	.....	1	64
Bermudian.....	4	4	1	.....	.....	.....	1	.....	.....	10
Jamaican.....	1	1	12	2	.....	.....	.....	.....	.....	16
Greek.....	45	49	31	103	80	32	41	37	127	545
Hebrew, N.E.S.....	55	59	90	13	101	50	97	27	52	544
" Russian.....	920	1,004	1,005	477	551	702	391	397	355	5,802
" Polish.....	1	.....	1	1	3	14	12	8	9	49
" Austrian.....	11	15	34	10	30	19	8	13	6	146
" German.....	.....	7	1	16	5	8	1	3	2	43
Italian.....	427	402	389	406	343	384	197	454	2,112	5,114
Japanese.....	344	257	159	291	213	175	165	183	255	2,042
Newfoundland.....	40	26	40	33	14	10	533	127	206	1,029
New Zealand.....	7	8	4	3	2	1	1	2	2	30
Portuguese.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
Poles, N.E.S.....	14	21	7	12	4	8	6	25	47	144
" Austrian.....	29	41	33	31	55	69	29	35	53	375
" German.....	12	2	.....	2	1	.....	.....	1	4	22
" Russian.....	112	70	30	35	47	57	20	44	77	492
Persian.....	1	5	.....	.....	.....	.....	25	.....	.....	31
Roumanian.....	72	23	22	27	92	56	22	76	41	431
Russian, N.E.S.....	126	161	239	153	310	164	125	211	438	1,927
Finns.....	93	121	135	159	139	143	56	97	106	1,049
Spanish.....	5	8	12	3	.....	.....	1	.....	.....	29
Swiss.....	29	11	22	9	9	1	6	7	18	112
Servian.....	1	.....	1	1	.....	1	.....	.....	.....	4
Danish.....	38	54	30	39	31	18	16	17	54	297
Icelandic.....	35	1	10	.....	.....	.....	.....	.....	.....	46
Swedish.....	233	150	159	127	107	67	25	34	175	1,077
Norwegian.....	152	155	119	101	73	37	26	44	169	876
Turks.....	7	29	20	13	23	42	27	24	47	232
Armenians.....	6	16	13	4	7	12	56	71	23	208
Egyptians.....	.....	.....	1	1	1	.....	.....	1	6	10
Syrians.....	23	6	22	8	54	47	83	20	14	277
Arabians.....	5	.....	.....	2	17	2	4	1	.....	31
U.S.A. Citizens.....	26	17	11	7	5	5	10	5	3	89
Negro.....	57	3	12	11	9	6	.....	2	8	108
India.....	203	588	265	242	711	33	21	10	51	2,124
Totals.....	13,207	12,856	10,233	8,707	7,225	5,308	3,998	6,225	22,199	90,008

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at Ocean Ports, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists.	2,529	3,087	1,817	1,594	1,005	765	478	932	5,984	18,191
General labourers..	2,690	2,742	2,270	2,105	2,628	1,749	1,495	2,239	7,889	26,807
Mechanics.....	4,106	3,679	3,276	2,535	1,866	1,444	980	1,670	4,858	24,414
Clerks	959	967	878	783	585	427	395	539	1,153	6,686
Miners	426	519	501	364	243	180	102	238	305	2,878
Female servants.....	784	680	706	573	453	330	148	215	694	4,583
Not classed.	713	1,182	835	753	445	413	400	392	1,316	6,449
Totals.....	13,207	12,856	10,283	8,707	7,225	5,308	3,998	6,225	22,199	90,008
Maritime Provinces	535	608	587	319	430	466	879	617	2,050	6,491
Quebec	2,837	2,460	2,738	1,925	1,878	1,231	785	1,427	2,782	18,063
Ontario.....	4,709	4,301	3,537	3,292	2,240	1,974	1,224	2,007	8,981	32,265
Manitoba	2,885	3,147	1,508	1,198	884	764	430	1,094	5,126	17,036
Saskatchewan.	696	517	491	495	324	226	198	222	1,088	4,257
Alberta.....	477	451	437	420	249	216	105	208	911	3,474
British Columbia.....	1,062	1,372	983	1,058	1,219	431	377	650	1,254	8,406
Yukon	6	2	1	7	16
Totals.....	13,207	12,856	10,283	8,707	7,225	5,308	3,998	6,225	22,199	90,008

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant Arrivals for ending March

Nationality.	SEX.				TRADE OR								
					Farmers, or Farm Labourers Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South...	15	3	5	23	3	.....	.....	3	1	.....	1	.....	2
Australian.....	81	45	59	185	12	3	6	11	.....	.....	17	5	4
Austrian, N.E.S.	418	83	61	562	128	8	12	221	13	13	42	14	15
Bohemian.....	32	33	29	94	2	5	9	18	3	2	4	4	1
Buckowinian.....	147	29	53	229	28	10	20	106	10	18	11	4	15
Croatian.....	150	11	8	169	40	3	4	99	2	.....	2	1	1
Dalmatian.....	44	.....	.....	44	.....	.....	.....	44	.....	.....	.....	.....	.....
Galician.....	1,047	318	287	1,652	200	73	126	769	94	127	65	22	14
Hungarian, N.E.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S.....	350	76	73	499	119	14	16	194	30	49	30	2	.....
Magyar.....	245	58	44	347	11	2	.....	222	21	16	9	2	3
Ruthenian.....	248	33	22	303	12	.....	.....	230	18	18	5	.....	.....
Slovak.....	120	14	12	146	4	.....	.....	112	1	2	3	.....	.....
Belgian.....	361	167	122	650	120	53	73	83	14	6	76	37	25
Bulgarian.....	178	.....	1	179	53	.....	1	121	.....	.....	2	.....	.....
Brazilian.....	3	2	.....	5	3	2	.....	.....	.....	.....	.....	.....	.....
Chinese.....	63	9	20	92	3	.....	.....	7	.....	.....	.....	.....	.....
Dutch.....	217	97	80	394	77	32	45	34	10	10	82	26	17
French.....	725	348	241	1,314	318	93	165	77	14	14	110	56	51
German, N.E.S.	809	488	502	1,889	258	163	307	241	63	123	211	65	56
Alsace-Lorraine..	1	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....
Bavarian.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....
Prussian.....	6	4	2	12	1	.....	.....	5	1	2	.....	1	.....
English.....	22,819	9,470	8,867	41,156	6,407	1,550	1,720	5,334	1,245	1,698	7,517	2,902	3,054
Welsh.....	324	103	75	502	88	18	19	70	16	20	74	19	14
Scotch.....	6,487	2,464	1,778	10,729	1,409	307	374	2,001	157	184	2,087	708	702
Irish.....	1,961	1,030	413	3,404	581	109	102	539	79	87	404	198	136
West Indian.....	26	27	11	64	1	.....	.....	6	.....	.....	8	3	7
Bermudian.....	8	2	.....	10	.....	.....	.....	1	.....	.....	3	1	.....
Jamaican.....	9	7	.....	16	1	.....	.....	1	.....	.....	3	.....	.....
Greek.....	489	22	34	545	39	2	.....	404	4	10	26	9	12
Hebrew, N.E.S.	212	179	153	544	15	7	14	48	10	10	127	103	92
Russian.....	2,238	1,641	1,923	5,802	131	67	113	435	156	260	1,491	888	1,027
Polish.....	32	9	8	49	.....	.....	.....	2	.....	.....	30	7	6
Austrian.....	67	40	49	146	6	3	9	23	3	4	30	21	12
German.....	18	11	14	43	3	1	4	2	1	.....	10	9	10
Italian.....	4,430	384	390	5,114	248	6	9	3,836	182	196	228	20	10
Japanese.....	1,766	242	34	2,042	444	31	2	241	15	6	46	5	.....
Newfoundland...	819	167	43	1,029	2	1	1	735	10	7	26	6	1
New Zealand.....	23	7	.....	30	5	1	.....	3	.....	.....	9	1	.....
Portuguese.....	2	.....	.....	2	1	.....	.....	1	.....	.....	.....	.....	.....
Poles, N.E.S.....	106	21	17	144	9	2	4	75	4	5	19	6	4
Austrian..	270	56	49	375	5	1	6	239	16	25	23	5	4
German...	12	3	7	22	2	1	7	8	.....	.....	.....	1	.....
Russian..	345	72	75	492	25	2	3	212	19	31	89	22	26
Persian.....	26	2	3	31	20	1	2	1	.....	.....	4	1	1
Roumanian.....	259	84	88	431	25	8	15	209	17	32	20	26	29
Russian, N.E.S.	999	425	503	1,927	275	85	188	466	88	135	185	94	73
Finns.....	774	205	70	1,049	72	4	3	636	44	55	31	12	6
Spanish.....	21	4	4	29	12	1	.....	3	1	4	.....	.....	.....
Swiss.....	68	28	16	112	19	5	13	17	2	.....	18	6	2
Servian.....	4	.....	.....	4	.....	.....	.....	.....	.....	.....	2	.....	.....
Danish.....	149	92	56	297	44	17	23	49	8	11	43	11	10
Icelandic.....	17	12	17	46	5	5	10	8	.....	1	2	1	1
Swedish.....	600	258	219	1,077	138	35	78	343	55	73	79	23	42
Norwegian....	484	227	165	876	134	39	56	249	38	43	77	28	30

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V.

Canada, at Ocean Ports, for the Fractional Fiscal Year 1906-7 (9 months, 31, 1907).

OCCUPATION.

DESTINATION.

Clerks, Traders, &c.			Miners.			Female Servants.			Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.								
5		1				1	3	1	2	3			4	10	6				
25	12	10	5	4	6	2	11	19	33	7			16	18	11	3	11	119	
15	6	10	5	2	2	30	7	10	9	23			245	74	129	38	18	30	
			7	10	13	8	1	3	4	20			5	6	6	14	16	27	
			2			5				7			48	36	79	53	5	1	
						3	9	2	3	2			16	114	26	2	7	7	
													1	33	4			6	
4	2	3	5	3	3	107	4	17	14	52			278	200	915	84	104	19	
1			5	2		20	1	8	8	45			40	168	97	116	26	7	
1			2			15		18	25	86			7	131	66	38	16	3	
			1			10		5	4	6			69	103	105	11	4	5	
			1			8		5	10	3			2	35	19	1	45	40	1
29	8	1	38	12	9	51	15	12	8	49			233	20	207	31	85	25	
1							1						5	172	1			1	
															5				
42	5	12					11	4	8	1			15	7	1			68	
16	2		2	1	1	16	6	10	7	23			58	86	170	27	18	12	
85	25	22	7	1	2	37	128	122	47	33			594	111	349	127	77	33	
60	11	14	11	7	23	101	28	78	69	43			257	218	820	354	174	22	1
															1				
															1				
						1		1					1		2	9			
1,985	790	547	910	294	441	1,881	666	808	1,407	2,808			6,314	18,244	8,199	2,053	1,075	1,855	8
33	10	6	48	5	9	24	11	11	7	16			74	205	122	16	17	42	
590	203	130	250	118	263	759	150	212	125	1,071			2,007	3,782	2,359	481	497	529	3
313	96	43	43	15	20	428	81	105	25	199			713	1,343	772	122	145	119	
5						17	6	7	4	33			6	24	1				
3						1	1			9							1		
4						7				5			6	5					
14	2	1				3	6	2	11	16			215	294	4			16	
20	11	17				36	2	12	20	10			313	101	84	23	13		
139	135	242	14	5	3	220	28	170	278	211			2,864	1,784	814	42	57	30	
						1		1	2	6			26	14	3				
7	2	1				4	1	7	13	11			62	63	9	1			
3										1			17	1	24				
34	5	2	67	2	1	87	17	82	82	145			1,725	2,274	90	5	110	765	
492	46	4	5			23	538	122	22	2			2	1				2,038	
12	1		32			46	12	103	34	969			21	25	2		1	10	1
4	1		2			2		2					2	8	8		2	10	
													1		1				
			3			6		3	4	1			64	35	43		1		
			2			21	1	13	14	24			108	75	121	14	31	2	
			2			1				3			1	6	12				
10	3	6	6	1		17	3	8	9	20			210	188	62		7	5	
1										1			6			24			
5	3	4				27		3	8	4			270	73	45	39			
33	19	33	20	1	3	93	20	45	71	72			507	339	580	246	40	141	2
			31	3	2	138	4	4	4	23			66	847	15	15	34	49	
4						1	2	1					11	6	11			1	
8						8	6	7	1	2			35	29	23	6	13	4	
1													2		1				
11	1		2	1	3	48		6	9	6			89	43	89	20	42	8	
1						6	1		5				2		42		2		
6	3	3	30	4	4	127	4	11	19	59			86	368	271	98	97	98	
11	1		7	6	4	102	6	13	32	49			71	243	198	112	72	131	

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant Arrivals for
ending March

Nationality.	SEX.				TRADE OR								
					Farmers, or Farm Labourers Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
Turks	209	15	8	232	36	.....	.....	152	5	5	10	1	.....
Armenians	148	35	25	208	13	2	.....	96	7	10	21	6	3
Egyptians	4	2	4	10	.....	.....	.....	1	.....	.....	1	.....	.....
Syrians	132	81	64	277	13	9	13	70	19	19	15	10	4
Arabians	18	10	3	31	.....	.....	.....	9	3	.....	1	1	2
U.S.A. Citizens.	53	17	19	89	8	4	7	19	2	5	12	5	1
Negro	66	37	5	108	2	.....	.....	17	1	.....	39	6	1
India	2,120	2	2	2,124	256	.....	.....	1,811	.....	.....	1	1	.....
Totals	53,875	19,311	16,822	90,008	11,887	2,785	3,519	20,969	2,502	3,336	13,483	5,405	5,526

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V.

Canada, at Ocean Ports, for the Fractional Fiscal Year 1906-7 (9 months, 31, 1907).

OCCUPATION.

DESTINATION.

Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
6	1	.....	.....	.....	.....	7	5	1	3	16	43	163	.....	.....	.....	10	...
14	4	2	.....	.....	.....	3	4	13	10	53	75	73	.....	.....	.....	4	...
1	2	4	.....	.....	.....	.....	1	.....	.....	6	3	1	.....	.....	.....	.....	.....
32	16	16	.....	.....	.....	12	2	15	12	137	96	23	4	16	.....	1	.....
8	3	1	.....	.....	.....	3	.....	.....	.....	1	27	3	.....	.....	.....	.....	.....
6	1	.....	2	1	1	1	6	3	5	24	16	15	5	14	5	10	.....
4	.....	.....	.....	.....	.....	28	4	2	4	79	7	20	1	.....	.....	1	.....
14	1	2	.....	.....	.....	.....	58	.....	.....	.....	5	5	1	.....	1	2,112	...
4,118	1,431	1,137	1,567	498	813	4,583	1,851	2,107	2,491	6,491	18,063	32,265	17,036	4,257	3,474	8,406	16

PORT OF NORTH SYDNEY.

The collection of immigration statistics at this port is new. According to the returns received by the department for the last three months of the fractional fiscal year, there arrived at the port of North Sydney, 2,013 passengers, of whom 626 travelled saloon and 1,387 steerage. Of the saloon passengers 541 were destined to Canada and 85 to the United States. Of the steerage passengers 1,117 were for Canada and 270 for the United States. Included in the steerage passengers for Canada were 94 returned Canadians and 11 tourists, leaving the immigration proper at 1,012 souls.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of North Sydney for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	1			1					1			1
Chinese	1			1					1			1
French					1			1	1			1
English	38	3		41	1			1	39	3		42
Scotch	12			12					12			12
Irish	4	1		5					4	1		5
West Indian	2			2					2			2
Jamaican					1			1	1			1
Italian	1			1					1			1
Newfoundland	176	45	3	224	36	9	2	47	212	54	5	271
Russian	1			1					1			1
Spanish	2	1		3					2	1		3
Danish	1			1					1			1
Swedish	3			3					3			3
Norwegian	1			1					1			1
Syrian	3	1		4					3	1		4
U. S. A. Citizens	38	20		58	22	3	2	27	55	23	2	80
Canadians	153	16	2	171					153	16	2	171
Tourists	15	2		17	6	2		8	21	4		25
Totals	447	89	5	541	67	14	4	85	514	103	9	626

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of North Sydney for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Austrian					4			4	4			4
Chinese	2			2				2	2			2
French	5			5				5	5			5
German	4			4	4	2	2	8	8	2	2	12
English	10			10					10			10
Welsh	2			2					2			2
Scotch	1			1					1			1
Irish	3			3	2			2	5			5
Greek	1			1					1			1
Newfoundland	738	88	25	851	109	69	2	180	847	157	27	1,031
Persian	1			1					1			1
Russian	4	6	8	18	9	6	2	17	13	12	10	35
Danish	1			1					1			1
Norwegian	2			2					2			2
Turks	3			3	4			4	7			7
Armenians	25	11	2	38	23	3		26	48	14	2	64
Egyptians					1			1	1			1
Syrians	33	16	10	59	4	3		7	37	19	10	66
U.S.A. Citizens	10	1		11	6		4	10	16	1	4	21
Total immigration	845	122	45	1,012	166	83	10	259	1,011	205	55	1,271
Returned Canadians	93	1		94					93	1		94
Tourists	8	3		11	9	1	1	11	17	4	1	22
Totals	946	126	45	1,117	175	84	11	270	1,121	210	56	1,387

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TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities at the Port of North Sydney for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

	Jan.	Feb.	March.	Totals.
Chinese.....	1	1	.....	2
French.....	5	.....	.....	5
German.....	4	.....	.....	4
English.....	7	3	.....	10
Welsh.....	2	.....	.....	2
Scotch.....	.....	1	.....	1
Irish.....	2	1	.....	3
Greek.....	1	.....	.....	1
Newfoundland.....	523	126	202	851
Persian.....	1	.....	.....	1
Russian.....	18	.....	.....	18
Danish.....	1	.....	.....	1
Norwegian.....	2	.....	.....	2
Turks.....	3	3
Armenians.....	38	38
Syrians.....	59	59
U.S.A. citizens.....	9	2	11
Totals.....	676	134	202	1,012

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada by Occupations and Destination at the Port of North Sydney for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

	Jan.	Feb.	March.	Totals.
Agriculturists.....				
General labourers.....	486	80	190	756
Mechanics.....	13	7		20
Clerks.....	60	4	1	65
Miners.....	2	27		29
Female servants.....	6	5		11
Not classed.....	109	11	11	131
Totals.....	676	134	202	1,012
Maritime Provinces.....	633	120	184	937
Quebec.....	12	10	3	25
Ontario.....	21	1	7	29
Manitoba.....		2	1	3
Saskatchewan.....				
Alberta.....		1		1
British Columbia.....	10		6	16
Yukon.....			1	1
Totals.....	676	134	202	1,012

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TABLE

NATIONALITY, Sex, Occupation and Destination of Immigrant arrivals for
(9 months, ending

Nationality.	SEX.				TRADE OR								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
Chinese.....	2			2									
French.....	3			3				4					
German.....	4			4				1			2		
English.....	10			10				9					
Welsh.....	2			2				2					
Scotch.....	1			1				1					
Irish.....	3			3				2					
Greek.....	1			1									
Newfoundland.....	738	88	25	851				687	8	5	9	5	1
Persian.....	1			1							1		
Russian.....	4	6	8	18									
Danish.....	1			1				1					
Norwegian.....	2			2				1					
Turks.....	3			3				1					
Armenians.....	25	11	2	38				13			1		
Syrians.....	33	16	10	59				11					
U. S. A. Citizens.....	10	1		11				9	1		1		
Totals.....	845	122	45	1,012				742	9	5	14	5	1

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V.

Canada at the Port of North Sydney for the Fractional Fiscal Year 1906-7
March 31, 1907).

OCCUPATION.										DESTINATION.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classed.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
1	...	...	...	...	...	...	1	...	...	1	1	...	...	...	...	...	...
...	...	...	...	...	...	...	1	...	...	5	...	...	...	...	...	...	...
...	...	...	...	...	...	...	1	...	...	4	...	...	...	...	...	...	...
1	...	...	...	...	...	...	...	...	...	9	...	...	1	...	...	...	...
...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...
1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
8	1	...	28	...	...	11	6	63	19	797	20	20	2	...	1	10	1
...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
2	2	2	...	...	...	...	2	4	6	11	2	...	...	...	...	5	...
...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	1	...
2	...	...	...	...	...	...	...	...	...	2	...	1	...	...	...	...	...
10	3	...	...	...	...	...	1	3	2	28	2	8	...	...	...	...	...
21	8	3	...	...	...	...	1	8	7	59	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	...	...
46	14	5	29	...	...	11	14	83	34	937	25	29	3	...	1	16	1

PORT OF HALIFAX.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907) there arrived at the port of Halifax 28,348 passengers, of whom 5,742 travelled saloon and 22,606 steerage. Of the saloon passengers 5,711 were destined to Canada and 31 to the United States. Of the steerage passengers 20,077 were for Canada and 2,529 for the United States. Included in the steerage passengers for Canada were 1,683 returned Canadians and 202 tourists, leaving the immigration proper at 18,192 souls, an increase over the corresponding nine months of the previous fiscal year of 5,087 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Halifax for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Austrian.....	3	.....	.....	3	.....	.....	.....	.....	3	.....	.....	3
Belgian.....	1	.....	.....	1	.....	.....	.....	.....	1	.....	.....	1
French.....	4	1	.....	5	.....	.....	.....	.....	4	1	.....	5
German.....	2	.....	.....	2	.....	.....	.....	.....	2	.....	.....	2
English.....	185	73	16	274	.....	.....	.....	.....	185	73	16	274
Welsh.....	1	.....	.....	1	.....	.....	.....	.....	1	.....	.....	1
Scotch.....	24	5	.....	29	.....	.....	.....	.....	24	5	.....	29
Irish.....	8	4	.....	12	.....	.....	.....	.....	8	4	.....	12
West Indian.....	1	4	.....	5	.....	.....	.....	.....	1	4	.....	5
Bermudian.....	.....	3	.....	3	.....	.....	.....	.....	.....	3	.....	3
Jamaican.....	.....	2	.....	2	.....	.....	.....	.....	.....	2	.....	2
Newfoundland.....	26	39	6	71	5	12	4	21	31	51	10	92
New Zealand.....	1	1	3	5	.....	.....	.....	.....	1	1	3	5
Norwegian.....	.....	1	.....	1	.....	.....	.....	.....	.....	1	.....	1
U.S.A. Citizens.....	186	140	14	340	7	1	.....	8	193	141	14	348
Canadians.....	1,138	1,171	112	2,421	1	1	.....	2	1,139	1,172	112	2,423
Tourists.....	1,285	1,142	108	2,535	1,285	1,142	108	2,535
Totals..	2,865	2,586	260	5,711	13	14	4	31	2,878	2,600	264	5,742

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Halifax for the Fractional Fiscal Year 1906-7 (9 months. ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South.....	4			4					4			4
Australian.....	7	2	3	12	1	1		2	8	3	3	14
Austrian, N. E. S.....	21	5	11	37	15	9	9	33	36	14	20	70
Buckowinian.....	1	1		2					1	1		2
Croatian.....					1			1	1			1
Galician.....	30	7	4	41					30	7	4	41
Hungarian.....	2	1	1	4	1	1	2	4	3	2	3	8
Belgian.....	57	20	14	91	19	7	9	35	76	27	23	126
Bulgarian.....	33		1	34	70			70	103		1	104
Brazilian.....	3	2		5					3	2		5
Chinese.....	10			10					10			10
Dutch.....	110	44	33	187	8			8	118	44	33	195
French.....	146	31	22	199	13	2		15	159	33	22	214
German, N. E. S.....	121	59	89	269	29	15	25	69	150	74	114	338
Bavarian.....	1			1					1			1
English.....	6,771	1,630	1,467	9,868	111	42	7	160	6,882	1,672	1,474	10,028
Welsh.....	48	6	3	57	4	1		5	52	7	3	62
Scotch.....	2,636	516	416	3,568	31	9	16	56	2,667	525	432	3,624
Irish.....	389	118	59	566	16	6	2	24	405	124	61	590
West Indian.....	6	5	7	18	1			1	7	5	7	19
Bermudian.....	3			3					3			3
Jamaican.....	2	4		6					2	4		6
Greek.....	160	6	8	174	99	2	1	102	259	8	9	276
Hebrew, N. E. S.....	46	37	36	119	2	2	6	10	48	39	42	129
" Russian.....	385	302	315	1,002	11	9	8	28	396	311	323	1,030
" Polish.....	21	8	6	35	1			1	22	8	6	36
" Austrian.....	14	7	1	22					14	7	1	22
" German.....	3	1		4					3	1		4
Italian.....	257	13	6	276	27	8	5	40	284	21	11	316
Newfoundland.....	80	78	18	176	59	50	21	130	139	128	39	306
New Zealand.....	2			2					2			2
Poles, N. E. S.....	8	1		9	14	2		16	22	3		25
" Austrian.....	2			2					2			2
" Russian.....	26	7	8	41	2			2	28	7	8	43
Persian.....	24	2	3	29	7	1		8	31	3	3	37
Roumanian.....	2	5		7	6	2		8	8	7		15
Russian, N. E. S.....	292	62	58	342	377	73	49	499	599	135	107	841
Finns.....	208	45	9	262	459	105	30	594	667	150	39	856
Spanish.....	1			1					1			1
Swiss.....	14	6		20	1			1	15	6		21
Servian.....	1			1					1			1
Danish.....	27	14	4	45	32	11	7	50	59	25	11	95
Swedish.....	96	27	22	145	82	20	7	109	178	47	29	254
Norwegian.....	112	14	13	139	198	53	20	271	310	67	33	410
Turks.....	40			40	72	1		73	112	1		113
Armenians.....	80	21	21	122	4	2	6	12	84	23	27	134
Egyptians.....	2	1	4	7					2	1	4	7
Syrians.....	57	30	21	108	15	5	6	26	72	35	27	134
Arabians.....	5	2		7					5	2		7
U. S. A. Citizens.....	9	3	3	15	42	6	8	56	51	9	11	71
Negro.....	48	8	1	57	4			4	52	8	1	61
India.....	1			1					1			1
Total Immigration.....	12,354	3,151	2,687	18,192	1,834	445	244	2,523	14,188	3,596	2,931	20,715
Returned Canadians.....	1,311	247	125	1,683					1,311	247	125	1,683
Tourists.....	140	54	8	202	4	2		6	144	56	8	208
Totals.....	13,805	3,452	2,820	20,077	1,838	447	244	2,529	15,643	3,899	3,064	22,606

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TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, at the Port of Halifax, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	July.	August.	September.	October.	November.	December.	January.	February.	March.	Totals.
African, South.....								1	3	4
Australian.....	2	1			1	1		2	5	12
Austrian, N.E.S.....					2	15	7	4	9	37
Buckowinian.....					1			1		2
Galician.....			2		6	6	4	7	16	41
Hungarian.....	2						1		1	4
Belgian.....			4	12		7	18	10	40	91
Bulgarian.....						22	2		10	34
Brazilian.....						5				5
Chinese.....								10		10
Dutch.....		5			4	11	11	8	148	187
French.....						44	18	29	108	199
German, N.E.S.....	1		1		6	87	115	18	41	269
Bavarian.....						1				1
English.....	165	284	242	40	324	616	381	828	6,988	9,868
Welsh.....			1		1	6	5	5	39	57
Scotch.....	91	58	47	58	89	245	329	404	2,247	3,568
Irish.....	5	25	8	11	22	53	29	58	355	566
West Indian.....	4	3	8	1		1			1	18
Bermudian.....	1		1				1			3
Jamaican.....			6							6
Greek.....						21	26	33	94	174
Hebrew, N.E.S.....	2		4		1	19	57	15	21	119
" Russian.....	2		4		114	347	189	158	188	1,002
" Polish.....	1		1			10	10	7	6	35
" Austrian.....			1		1	11	3	3	3	22
" German.....								2	2	4
Italian.....	1	1				77	35	44	118	276
Newfoundland.....	40	25	40	33	13	10	10	1	4	176
New Zealand.....									2	2
Poles, N.E.S.....						1		2	6	9
" Austrian.....						1		1		2
" Russian.....						4		12	19	41
Persian.....		5					24			29
Roumanian.....					2	4			1	7
Russian, N.E.S.....					5	27	34	147	129	342
Finns.....	3		1		35	75	36	35	77	262
Spanish.....							1			1
Swiss.....					1	1	5	5	8	20
Servian.....						1				1
Danish.....					10	7	10	8	10	45
Swedish.....			6	1	18	36	8	7	69	145
Norwegian.....					18	7	9	20	85	139
Turks.....						1	7	24	8	40
Armenians.....		11			2	8	13	65	23	122
Egyptians.....								1	6	7
Syrians.....	3	1			20	36	15	20	13	108
Arabians.....						2	4	1		7
U.S.A. Citizens.....	3	2	4		2	2			2	15
Negro.....	47				8	2				57
India.....									1	1
Totals.....	373	421	381	164	700	1,828	1,423	1,996	10,906	18,192

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada by Occupations and Destination at the Port of Halifax for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	Totals.
Agriculturists	24	16	14	9	69	319	286	403	3,670	4,810
General labourers	52	32	26	19	109	407	374	650	3,148	4,817
Mechanics.	78	66	62	9	238	622	502	510	2,772	4,853
Clerks.	16	3	11	3	48	160	129	159	518	1,047
Miners	154	260	188	88	135	112	39	76	171	1,223
Female servants	8	27	24	17	60	117	42	91	322	708
Not classed.	41	23	56	19	41	91	51	107	305	734
Totals.	373	421	381	164	700	1,828	1,423	1,996	10,906	18,192
Maritime Provinces.	366	409	367	155	288	297	187	223	1,403	3,695
Quebec		6	2	3	121	520	345	587	957	2,541
Ontario.	2	5	8	6	176	631	516	639	4,439	6,422
Manitoba	5	1	3		81	227	221	373	2,838	3,749
Saskatchewan.					17	55	87	74	590	823
Alberta.					7	58	40	44	416	565
British Columbia			1		10	40	27	56	263	397
Yukon										
Totals.	373	421	381	164	700	1,828	1,423	1,996	10,906	18,192

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals
(9 months, ending

Nationality.	SEX.				TRADE OR								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South.....	4			4	2								
Australian.....	7	2	3	12	3	1	2						
Austrian, N.E.S.....	21	5	11	37	3			6			7	2	3
Buckowinian.....	1	1		2	1	1							
Galician.....	30	7	4	41	16	1	2	7	2	12	5	1	
Hungarian.....	2	1	1	4				2	1	1			
Belgian.....	57	20	14	91	27	8	6	4	1	1	9	2	2
Bulgarian.....	33		1	34	10		1	23					
Brazilian.....	3	2		5	3	2							
Chinese.....	10			10									
Dutch.....	110	44	33	187	42	16	20	11	4	4	48	7	8
French.....	146	31	22	199	76	15	11	22	3	2	15	1	2
German, N.E.S.....	121	59	89	269	57	36	68	25	1	5	28	11	12
Bavarian.....	1			1							1		
English.....	6,771	1,630	1,467	9,868	2,272	384	447	1,677	169	204	1,906	403	394
Welsh.....	48	6	3	57	18	3	3	9			9		
Scotch.....	2,636	516	416	3,568	477	80	83	1,364	25	19	524	111	111
Irish.....	389	118	59	566	93	18	19	156	7	4	65	16	19
West Indian.....	6	5	7	18				4			1	2	7
Bermudian.....	3			3				1			1		
Jamaican.....	2	4		6	1			1					
Greek.....	160	6	8	174	28			123	1	4	8	4	2
Hebrew, N.E.S.....	46	37	36	119	5			2			36	25	16
" Russian.....	385	302	315	1,092	33	13	18	19	16	24	303	218	195
" Polish.....	21	8	6	35				1			20	6	4
" Austrian.....	14	7	1	22	1			1			12	6	1
" German.....	3	1		4				1			2	1	
Italian.....	257	13	6	276	42			168	9	5	25		
Newfoundland.....	80	78	18	176	2	1	1	47	2	2	17		
New Zealand.....	2			2	1						1		
Poles, N.E.S.....	8	1		9	1			6				1	
" Austrian.....	2			2							1		
" Russian.....	26	7	8	41	4			6			15	4	8
Persian.....	24	2	3	29	20	1	2	1			3	1	1
Roumanian.....	2	5		7	2	1		1				2	
Russian, N.E.S.....	222	62	58	342	107	24	39	73	8	14	29	13	3
Finns.....	208	45	9	262	8	1	1	181	6	5	8	3	1
Spanish.....	1			1				1					
Swiss.....	14	6		20	4			3	1		6	1	
Servian.....	1			1							1		
Danish.....	27	14	4	45	9	3		6	1	3	7	1	
Swedish.....	96	27	22	145	25	6	9	52	7	8	12	1	1
Norwegian.....	112	14	13	139	33	3	4	55	7	8	19	1	
Turks.....	40			40	7			32			1		
Armenians.....	80	21	21	122	5	2		59	7	10	11	4	3
Egyptians.....	2	1	4	7							1		
Syrians.....	57	30	21	108	10	2	2	30	7	11	10	6	1
Arabs.....	5	2		7				1					
U.S.A. Citizens.....	9	3	3	15				3			4	1	
Negro.....	48	8	1	57	2			12			30	3	
India.....	1			1									
Totals.....	12,354	3,151	2,687	18,192	3,450	622	738	4,195	286	336	3,201	858	794

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V.

for Canada at the Port of Halifax for the Fractional Fiscal Year 1906-7 (March 31, 1907).

OCCUPATION.										DESTINATION.									
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.		
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.										
12									1				3						
2	1		2					1	3	2		1		3	3				
3	2	8				1	2		10	12	12	2							
						3	2		8	7	2	15	9						
3	1		12	6	5		2	2	3	1	1	33		7	2				
											34								
8							2			10		5							
5			2	1	1	13	2	3	23	21	59	73	6	4	1				
17	5	7	3			4	13	3	7	75	8	55	32	16	6				
8			2	1	4	9	1	1	23	25	23	138	57	3					
												1							
359	93	66	437	133	212	319	120	129	2,034	913	3,949	1,954	516	333	169				
4	1		8			2			11	4	24	11	2	2	3				
155	34	28	85	62	150	158	31	46	786	301	1,259	898	109	132	83				
39	9	5	23	8	9	49	13	11	135	72	165	133	23	30	8				
1						3			14	1	2								
							1		3										
						4			2		4								
1	1	1							13	26	133	1			1				
3	3	9				2		7	6	71	28	9	2	3					
22	29	59	1			10	7	16	86	551	228	129	1	5	2				
						1		1	6	19	7	3							
						1			1	12	8	1							
6	1	1	15			2	1	1	1	3									
4			4			35	6	40	52	125	42	10		4	43				
									172	1	3								
												1							
										6		3							
			1						1	1									
			1	1		2			3	16	16	6							
										5			24						
						1				2		3							
2	1	1	10			15	1	1	25	58	56	147	9	2	45				
			11	1	1	33		1	13	12	220	2	5	5	5				
1						3		1	2		4	8	1	1					
										1									
5						8		1	2	20	2	20		1					
1			6			13			16	13	42	36	12	13	13				
2			2			3	1		40	2	32	36	12	1	16				
									12	13	15								
2						3	3	5	25	68	29								
1	1	4							6	1									
7	3	3				7		5	61	39	4	4							
4	2								1	6									
				1	1		2	1	12	1		2							
1						4	3	1	49	2	5	1							
												1							
668	187	192	626	214	383	708	214	276	3,695	2,541	6,422	3,749	823	565	397				

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PORT OF ST. JOHN.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907) there arrived at the port of St. John 15,990 passengers, of whom 984 travelled saloon and 15,006 steerage. Of the saloon passengers 958 were destined to Canada and 26 to the United States. Of the steerage passengers 13,146 were for Canada and 1,860 for the United States. Included in the steerage passengers for Canada were 1,320 returned Canadians and 185 tourists, leaving the immigration proper at 11,641 souls, an increase over the corresponding nine months of the previous fiscal year of 3,584 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrival of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of St. John for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian	3			3	1			1	4			4
Belgian	3			3					3			3
Dutch	1			1					1			1
French	2			2					2			2
German	2			2		1		1	2	1		3
English	278	101	22	401	7	1	1	9	285	102	23	410
Welsh	2			2		2		2	2	2		4
Scotch	56	14	1	71	1			1	57	14	1	72
Irish	32	10	2	44	1	1		2	33	11	2	46
West Indian	7	6	4	17					7	6	4	17
Bermudian	26	29	10	65					26	29	10	65
Italian	1			1	1			1	2			2
Japanese	2			2					2			2
U. S. A. Citizens	5	7		12	7	1		8	12	8		20
Canadians	166	84	18	268					166	84	18	268
Tourists	27	26	11	64	1			1	28	26	11	65
Totals ..	613	277	68	958	19	6	1	26	632	283	69	984

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of St. John for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	3	...	2	5	...	...	...	...	3	...	2	5
Australian	5	4	1	10	2	...	...	2	1	4	1	12
Austrian, N.E.S.	39	11	10	60	25	24	14	63	64	35	24	123
Bohemian	3	2	3	8	2	3	5	10	5	5	8	18
Buckowinian	60	5	9	74	...	...	...	...	60	5	9	74
Croatian	3	...	...	3	...	...	...	...	3	...	...	3
Galician	662	114	64	840	12	4	2	18	674	118	66	858
Hungarian, N.E.S.	135	25	23	183	16	15	9	40	151	40	32	223
Magyar	4	1	...	5	...	...	...	...	4	1	...	5
Slovak	2	...	...	2	...	...	...	...	2	...	...	2
Belgian	85	27	13	125	7	10	12	29	92	37	25	154
Chinese	1	...	...	1	...	...	...	...	1	...	...	1
Dutch	16	4	5	25	2	1	1	4	18	5	6	29
French	19	19	1	39	1	1	...	2	20	20	1	41
German, N.E.S.	44	26	29	99	24	9	11	44	68	35	40	143
Prussian	3	2	2	7	1	1	7	9	4	3	9	16
English	4,383	1,206	982	6,571	166	50	41	257	4,549	1,256	1,023	6,828
Welsh	72	15	8	95	3	...	...	3	75	15	8	98
Scotch	840	198	175	1,213	57	11	5	73	897	209	180	1,286
Irish	291	109	50	450	14	6	2	22	305	115	52	472
West Indian	8	19	1	28	2	...	...	2	10	19	1	30
Bermudian	5	2	...	7	...	...	...	...	5	2	...	7
Jamaican	3	...	...	3	...	...	...	...	3	...	...	3
Greek	14	1	2	17	8	1	...	9	22	2	2	26
Hebrew, N.E.S.	30	36	36	102	...	...	...	...	30	36	36	102
" Russian	175	107	126	408	1	2	3	6	176	109	129	414
" Polish	10	1	2	13	...	...	...	...	10	1	2	13
" Austrian	1	1	...	2	...	...	...	...	1	1	...	2
" German	4	3	3	10	...	...	...	...	4	3	3	10
Italian	303	4	4	311	28	1	1	30	331	5	5	341
Japanese	2	...	...	2	...	...	...	...	2	...	...	2
New Zealand	3	...	...	3	...	...	...	...	3	...	...	3
Poles, N.E.S.	49	9	9	67	3	1	3	7	52	10	12	74
" German .....	...	...	...	...	2	...	...	2	2	...	...	2
" Russian	92	10	8	110	2	1	...	3	94	11	8	113
Roumanian	31	8	4	43	6	2	7	15	37	10	11	58
Russian, N.E.S.	86	35	48	169	148	117	106	371	234	152	154	540
Finns	148	20	2	170	279	68	31	378	427	88	33	548
Swiss	2	...	...	2	4	...	...	4	6	...	...	6
Servian .....	...	...	...	...	1	...	...	1	1	...	...	1
Danish	31	7	13	51	59	18	9	86	90	25	22	137
Swedish	94	26	16	136	73	26	16	115	167	52	32	251
Norwegian	65	20	17	102	125	50	20	195	190	70	37	297
Turks	5	...	...	5	1	1	...	2	6	1	...	7
Syrians	3	4	4	11	...	...	...	...	3	4	4	11
U.S.A. Citizens	3	1	...	4	27	9	9	45	30	10	9	49
Negro	17	28	4	49	1	...	...	1	18	28	4	50
India	1	...	...	1	...	...	...	...	1	...	...	1
Total immigration	7,855	2,110	1,676	11,641	1,102	432	314	1,848	8,957	2,542	1,990	13,489
Returned Canadians ..	1,023	195	102	1,320	...	...	...	...	1,023	195	102	1,320
Tourists	124	40	21	185	5	6	1	12	129	46	22	197
Totals	9,002	2,345	1,799	13,146	1,107	438	315	1,860	10,109	2,783	2,114	15,006

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TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, at the Port of St. John, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
African, South.....								2	3	5
Australian.....								7	3	10
Austrian, N.E.S.					8	8	17	5	22	60
Bohemian.....						7			1	8
Buckowinian.....					20	9	3	5	37	74
Croatian.....						3				3
Galician.....					60	77	38	64	601	840
Hungarian, N.E.S.....					6	35	49	30	63	183
Magyar.....								4	1	5
Slovak.....							1	1		2
Belgian.....					6	12	13	10	84	125
Chinese.....								1		1
Dutch.....					1	3		8	13	25
French.....						1	6	30	2	39
German, N.E.S.....					29	30	3	8	29	99
Prussian.....						7				7
English.....		4			231	773	441	1,657	3,465	6,571
Welsh.....					2	21	12	21	39	95
Scotch.....					10	244	56	348	555	1,213
Irish.....					8	74	30	126	212	450
West Indian.....	6	3	6	3	4	6				28
Bermudian.....	3	4								7
Jamaican.....		1		2						3
Greek.....						3			14	17
Hebrew, N.E.S.....					51	25	20	2	4	102
" Russian.....					35	129	55	111	78	408
" Polish.....					3	4	2	1	3	13
" Austrian.....						2				2
" German.....						8	1	1		10
Italian.....		6			7	20	1	31	246	311
Japanese.....								2		2
New Zealand.....					1	1	1			3
Poles, N.E.S.....					1	5	6	15	40	67
" Russian.....					7	30		24	49	110
Roumanian.....					8	14		1	20	43
Russian, N.E.S.....					9	26	16	30	88	169
Finns.....					25	56	18	55	16	170
Swiss.....					2					2
Danish.....					3	8	4	8	28	51
Swedish.....					6	19	12	19	80	136
Norwegian.....					12	16	1	11	62	102
Turks.....									5	5
Syrians.....					2	7	2			11
U.S.A. Citizens.....						1	1		1	4
Negro.....	9	3	12	3	7	6		2	7	49
India.....				1						1
Totals.....	18	21	18	9	564	1,690	809	2,641	5,871	11,641

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at the Port of St. John, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists.....	1				132	314	94	397	1,470	2,408
General labourers.....	1	7	4		100	472	201	741	1,970	3,496
Mechanics.....	6	9	4	2	210	544	296	941	1,471	3,483
Clerks.....	2	3	3		31	170	101	251	335	896
Miners.....					18	50	51	124	101	344
Female servants.....	4	1	7	4	38	97	41	78	188	458
Not classed.....	4	1		3	35	43	25	109	336	556
Totals.....	18	21	18	9	564	1,690	809	2,641	5,871	11,641
Maritime Provinces.....	15	18	13	3	39	127	57	253	397	922
Quebec.....	1		1	3	112	415	186	529	685	1,932
Ontario.....	1	2	4	2	188	613	301	860	1,936	3,907
Manitoba.....					115	257	120	562	1,775	2,829
Saskatchewan.....		1			46	82	44	119	444	736
Alberta.....				1	31	99	37	138	369	675
British Columbia.....	1				33	97	64	180	264	639
Yukon.....									1	1
Totals.....	18	21	18	9	564	1,690	809	2,641	5,871	11,641

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for
(9 months, ending

Nationality.	SEX.				TRADE OR								
	Males.	Females.	Children.	Totals.	Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
					Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South	3		2	5				1					1
Australian	5	4	1	10		1	1	2			2		
Austrian, N.E.S.	39	11	10	60	2			24	1		10	4	7
Bohemian	3	2	3	8	1	1	3	1			1		
Buckowinian	60	5	9	74	6	3	6	49			5	1	3
Croatian	3			3				2			1		
Galician	662	114	64	840	91	17	27	535	26	20	30	11	10
Hungarian, N.E.S.	135	25	23	183	14	5	5	113	8	16	7	2	
Magyar	4	1		5		1		2			1		
Slovak	2			2				1			1		
Belgian	85	27	13	125	20	6	8	25	2		19	3	1
Chinese	1			1									
Dutch	16	4	5	25	3	2	4	2			8	1	1
French	19	19	1	39	3	1		2			6	2	1
German, N.E.S.	44	26	29	99	15	13	19	5			17	4	6
Prussian	3	2	2	7				3	1	2			
English	4,383	1,206	982	6,571	1,030	238	222	1,216	162	200	1,516	360	350
Welsh	72	15	8	95	11	2	2	14			24	5	5
Scotch	840	198	175	1,213	202	36	66	131	10	7	365	46	52
Irish	291	109	50	450	97	15	12	68	10	10	74	24	10
West Indian	8	19	1	28	1			1			2	1	
Bermudian	5	2		7							2	1	
Jamaican	3			3							3		
Greek	14	1	2	17				14				1	2
Hebrew, N.E.S.	30	36	36	102		1	5	5	1	1	21	25	23
" Russian	175	107	126	408	6	2	3	29	3	5	124	69	71
" Polish	10	1	2	13				1			9	1	2
" Austrian	1	1		2							1	1	
" German	4	3	3	10							3	3	3
Italian	303	4	4	311	21	1		270	1	1	4		
Japanese	2			2				1					
New Zealand	3			3	1			1			1		
Poles, N.E.S.	49	9	9	67	5	2	4	37	1		6	1	1
" Russian	92	10	8	110	11	1	2	71	5	5	9	1	1
Roumanian	31	8	4	43	2	1	1	24		1	4	3	2
Russian, N.E.S.	86	35	48	169	17	10	24	50	2	5	14	9	11
Finns	148	20	2	170	5			138	4	1	3		
Swiss	2			2	2								
Danish	31	7	13	51	13	2	8	9	1	2	7	1	2
Swedish	94	26	15	136	11	1	7	69	8	3	8	1	1
Norwegian	65	26	17	102	18	2	5	35	4	2	8	5	1
Turks	5			5				5					
Syrians	3	4	4	11		1	1	1	1	1			
U. S. A. Citizens	3	1		4							1		
Negro	17	28	4	49				5	1		9	3	1
India	1			1									
Totals	7,855	2,110	1,676	11,641	1,608	365	435	2,962	252	282	2,326	589	568

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V.

Canada at the Port of St. John for the Fractional Fiscal Year 1906-7
(March 31, 1907).

OCCUPATION.										DESTINATION.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
1		1					1			1	1	3					
1	3									1	3	1	3		1	1	
1	2	1	1	2	2	2	1			3	20	5	10	2	12	8	
								1									
										4	19	11	32	5	2	1	
											3						
4	1		1			48	1	11	7	33	145	114	476	23	37	12	
			1	1		7		2	2	21	9	63	44	36	10		
			1									2	2	1			
											1				1		
3	1		17	6	4	5	1	4		21	29	3	34	11	26	1	
1												1					
3								1			6	1	7	1	2	8	
5							3	16			31			2	5		
5			2	1	4	6		2		8	21	16	31	15	6	2	
								1						7			
365	115	109	143	18	33	186	113	127	68	523	663	2,567	1,485	436	417	479	1
7	2		14			3	2	3	1	3	10	36	23	7	12	4	
79	16	4	28	11	21	52	35	27	25	97	304	329	279	74	66	64	
44	6		3	3	6	41	5	10	8	30	60	182	103	26	34	15	
3						14	1	4	1	13	1	14					
3						1				6				1			
										3							
											3	14					
3	1	4				6	1	2	3	1	57	9	27	8			
15	17	42	1	1		8		7	5	35	219	99	47	3		5	
											6	7					
											2						
1											3						
2	1		6		1			1	2	41	143	109	13			5	
1										2							
			1									2	1				
						2		3	4	1	19	10	36		1		
1						2		1		11	34	41	23		1		
1						4				2	32	2	2	5			
1						9	1	5	8	49	21	56	35			1	
				1		14	2	1	1	5	9	136	3	4	8	5	
														2			
1			1			2		1	1	3	9	3	15	1	19	1	
			6			13		3	5	10	3	57	32	20	5	9	
4						9			9	4	5	28	36	11	8	10	
											1	4					
2	2	2								2	8	1					
1	1						1			1		2	1				
3						23		1	3	30	4	14				1	
						1									1		
561	168	167	229	44	71	458	169	234	153	922	1,932	3,907	2,829	736	675	639	1

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PORT OF QUEBEC.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907), there arrived at the Port of Quebec 62,517 passengers, of whom 4,868 travelled saloon and 57,649 steerage. Of the saloon passengers 4,247 were destined to Canada and 621 to the United States. Of the steerage passengers 47,271 were for Canada and 10,378 for the United States. Included in the steerage passengers for Canada were 4,472 returned Canadians and 1,262 tourists, leaving the immigration proper at 41,537 souls, an increase over the corresponding nine months of the previous fiscal year of 12,464 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Quebec, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian	6	5		11	1			1	3	5		12
Austrian	3			3					3			3
Belgian	7	1	3	11					7	1	3	11
Dutch	1			1					1			1
French	33	13	1	47	1	1		2	34	14	1	49
German	18	11		29					18	11		29
English	1,028	687	62	1,777	50	40	9	99	1,078	727	71	1,876
Welsh	7	5		12					7	5		12
Scotch	256	132	16	404	12	8	2	22	268	140	18	426
Irish	73	34	2	109	5	2		7	78	36	2	116
Hebrew	1			1					1			1
Italian	4	1		5	2			2	6	1		7
Japanese	1	1		2					1	1		2
Newfoundland	2			2					2			2
New Zealand	2	4		6					2	4		6
Roumanian		1		1						1		1
Russian	3	2		5					3	2		5
Finns		1		1						1		1
Spanish	1	1		2					1	1		2
Swiss	1			1					1			1
Danish	1		1	2					1		1	2
Swedish	1			1	1	2		3	2	2		4
Norwegian		2		2					1	1		2
U.S.A. Citizens	20	29	6	55	197	245	32	474	217	274	38	529
India	1	2		3					1	2		3
Canadians	646	703	81	1,430	2	3	1	6	648	706	82	1,436
Tourists	193	122	9	324	2	2		4	195	124	9	328
Totals	2,309	1,757	181	4,247	274	303	44	621	2,583	2,060	225	4,868

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TABLE II.

NATIONALITY and sex of Steerage Passengers arriving at the Port of Quebec for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South.	7	1	1	9					7	1	1	9
Australian.	26	7	3	36	4	1	3	8	30	8	6	44
Austrian, N.E.S.	61	29	31	121	64	30	18	112	125	59	49	233
Bohemian.	14	22	20	56	5	5		10	19	27	20	66
Buckowinian.	85	23	44	152					85	23	44	152
Croatian.	13	3	4	20	44			44	57	3	4	64
Dalmatian.					1			1	1			1
Galician.	352	193	213	758	29	18	8	55	381	211	221	813
Hungarian, N.E.S.	75	30	27	132	37	26	30	93	112	56	57	225
Slovak.	2			2					2			2
Belgian.	170	104	89	363	64	21	13	98	234	125	102	461
Bulgarian.	23			23	40		1	41	63		1	64
Chinese.	3			3					3			3
Dutch.	59	40	37	136	19	17	24	60	78	57	61	196
French.	407	212	178	797	38	19	13	70	445	231	191	867
German, N.E.S.	354	216	254	824	152	171	183	506	506	387	437	1,330
Alsace-Lorraine.	1			1					1			1
Prussian.	2	1		3	2	2	3	7	4	3		10
English.	10,308	6,124	5,759	22,191	650	416	276	1,342	10,958	6,540	6,035	23,533
Welsh.	186	78	63	327	23	8	3	34	209	86	66	361
Scotch.	2,787	1,653	1,162	5,602	257	108	69	434	3,044	1,761	1,231	6,036
Irish.	1,156	723	290	2,169	102	77	44	223	1,258	800	334	2,392
West Indian.	4			4					4			4
Jamaican.	3			3					3			3
Greek.	99	8	12	119	24			24	123	8	12	143
Hebrew, N.E.S.	91	89	67	247	16	15	9	40	107	104	76	287
" Russian.	1,314	905	1,118	3,337	67	80	79	226	1,381	985	1,197	3,563
" Polish.	1			1					1			1
" Austrian.	29	14	21	64					29	14	21	64
" German.	9	7	11	27	1			1	10	7	11	28
Italian.	510	21	15	546	65	10	6	81	575	31	21	627
Japanese.	1			1	4	2		6	5	2		7
Newfoundland.	1	1		2					1	1		2
New Zealand.	10	3		13					10	3		13
Portuguese.	2			2					2			2
Poles, N.E.S.	39	8	7	54	31	14	16	61	70	22	23	115
" Austrian.	14	5	14	33					14	5	14	33
" German.	2	1		3	1	1	1	3	3	2	1	6
" Russian.	144	43	51	238	28	16	12	56	172	59	63	294
Persian.	1			1					1			1
Roumanian.	49	48	56	153	2	5	2	9	51	53	58	162
Russian, N.E.S.	360	205	251	816	693	480	499	1,672	1,053	685	750	2,488
Finn.	372	127	55	554	704	331	172	1,207	1,076	458	227	1,761
Spanish.	12	2		14	5	3	2	10	17	5	2	24
Swiss.	36	18	15	69	7	5	1	13	43	23	16	82
Servian.	2			2	1	1		2	3	1		4
Danish.	66	57	30	153	74	62	46	182	140	119	76	335
Icelandic.	17	12	17	46	1	1	2	4	18	13	19	50
Swedish.	329	168	168	665	471	334	214	1,019	800	502	382	1,684
Norwegian.	220	163	114	497	698	461	307	1,466	918	624	421	1,963
Turks.	3			3	4			4	7			7
Armenians.	7	2	2	11					7	2	2	11
Egyptians.	2	1		3					2	1		3
Syrians.	11	16	23	50	1			1	12	16	23	51
Arabians.	13	8	3	24					13	8	3	24
U. S. A. Citizens.	21	10	14	45	459	567	102	1,128	480	577	116	1,173
India.	8	2	2	12	1			1	9	2	2	13
Total immigration.	19,893	11,403	10,241	41,537	4,889	3,307	2,158	10,354	24,782	14,710	12,999	51,891
Returned Canadians.	2,370	1,634	468	4,472					2,370	1,634	468	4,472
Tourists.	727	484	51	1,262	11	11	2	24	738	495	53	1,286
Totals.	22,990	13,521	10,760	47,271	4,900	3,318	2,160	10,378	27,890	16,839	12,920	57,649

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TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities at the Port of Quebec for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907)

Nationalities.	July.	August.	Sept.	Oct.	Nov.	Totals.
African, South	3	4	1	1		9
Australian	16	1	4	9	6	36
Austrian, N. E. S.	27	21	24	20	29	121
Bohemian	3	17	20	8	8	56
Buckowinian	72	38	24	4	14	152
Croatian	3		3		14	20
Galician	384	97	148	33	96	758
Hungarian, N. E. S.	15	13	19	40	45	132
Slovak			2			2
Belgian	106	71	81	55	50	363
Bulgarian	6	1	12	1	3	23
Chinese		1	2			3
Dutch	38	39	28	18	13	136
French	334	106	114	166	77	797
German, N. E. S.	198	128	132	257	109	824
Alsace-Lorraine	1					1
Prussian		1	1	1		3
English	6,119	6,359	4,352	3,748	1,613	22,191
Welsh	56	102	71	59	39	327
Scotch	1,568	1,187	1,193	1,041	613	5,602
Irish	522	641	434	390	182	2,169
West Indian	2	1	1			4
Jamaican	1		2			3
Greek	25	20	8	52	14	119
Hebrew, N.E.S.	51	56	84	12	44	247
" Russian	849	878	930	412	268	3,337
" Polish				1		1
" Austrian	7	10	26	4	17	64
" German		7	1	16	3	27
Italian	185	79	87	92	103	546
Japanese	1					1
Newfoundland		1			1	2
New Zealand	2	7	3		1	13
Portuguese		1		1		2
Poles, N.E.S.	14	19	7	11	3	54
" Austrian	2	21	8	2		33
" German		2		1		3
" Russian	104	60	23	26	25	238
Persian	1					1
Roumanian	44	14	19	16	60	153
Russian, N.E.S.	113	121	215	144	223	816
Finns	85	117	130	148	74	554
Spanish			12	2		14
Swiss	25	11	22	6	5	69
Servian	1		1			2
Danish	37	53	27	29	7	153
Icelandic	35	1	10			46
Swedish	220	138	139	107	61	665
Norwegian	143	133	101	93	27	497
Turks	3					3
Armenians	2	1	4	4		11
Egyptians			1	1	1	3
Syrians	6	4	20	3	17	50
Arabians	5			2	17	24
U.S.A. Citizens	19	12	7	4	3	45
India	9	2		1		12
Totals	11,462	10,596	8,553	7,041	3,885	41,537

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at the Port of Quebec, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

—	July.	August.	September.	October.	November.	Totals.
Agriculturists.....	2,385	2,717	1,701	1,435	642	8,880
General labourers.....	2,938	1,844	1,498	1,295	1,077	8,702
Mechanics.....	3,902	3,483	3,103	2,442	1,262	14,192
Clerks.....	811	829	763	661	382	3,446
Miners.....	264	243	301	269	68	1,145
Female servants.....	727	601	632	498	287	2,745
Not classed.....	385	879	555	441	167	2,427
Totals.....	11,462	10,596	8,553	7,041	3,885	41,537
Maritime Provinces.....	129	146	176	133	69	653
Quebec.....	2,648	2,246	2,521	1,736	1,378	10,529
Ontario.....	4,378	3,887	3,201	2,886	1,434	15,786
Manitoba.....	2,787	3,077	1,377	1,094	534	8,869
Saskatchewan.....	665	474	455	408	196	2,198
Alberta.....	457	420	411	387	135	1,810
British Columbia.....	397	346	410	397	139	1,689
Yukon.....	1	2	3
Totals.....	11,462	10,596	8,553	7,041	3,885	41,537

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for Canada at the

Nationality.	SEX.				TRADE OR								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South	7	1	1	9	1			2	1		1		1
Australian	26	7	3	36	2	1		1			8	1	
Austrian, N.E.S.	61	29	31	121	9	5	8	25	8	13	18	6	5
Bohemian	14	22	20	56		3	6	6	2	1	1	3	1
Buckowinian	85	23	44	152	21	6	14	56	10	18	6	3	12
Croatian	13	3	4	20	4	3	4	9					
Galician	352	193	213	758	93	55	97	225	65	105	30	10	4
Hungarian, N.E.S.	75	30	27	132	12	7	9	42	14	16	17		
Slovak	2			2	2								
Belgian	170	104	89	363	67	36	58	32	6	3	33	30	20
Bulgarian	23			23	10			12					
Chinese	3			3				3					
Dutch	59	40	37	136	20	12	20	11	6	6	21	15	8
French	407	212	178	797	215	73	91	24	7	11	76	50	41
German, N.E.S.	354	216	254	824	153	81	161	86	19	31	103	43	35
Alsace-Lorraine	1			1							1		
Prussian	2	1		3	1			1			1		
English	10,308	6,124	5,759	22,191	2,850	904	1,006	2,074	837	1,157	3,670	2,026	2,168
Welsh	186	78	63	327	58	13	14	42	16	20	37	14	9
Scotch	2,787	1,653	1,162	5,602	699	188	225	470	121	157	1,107	537	532
Irish	1,156	723	290	2,169	372	72	70	292	59	63	242	154	107
West Indian	4			4				1			2		
Jamaican	3			3									
Greek	99	8	12	119	7	2		76	1	2	7	3	5
Hebrew, N.E.S.	91	89	67	247	9	6	9	30	9	3	48	48	44
" Russian	1,314	905	1,118	3,337	76	46	80	291	112	183	868	497	691
" Polish	1			1							1		
" Austrian	29	14	21	64	5	2	8	8	1	2	16	10	11
" German	9	7	11	27	3	1	4	1	1		5	5	7
Italian	510	21	15	546	9			431	11	12	34	1	
Japanese	1			1	1								
Newfoundland	1	1		2				1			1		
New Zealand	10	3		13	2			1			4	1	
Portuguese	2			2	1			1					
Poles, N.E.S.	39	8	7	54	3			24	3	4	11	3	3
" Austrian	14	5	14	33	4	1	6	7	1	5	3	1	3
" German	2	1		3							1		
" Russian	144	43	51	238	8	1	1	72	14	26	53	16	17
Persian	1			1									
Roumanian	49	48	56	153	3	4	4	28	9	16	16	21	27
Russian, N.E.S.	360	205	251	816	81	38	91	159	49	61	95	51	48
Finn	372	127	55	554	58	3	2	276	33	47	16	6	5
Spanish	12	2		14	12	1							
Swiss	36	18	15	69	9	5	13	11	1		11	5	2
Servian	2			2	1						1		
Danish	66	57	30	153	20	12	15	18	4	3	24	8	8
Icelandic	17	12	17	46	5	5	10	8			2	1	1
Swedish	329	168	168	665	99	28	62	164	35	57	47	21	40
Norwegian	220	163	114	497	75	33	47	101	27	33	35	20	29
Turks	3			3									
Armenians	7	2	2	11				4			2	1	
Egyptians	2	1		3				1					
Syrians	11	16	23	50	3	6	10	6	2	1		3	3
Arabians	13	8	3	24				8	3		1	1	2
U.S.A. Citizens	21	10	14	45	6	4	7	2	1	5	5	4	1
India	8	2	2	12	2			3			1	1	
Totals	19,893	11,403	10,241	41,537	5,071	1,657	2,152	5,146	1,488	2,068	6,679	3,623	3,890

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V.

Port of Quebec for the Fractional Fiscal Year 1906-7 (9 months' ending March 31, 1907).

OCCUPATION.										DESTINATION.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
2							1				3	3	3				
10	2						5	3	3	2	13	13	5			3	
4			2			9	3	1	5	3	48	10	23	26	3	8	
			6	9	12	5	1			1	3	3	5	9	9	20	
			2			4				3	28	25	45	48	3		
											9	3	8				
	1	3	4	3	3	55		4	1	11	125	79	420	52	67	4	
			2			8	1	1	2	5	20	19	27	61			
													1	1			
21	6	1	8			24	9	2	7	1	156	10	121	16	45	14	
1											3	19	1				
5	1					3	2	3	3		27	18	64	12	12	3	
44	16	13	4	1	2	28	44	37	20	16	316	66	269	76	42	12	
18	8	4	4	4	13	50	10	11	10	4	144	64	389	98	119	6	
													1				
											1			2			
1,069	545	359	302	140	190	1,227	343	445	879	234	4,374	10,120	4,544	1,069	847	1,003	
18	6	5	23	5	9	16	8	8	6		55	138	86	7	12	29	
322	147	97	126	44	92	509	63	107	59	179	1,343	2,026	1,134	292	295	332	1
196	72	31	10	2	5	295	44	69	14	20	538	887	521	71	65	67	
							1				4						
3											3						
5	1					1	4		5		50	67	1			1	
3	4	4				21	1	1	1	3	149	36	37	13	9		
56	73	114	12	4	3	145	11	28	47	78	1,777	907	501	20	34	20	
											1						
								1		10	35	14	4	1			
											11	1	15				
13	2	1	18			3	5	4	2	13	387	104	5		23	14	
													1				
												2					
2	1		1			1					2	5	5			1	
											1		1				
			1			2					36	17	1				
						2					6	2	2	12	11		
			2							2	1						
6	3	6	4			8	1	1	1	6	122	78	26		5	1	
1											1						
2	3	4				10		1	5	1	97	23	19	13			
15		29	6	1	3	41	4	11	19	16	299	130	190	130	25	24	2
			29	1	1	83	2	1		5	43	441	7	6	21	31	
								1			3		11				
3						3	2	4			26	18	12	1	12		
													1				
3	1		1	1	3	30		1	1		57	27	32	10	21	6	
1						6	1		5		2		42		2		
3	3	3	12	4	4	74	4	3	2	33	64	224	175	52	72	45	
4			5	6	4	77			1	1	59	162	113	69	51	42	
							3				3						
1	1	2									7		4				
	1						1				2						
1	3	8				1	1	1	1		32	2		16			
4	1	1				3					21	3					
4			1			1	3		1		14	9	2	14	5	1	
2	1	2									5	5				2	
1,843	916	687	576	225	344	2,745	578	749	1,100	653	10,529	15,786	8,869	2,198	1,810	1,689	3

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PORT OF VANCOUVER.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907), there arrived at the Port of Vancouver 6,092 passengers, of whom 932 travelled saloon and 5,160 steerage. Of the saloon passengers 657 were destined to Canada and 275 to the United States. Of the steerage passengers 3,981 were for Canada and 1,179 for the United States. Included in the steerage passengers for Canada were 987 returned Canadians and 712 tourists, leaving the immigration proper at 2,282 souls, an increase over the corresponding nine months of the previous fiscal year of 1,260 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers. Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Vancouver for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian	20	21	4	45	9	10	.....	19	29	31	4	64
Austrian	3	1	.....	4	.....	.....	.....	.....	3	1	.....	4
Belgian	4	.....	.....	4	.....	.....	.....	.....	4	.....	.....	4
Chinese	5	7	.....	12	1	.....	.....	1	6	7	.....	13
Dutch .....	.....	1	.....	1	1	.....	.....	1	1	1	.....	2
French	11	.....	.....	11	.....	1	.....	1	11	1	.....	12
German	23	4	.....	27	4	1	.....	5	27	5	.....	32
English	218	105	20	343	13	7	7	27	231	112	27	370
Scotch	29	14	.....	43	3	1	.....	4	32	15	.....	47
Irish	3	1	.....	4	.....	.....	.....	.....	3	1	.....	4
Greek .....	.....	.....	.....	.....	1	.....	.....	1	1	.....	.....	1
Japanese	22	1	.....	23	16	1	.....	17	38	2	.....	40
New Zealand	7	2	.....	9	5	2	.....	7	12	4	.....	16
Portuguese	5	1	.....	6	.....	.....	.....	.....	5	1	.....	6
Polish	2	.....	.....	2	.....	.....	.....	.....	2	.....	.....	2
Philippino .....	.....	.....	.....	.....	3	.....	.....	3	3	.....	.....	3
Russian	6	1	3	10	2	2	.....	4	8	3	3	14
Swiss	2	1	.....	3	.....	.....	.....	.....	2	1	.....	3
Danish	1	.....	.....	1	.....	.....	.....	.....	1	.....	.....	1
Norwegian	1	.....	.....	1	.....	.....	.....	.....	1	.....	.....	1
U. S. A. Citizens	18	11	1	30	100	63	17	180	118	74	18	210
Canadians	27	29	1	57	3	1	4	30	30	1	61
Tourists	8	13	21	1	1	9	13	22
Totals	415	213	29	657	162	89	24	275	577	302	53	932

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Vancouver for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian.....	36	28	49	113	16	10	2	28	52	38	51	141
Austrian.....	1	1	1	3	1	1	1	3	1	1	1	3
Chinese.....	33	7	14	54	12	12	12	36	45	7	14	66
French.....	1	2	3	6	1	1	1	3	1	1	1	3
German.....	46	18	5	69	17	4	3	24	63	22	8	93
English.....	2	2	2	6	2	2	2	6	2	2	2	6
Welsh.....	14	3	17	34	3	3	3	9	17	3	3	23
Scotch.....	10	8	1	19	2	1	1	4	12	9	1	22
Irish.....	1	1	1	3	1	1	1	3	1	1	1	3
West Indian.....	1	1	1	3	1	1	1	3	1	1	1	3
Greek.....	1	1	1	3	1	1	1	3	1	1	1	3
Hebrew.....	1	1	1	3	1	1	1	3	1	1	1	3
Italian.....	321	48	4	373	113	30	10	153	434	78	14	526
Japanese.....	6	2	8	16	4	4	4	12	10	2	12	24
New Zealand.....	2	2	2	6	2	2	2	6	2	2	2	6
Portuguese.....	3	3	3	9	7	1	3	11	10	1	3	14
Roumanian.....	1	1	1	3	1	1	1	3	1	1	1	3
Russian, N.E.S.....	1	1	1	3	3	3	3	9	3	3	3	9
Finns.....	2	2	2	6	43	32	7	82	45	34	9	88
Swedish.....	1,608	1,608	1,608	4,824	1	1	1	3	1,609	1,609	1,609	4,827
Norwegian.....	4	2	1	7	4	4	4	12	4	2	1	7
Armenians.....	2	2	2	6	2	2	2	6	2	2	2	6
U.S.A. Citizens.....	1,608	1,608	1,608	4,824	1	1	1	3	1,609	1,609	1,609	4,827
India.....	2,086	120	76	2,282	233	82	25	340	2,319	202	101	2,622
Total Immigration.....	945	22	20	987	772	35	32	839	945	22	20	987
Returned Canadians.....	608	64	40	712	772	35	32	839	1,380	99	72	1,551
Tourists.....	3,639	206	136	3,981	1,005	117	57	1,179	4,644	323	193	5,160
Totals.....	3,639	206	136	3,981	1,005	117	57	1,179	4,644	323	193	5,160

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TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, at the Port of Vancouver, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals
Australian	28	32	8	2	2	1	7	17	16	113
Chinese	1	11	3	6	11	.....	4	15	3	54
German .....	.....	1	.....	.....	.....	.....	.....	.....	2	3
English	8	26	.....	5	7	1	1	11	10	69
Welsh .....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Scotch .....	.....	14	.....	1	.....	.....	.....	1	1	17
Irish	1	.....	.....	3	.....	.....	2	7	6	19
Japanese	163	80	4	5	3	2	1	49	66	373
New Zealand	3	1	1	1	.....	.....	.....	2	.....	8
Russian, N.E.S. ....	.....	3	.....	.....	.....	.....	.....	.....	.....	3
Norwegian .....	.....	3	.....	.....	.....	.....	.....	.....	.....	3
Armenians .....	.....	4	.....	.....	.....	.....	.....	.....	.....	4
U.S.A. Citizens	1	3	.....	2	.....	.....	.....	.....	.....	6
India	191	546	238	218	328	33	10	44	1,608
Totals	396	724	254	243	352	37	15	113	148	2,282

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at the Port of Vancouver, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

—	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists	34	276	2	3	.....	.....	.....	24	17	356
General labourers.....	197	319	241	219	334	33	1	14	41	1,399
Mechanics.....	9	21	1	2	1	1	.....	11	9	55
Clerks.....	48	20	5	9	14	2	4	30	51	183
Miners.....	3	6	.....	.....	2	.....	8	3	7	29
Female servants.....	14	.....	1	3	.....	.....	.....	.....	2	20
Not classed	91	82	4	7	1	1	2	31	21	240
Totals.....	396	724	254	243	352	37	15	113	148	2,282
Maritime Provinces.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quebec .....	.....	.....	.....	.....	.....	.....	.....	1	2	3
Ontario .....	.....	3	.....	9	.....	.....	1	3	.....	16
Manitoba	2	6	.....	2	2	.....	.....	.....	.....	12
Saskatchewan.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Alberta	1	.....	1	1	.....	.....	.....	2	.....	6
British Columbia.....	393	715	253	231	350	36	14	107	146	2,245
Yukon
Totals	396	724	254	243	352	37	15	113	148	2,282

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant Arrivals for
ending March

Nationality.	SEX.				TRADE OR								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
Australian	36	28	49	113	7	.....	3	8	.....	.....	6	4	4
Chinese	33	7	14	54	1	.....	.....	2	.....	.....	.....	.....	.....
German	1	2	.....	3	.....	.....	.....	.....	.....	.....	1	.....	.....
English	46	18	5	69	7	2	1	6	.....	.....	12	3	3
Welsh	2	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....
Scotch	14	3	.....	17	2	1	.....	1	.....	.....	6	.....	.....
Irish	10	8	1	19	1	.....	.....	1	1	1	1	.....	.....
Japanese	321	48	4	373	90	10	.....	33	.....	.....	10	1	.....
New Zealand	6	2	.....	8	1	1	.....	.....	.....	.....	3	.....	.....
Russian, N.E.S..	3	.....	.....	3	3	.....	.....	.....	.....	.....	.....	.....	.....
Norwegian . . . . .	.....	2	1	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Armenians	4	.....	.....	4	4	.....	.....	.....	.....	.....	.....	.....	.....
U.S.A. Citizens.	2	2	2	6	1	1
India	1,608	1,608	222	1,344
Totals	2,086	120	76	2,282	338	14	4	1,397	1	1	40	8	7

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V.

Canada at the Port of Vancouver for the Fractional Fiscal Year 1906-7 (9 months, 31, 1907).

OCCUPATION.										DESTINATION.									
Clerks, Traders, &c.			{Miners.			Female Servants.			Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.	Males.	Females.									Children.
10	4	8	3	4	6	2	2	14	28				1	2		3	107		
26	4	10					4	3	4				1	6	1		46		
								2					2				1		
12	3	1	5			1	4	9						3	7		1	58	
			1															2	
			3					2										15	
2	1		3	2		3	2	1						3				16	
82	9					14	106	14	4									373	
2								1							1		2	5	
																		3	
								2	1									3	
																		4	
								2	2					2				4	
9							33											1,608	
143	21	19	17	6	6	20	151	50	39				3	16	12		6	2,245	

PORT OF VICTORIA.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907), there arrived at the Port of Victoria 4,727 passengers, of whom 144 travelled saloon and 4,583 steerage. Of the saloon passengers 82 were destined to Canada and 62 to the United States. Of the steerage passengers 2,912 were for Canada and 1,671 for the United States. Included in the steerage passengers for Canada were 595 returned Canadians and 24 tourists, leaving the immigration proper at 2,293 souls, an increase over the corresponding nine months of the previous fiscal year of 2,025 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Victoria for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian.....	2	2	2	6	1	..	1	2	3	2	3	8
Chinese.....	1	2	..	3	..	..	..	..	1	2	..	3
German.....	1	1	..	2	..	..	..	..	1	1	..	2
English.....	17	16	4	37	4	..	..	4	21	16	4	41
Scotch.....	2	1	..	3	1	..	..	1	3	1	..	4
Irish.....	2	1	..	3	..	..	..	..	2	1	..	3
Japanese.....	4	..	..	4	9	3	..	12	13	3	..	16
New Zealand.....	1	..	..	1	..	..	..	..	1	..	..	1
Russian.....	4	..	..	4	..	..	..	..	4	..	..	4
U.S.A. Citizens.....	..	..	..	..	26	16	..	42	26	16	..	42
India.....	..	..	..	..	1	..	..	1	1	..	..	1
Canadians.....	4	2	1	7	4	2	1	7
Tourists.....	8	4	..	12	8	4	..	12
Totals.....	46	29	7	82	42	19	1	62	88	48	8	144

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TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Victoria for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South.....					1		5	6	1		5	6
Australian.....	3	2	2	7	64	20	28	112	67	22	30	119
Austrian.....	4	1		5	17	1	3	21	21	2	3	26
Bulgarian.....	1			1					1			1
Chinese.....	14	2	6	22					14	2	6	22
French.....					1	1	1	3	1	1	1	3
German.....	1			1		2		2				
English.....	11	4	2	17	76	24	4	104	87	28	6	121
Welsh.....					3			3	3			3
Scotch.....	3	1		4	57	3		60	60	4		64
Irish.....	2			2	25	3		28	27	3		30
Greek.....	3			3	2			2	5			5
Italian.....	5			5	14	1		15	19	1		20
Japanese.....	1,442	194	30	1,666	885	88	17	990	2,327	282	47	2,656
New Zealand.....	2	2		4	20	6	4	30	22	8	4	34
Russian, N.E.S.....	40	1	2	43	7			7	47	1	2	50
Finns.....					1			1	1			1
Spanish.....	1			1					1			1
Swiss.....	1			1	2			2	3			3
Danish.....					2			2	2			2
Swedish.....					1		1	2	1		1	2
Norwegian.....	1			1	3	4	1	8	4	4	1	9
Turks.....	3			3					3			3
Syrians.....					2	1		3	2	1		3
U.S.A. Citizens.....	5			5	82	23	19	124	87	23	19	129
India.....	502			502	6			6	508			508
Total Immigration...	2,044	267	42	2,293	1,278	177	83	1,538	3,322	384	125	3,831
Returned Canadians...	573	12	10	595					573	12	10	595
Tourists.....	19	3	2	24	97	23	13	133	116	26	15	157
Totals ..	2,636	222	54	2,912	1,375	200	96	1,671	4,011	422	150	4,583

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TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, at the Port of Victoria,
for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	July.	Aug.	Sept	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Australian	1						1		5	7
Austrian		2	3							5
Bulgarian				1						1
Chinese		3	1	5	4	2	2	5		22
German				1						1
English	5		6			2		2	2	17
Scotch	2		1				1			4
Irish	1					1				2
Greek			1	1			1			3
Italian							5			5
Japanese	180	177	155	286	210	173	164	132	189	1,666
New Zealand	2			2						4
Russian, N.E.S.		9	13	3		9	3	2	4	43
Spanish		1								1
Swiss									1	1
Norwegian	1									1
Turks		1	1			1				3
U.S.A. Citizens	3			1		1				5
India	3	40	27	22	383		21		6	502
Totals	198	233	208	322	597	189	198	141	207	2,293

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at the Port of Victoria, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals
Agriculturists.....	30	57	41	105	56	22	51	38	28	428
General labourers.....	41	43	51	43	388	44	38	10	54	712
Mechanics.....	15	14	5	9	4	15	6	1	2	71
Clerks ..	42	63	67	77	63	39	26	43	58	478
Miners.....	1			1		6				8
Female servants.....	2	7			1			2		12
Not classed.....	67	49	44	87	85	63	77	47	65	584
Totals.....	198	233	208	322	597	189	198	141	207	2,293
Maritime Provinces										
Quebec ..										
Ontario.....			2							2
Manitoba.....										
Saskatchewan.....										
Alberta.....			1							1
British Columbia.....	198	233	205	322	597	189	198	141	207	2,290
Yukon.....										
Totals.....	198	233	208	322	597	189	198	141	207	2,293

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for Canada at March

Nationality.	SEX.				TRADE OR								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
Australian.....	3	2	2	7	.....	.....	.....	.....	.....	.....	1	.....	.....
Austrian.....	4	1	.....	5	.....	.....	.....	3	.....	.....	.....	.....	.....
Bulgarian.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chinese.....	14	2	6	22	2	.....	.....	2	.....	.....	.....	.....	.....
German.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....
English.....	11	4	2	17	1	.....	.....	2	.....	.....	5	1	1
Scotch.....	3	1	.....	4	.....	.....	.....	1	.....	.....	1	.....	.....
Irish.....	2	.....	.....	2	.....	.....	.....	.....	.....	.....	1	.....	.....
Greek.....	3	.....	.....	3	.....	.....	.....	.....	.....	.....	2	.....	.....
Italian.....	5	.....	.....	5	.....	.....	.....	4	.....	.....	.....	.....	.....
Japanese.....	1,442	194	30	1,666	353	21	2	207	15	6	36	4	.....
New Zealand.....	2	2	.....	4	.....	.....	.....	1	.....	.....	.....	.....	.....
Russian.....	40	1	2	43	15	.....	.....	5	.....	.....	13	.....	2
Spanish.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Swiss.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norwegian.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....
Turks.....	3	.....	.....	3	1	.....	.....	.....	.....	.....	2	.....	.....
U.S.A. Citizens.....	5	5	1	2
India.....	502	502	32	464
Totals.....	2,044	207	42	2,293	405	21	2	691	15	6	63	5	3

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V.

the Port of Victoria, for the Fractional Fiscal Year 1906-7 (9 months, ending 31, 1907).

OCCUPATION.										DESTINATION.									
Clerks, Traders, &c.			Miners.			Female servants.	Not classed.												
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.	Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.		
1	1	1					1	1	1								7		
1								1									5		
6	1	2					4	1	4								1		
3	2	1															22		
1						1											1		
1						1											17		
			1														4		
																	2		
1																	3		
409	37	4	5			9	432	108	18						1	1,665	5		
2			1			1		1									4		
1							5	1				1					42		
							1										1		
																	1		
1												1					2		
3			1														5		
							3										502		
429	41	8	8			12	448	113	23			2			1	2,290			

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UNITED STATES PORTS.

For the fractional fiscal year 1906-7 (9 months, ending March 31, 1907), there arrived in Canada, via ports in the United States 13,459 passengers, of whom 248 travelled saloon and 13,211 steerage. Included in the steerage passengers were 142 returned Canadians and 18 tourists, leaving the immigration proper at 13,051 souls, an increase over the corresponding nine months of the previous fiscal year of 6,739 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants, and Tables IV. and V. give summaries of the information obtained from immigrants upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers for Canada via Ports in the United States for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.			
	Males.	Females.	Children.	Totals.
German.....		1		1
English.....	52	25	2	79
Scotch.....	5	1		6
Irish.....		4	1	5
Jamaican.....	2			2
Swiss.....		1		1
Canadians.....	77	69	8	154
Totals.....	136	101	11	248

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TABLE II.

NATIONALITY and Sex of Steerage Passengers, for Canada, via Ports in the United States, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	CANADA.			
	Males.	Females.	Children.	Totals.
African, South	1	2	2	5
Australian	4	2	1	7
Austrian, N.E.S.	293	37	9	339
Bohemian	15	9	6	30
Buckowinian	1			1
Croatian	134	8	4	146
Dalmatian	44			44
Galician	3	4	6	13
Hungarian, N.E.S.	138	20	22	180
Magyar	241	57	44	342
Ruthenian	248	33	22	303
Slovak	116	14	12	142
Belgian	49	16	6	71
Bulgarian	121			121
Dutch	32	9	5	46
French	148	86	40	274
German, N.E.S.	284	185	220	689
Prussian	1	1		2
English	1,290	488	652	2,430
Welsh	14	4	1	19
Scotch	206	93	25	324
Irish	110	72	13	195
West Indian	8	3	3	14
Jamaican	1	3		4
Greek	212	7	12	231
Hebrew, N.E.S.	45	17	14	76
" Russian	364	327	364	1,055
" Austrian	23	18	17	58
" German	2			2
Italian	3,355	346	275	3,976
Poles, N.E.S.	10	3	1	14
" Austrian	254	51	35	340
" German	10	2	7	19
" Russian	83	12	3	103
Roumanian	177	23	28	228
Russian, N.E.S.	284	116	136	536
Finn	46	13	4	63
Spanish	7	2	4	13
Swiss	15	4	1	20
Servian	1			1
Danish	24	14	9	47
Swedish	81	37	13	131
Norwegian	84	28	20	132
Turks	155	15	8	178
Armenians	32	1		33
Syrians	28	15	6	49
U.S.A. Citizens	3			3
Negro	1	1		2
Total Immigration	8,798	2,198	2,055	13,051
Returned Canadians	96	37	9	142
Tourists	11	6	1	18
Totals	8,905	2,241	2,065	13,211

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TABLE III.

MONTHLY arrivals of Immigrants for Canada, by Nationalities, via Ports in the United States, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

Nationality.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals
African, South.....	1	1						3		5
Australian.....		4	1	1		1				7
Austrian, N.E.S.....	1	9	5	6				3	315	339
Bohemian.....	3	8	2	5	4	7			1	30
Buckowinian.....		1								1
Croatian.....	14	9	25	18	19	7	7	10	37	146
Dalmatian.....	3	4	2	4	5	2		23	1	44
Galician.....		3				9			1	13
Hungarian.....	3	5		1	22		1		148	180
Magyar.....	15	26	46	42	42	38	22	74	37	342
Rutheuan.....	11	13	29	21	33	76	23	35	62	303
Slovak.....	13		10	11	21	13	11	17	46	142
Belgian.....	1	1	1	6	4	7	8	11	32	71
Bulgarian.....	1	11	1	8	44	29	3	4	20	121
Dutch.....	3	1		2	4	3	11	14	8	46
French.....	22	30	31	55	21	10	19	16	70	274
German, N.E.S.....	72	24	93	110	95	129	72	25	69	689
Prussian.....	2									2
English.....	64	54	61	50	69	324	150	174	1,484	2,430
Welsh.....		2	1		1	2		4	9	19
Scotch.....	30	19	14	13	21	30	16	40	141	324
Irish.....	13	15	18	10	6	20	22	19	72	195
West Indian.....	5	1	6	1		1				14
Jamaican.....			4							4
Greek.....	20	29	22	50	66	8	13	4	19	231
Hebrew, N.E.S.....	2	3	2	1	5	6	20	10	27	76
" Russian.....	69	126	71	65	134	226	147	128	89	1,055
" Austrian.....	4	5	7	6	12	6	5	10	3	58
" German.....					2					2
Italian.....	241	316	302	314	233	287	156	379	1,748	3,976
Poles, N.E.S.....		2		1		2		8	1	14
" Austrian.....	27	20	25	29	55	68	29	34	53	340
" German.....	12			1	1			1	4	19
" Russian.....	8	10	7	9	15	23	14	8	9	103
Roumanian.....	28	9	3	11	22	38	22	75	20	228
Russian, N.E.S.....	13	28	11	6	73	102	54	32	217	536
Finns.....	5	4	4	11	5	12	2	7	13	63
Spanish.....	5	7		1						13
Swiss.....	4			3	1		1	2	9	20
Servian.....				1						1
Danish.....	1	1	3	10	11	3	1	1	16	47
Swedish.....	13	12	14	19	22	12	5	8	26	131
Norwegian.....	8	19	18	8	16	14	14	13	22	132
Turks.....	4	28	19	13	23	40	17		34	178
Armenians.....	4		9		5	4	5	6		33
Svrians.....	14	1	2	5	15	4	7		1	49
U.S.A. Citizens.....						1		2		3
Negro.....	1								1	2
Totals.....	760	861	869	928	1,127	1,564	877	1,200	4,865	13,051

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, via Ports in the United States, for the Fractional Fiscal Year 1906-7 (9 months, ending March 31, 1907).

	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists.....	55	21	59	42	106	110	47	70	799	1,309
General labourers.....	411	497	450	529	620	793	395	744	2,486	6,925
Mechanics.....	96	92	101	71	151	262	163	300	604	1,740
Clerks.....	40	49	29	33	47	56	75	52	190	571
Miners.....	4	10	12	6	29	12	2	8	26	100
Female servants.....	29	44	42	51	67	116	59	39	182	629
Not classed.....	125	148	176	196	116	215	136	87	578	1,777
Totals.....	760	861	869	928	1,127	1,564	877	1,200	4,865	13,051
Maritime Provinces.....	25	35	31	28	34	42	2	21	66	284
Quebec.....	188	208	214	183	267	296	242	300	1,135	3,033
Ontario.....	328	404	322	389	442	730	385	504	2,599	6,103
Manitoba.....	91	63	128	102	152	280	89	157	512	1,574
Saskatchewan.....	31	42	36	87	65	89	67	29	54	500
Alberta.....	19	31	24	31	76	58	28	23	126	416
British Columbia.....	73	78	114	108	90	69	64	166	368	1,130
Yukon.....	5				1				5	11
Totals.....	760	861	869	928	1,127	1,564	877	1,200	4,865	13,051

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TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for Canada,
March

Nationality.	SEX.				TRADE OR								
	Males.	Females.	Children.	Totals.	Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
					Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
African, South.....	1	2	2	5	.....	.....	.....	.....	.....	.....	.....	.....	.....
Australian.....	4	2	1	7	.....	.....	.....	.....	.....	.....	.....	.....	.....
Austrian, N.E.S.....	293	37	9	339	114	3	4	163	4	.....	7	2	.....
Bohemian.....	15	9	6	30	1	1	.....	11	1	1	2	1	.....
Buckowinian.....	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....
Croatian.....	134	8	4	146	36	.....	.....	88	2	.....	1	1	1
Dalmatian.....	44	.....	.....	44	.....	.....	.....	44	.....	.....	.....	.....	.....
Galician.....	3	4	6	13	.....	.....	.....	2	1	.....	.....	.....	.....
Hungarian, N.E.S.....	138	20	22	180	93	2	2	37	7	16	6	.....	.....
Magyar.....	241	57	44	342	11	1	.....	220	21	16	8	2	3
Ruthenian.....	248	33	22	303	12	.....	.....	230	18	18	5	.....	.....
Slovak.....	116	14	12	142	2	.....	.....	111	1	2	2	.....	.....
Belgian.....	49	16	6	71	6	3	1	22	5	2	15	2	2
Bulgarian.....	121	.....	.....	121	33	.....	.....	86	.....	.....	2	.....	.....
Dutch.....	32	9	5	46	12	2	1	10	.....	.....	5	3	.....
French.....	148	86	40	274	24	4	3	25	4	1	13	3	7
German, N.E.S.....	284	185	220	689	53	33	59	124	43	87	59	7	3
Prussian.....	1	1	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....
English.....	1,290	488	652	2,430	247	25	44	350	77	137	408	109	138
Welsh.....	14	4	1	19	1	.....	.....	2	.....	.....	4	.....	.....
Scotch.....	206	93	25	324	29	2	.....	33	1	1	84	14	7
Irish.....	110	72	13	195	18	4	1	20	2	9	21	4	.....
West Indian.....	8	3	3	14	.....	.....	.....	.....	.....	.....	3	.....	.....
Jamaican.....	1	3	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greek.....	212	7	12	231	4	.....	.....	191	2	4	9	1	3
Hebrew, N.E.S.....	45	17	14	76	1	.....	.....	11	.....	.....	22	5	9
" Russian.....	364	327	364	1,055	16	6	12	96	25	48	196	104	70
" Austrian.....	23	18	17	58	.....	1	1	14	2	2	1	4	.....
" German.....	2	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Italian.....	3,355	346	275	3,976	176	5	9	2,963	161	178	165	19	10
Poles, N.E.S.....	10	3	1	14	.....	.....	.....	8	.....	1	2	1	.....
" Austrian.....	254	51	35	340	1	.....	.....	232	15	20	19	4	1
" German.....	10	2	7	19	2	1	7	8	.....	.....	.....	.....	.....
" Russian.....	83	12	8	103	2	.....	.....	63	.....	.....	12	1	.....
Roumanian.....	177	23	28	228	18	2	10	157	7	15	.....	.....	.....
Russian, N.E.S.....	284	116	136	536	52	13	34	179	29	55	34	21	9
Finn.....	46	13	4	63	1	.....	.....	41	1	2	4	3	.....
Spanish.....	7	2	4	13	.....	.....	.....	2	1	4	.....	.....	.....
Swiss.....	15	4	1	20	4	.....	.....	3	.....	.....	1	.....	.....
Servian.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Danish.....	24	14	9	47	2	.....	.....	15	2	3	5	1	.....
Swedish.....	81	37	13	131	3	.....	.....	58	5	5	12	.....	.....
Norwegian.....	84	28	20	132	8	1	.....	57	.....	.....	14	2	.....
Turks.....	155	15	8	178	28	.....	.....	114	5	5	7	1	.....
Armenians.....	32	1	.....	33	4	.....	.....	20	.....	.....	7	1	.....
Syrians.....	28	15	6	49	.....	.....	.....	22	9	6	5	1	.....
U.S.A. Citizens.....	3	.....	.....	3	1	.....	.....	2	.....	.....	.....	.....	.....
Negro.....	1	1	2
Totals.....	8,798	2,198	2,055	13,051	1,015	106	188	5,836	451	638	1,160	317	263

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V.

via Ports in the United States for the Fractional Fiscal Year 1906-7 (9 months, ending 31, 1907).

OCCUPATION.									DESTINATION.								
Clerks, Trad- ers, &c.			Miners.			Female Servants.	Not classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
1	1	1				1	1	1	2	1		4					
6	2	1				18	1	2	4	12	165	47	93	10	4	1	
			1	1	1	3		2	4	13	2	3	1	5	6		
						3	9	12	3	2	1	4	18	2	2	7	
						1	1	2	6	1	111	33	4			6	
			2	1		5		5	4	16	11	85	26	19	16	7	
1			1			15		12	25	86	7	129	64	37	16	3	
			1			10		5	4	6	69	103	105	11	4	5	
			1			8		5	10	3	1	35	18		44	40	1
2			1			2	3	4	1		26	7	19	4	7	8	
											2	119					
3	1						2	3	4		4	8	26	8			
19	4	2				5	67	66	27	5	172	37	24	17	14	5	
29	3	10	3	1	2	36	16	62	59	4	65	115	262	184	46	12	1
						1							2				
176	32	11	23	3	6	147	86	98	316	8	364	1,605	208	32	77	129	7
4	1	1	2			3	1				5	7			1	4	
33	6	1	6	1		39	21	39	16	8	59	167	47	6	4	31	2
32	8	3	2			40	17	14		2	43	106	15	2	16	11	
1							4	3	3	6		8					
1						3					3	1					
6						2	2	2	5	2	136	80	2			11	
11	3					7		2	5		36	28	11		1		
46	16	27				57	10	119	207	12	317	550	137	18	18	3	
7	2	1				3	1	6	13		13	41	4				
2												2					
13	1		28	2		82	10	76	78	39	1,070	2,019	62	5	83	698	
						2					3	8	3				
			1			19	1	13	14	23	101	73	119	2	20	2	
						1				1		6	12				
3			1			5	2	6	8		38	53	7		1	4	
2						12		2	3	1	139	46	21	21			
11	2	1	1			28	7	23	37	13	99	131	187	72	13	21	
						8		1	2		2	50	3			8	
3						1	2				8	5					
4						2	3	2	1		5	7	3	2		3	
1											1						
2						8		3	6		3	11	22	9	1	1	
2			6			27		5	8		6	45	28	14	7	31	
1	1					13	4	11	20	3	5	21	13	20	12	58	
4	1					7	2	1	3	2	26	142				8	
1								1			1	32					
1						4		1		15	17	16				1	
											1	2					
						1	1				1	1					
428	84	59	82	9	9	629	277	602	898	284	3,033	6,103	1,574	500	416	1,130	11

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The volume of work at headquarters has not shown any diminution. In the nine months ending March 31, 1906, 90,557 attachments were made to our files; during the similar period covered by this report the number of attachments was 102,956, and during this same period 226,358 requests for information, direct and indirect, were attended to, and 2,957,027 pamphlets, &c., were sent out.

The following is a statement showing immigration literature ordered during the nine months referred to:—

Gaelic pamphlet..	10,000
The Canadian West..	1,500
Symposium of Ideas and Prophecies..	1,500
The Canadian West..	100,000
Reliable Information..	2,000
Western Canada a land of Unequalled Opportunities.. . .	2,000
Western Canada a land of Unprecedented Progress.. . . .	2,000
Great Growth of Western Canada..	2,000
Book of Lectures..	200
The Story of Western Canada Crop..	300,000
Farm and Ranch Review..	5,000
Canadian Year Book..	5,000
Prince Edward Island pamphlet..	30,000
Immigration Act..	40,000
Canada in a Nutshell..	100,000
Home Building in Canada..	115,000
Classes wanted in Canada..	50,000
Land Regulations..	50,000
Canada wants Domestic Servants..	50,000
A Travers le Canada..	20,000
Illustrated Pamphlet of Winnipeg..	1,000
Everyman's Geology of Three Prairie Provinces of the Canadian West..	5,000
Eastern Townships..	30,000
Reduced rates for Settlers..	100,000
How to Succeed in Canada..	200,000
Canada Work, Wages and Land (English)..	200,000
“ “ (Danish)..	20,000
“ “ (Norwegian)..	20,000
“ “ (Finnish)..	20,000
“ “ (German)..	20,000
“ “ (Swedish)..	20,000
“ “ (French)..	20,000
“ “ (Belgian)..	20,000
Canada the Land of Opportunity (English)..	200,000
“ “ (Swedish)..	50,000
“ “ (Norwegian)..	50,000
“ “ (Finnish)..	50,000
“ “ (Danish)..	50,000
“ “ (Flemish)..	50,000
“ “ (French)..	50,000
Western Canada..	500
Climate of Canada..	500
Western Canada Early Days..	500
Western Canada Crop Prospects..	500
What Canada Possesses..	500
Letters from Successful Settlers (French)..	20,000

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Hangers..	50,000
Facts for Settlers..	100,000
Last Best West..	375,000

Maps.

School Map of Canada (English)..	30,000
School Map of Canada (French)..	5,000
Battleford Map..	10,500
Where and How. Folder Map..	100,000
Manitoba, Saskatchewan and Alberta Map..	11,000
Small Dominion of Canada Map..	5,000

Newspapers.

'Alberta German Herald'..	10,000
'Morning Chronicle,' Halifax..	15,000
'Le Courier de l'Ouest'..	10,000
'Saskatoon Phoenix'..	10,000
Hungarian paper, Winnipeg..	15,000
Polish paper, Winnipeg..	10,000
German paper, Battleford..	25,000
'The Canada' (Swedish Weekly)..	18,000
'Der Nordwesten' (German)..	36,000
'Logberg' (Icelandic)..	36,000
'Outdoor Canada'..	450
'Canadian Life and Resources'..	4,500
'Danebrog' (Danish)..	9,000
'Canada,' London, England..	18,750
'Christmas Globe'..	200

There has been an extraordinary demand in recent years for farm help in the province of Ontario, and in order to assist as far as possible in meeting this demand the plan will be tried this year of employing agents on commission. We have in view somewhere in the neighbourhood of 200 men, residing in agricultural centres in this province, who will, I think, be found willing and able to render valuable assistance in the distribution of immigrants of the farm labourer class. A wide distribution of the help coming in will thus be insured and the expense to the department will be very moderate, as we will only pay for work actually done.

The operations of the department for the fractional fiscal year in the United States are reported on by the Inspector of Agencies, Mr. White, and the medical service is dealt with in Dr. Bryce's report.

I have received a report from The Women's National Immigration Society, 87 Osborne Street, Montreal, showing that during the nine months ending the 31st ultimo 393 immigrants passed through the home maintained by this society at the above address, and the secretary states that the class of women arriving was most satisfactory and that all are doing well.

The Ottawa Valley Immigration Aid Society, which receives some financial assistance from the department, has continued to do good work during the year, the society's register showing an average of something over 200 visitors per month, and a large distribution of advertising matter. From the annual report I learn that the society arranged for ten lectures and directed the placing of 661 settlers, 350 in New Ontario, 190 in New Quebec, and 121 in the western provinces.

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The active and useful work carried on for a number of years by the Quebec and Lake St. John Repatriation and Colonization Society of the province of Quebec has now been taken over by our department, and the secretary and some other members of the staff of the society have become employees of the department. Offices in connection with this special work are now maintained in Quebec and in Biddeford, Maine, and the arrangement is, I think, likely to be productive of good results.

Your obedient servant,

W. D. SCOTT,
Superintendent of Immigration.

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OPERATIONS IN EUROPE.

No. 1.

REPORT OF THE HIGH COMMISSIONER.

OFFICE OF THE HIGH COMMISSIONER FOR CANADA,

17 VICTORIA STREET, LONDON, S.W., August 3, 1907.

The Honourable
The Minister of the Interior,
Ottawa.

SIR,—I have the honour to transmit, herewith, the reports of the agents of your department in Europe on emigration matters for the year ended March 31, 1907.

At the present time these representatives are: Mr. J. Bruce Walker, Assistant Superintendent of Emigration, 11-12 Charing Cross, London, S.W.; Mr. A. F. Jury, Old Castle Buildings, Preeson's Row, Liverpool; Mr. G. H. Mitchell, 139 Corporation Street, Birmingham; Mr. John Webster, 35 and 37 St. Enoch Square, Glasgow; Mr. Edward O'Kelly, 17-19 Victoria Street, Belfast; Mr. H. M. Murray, 81 Queen Street, Exeter; Mr. L. Burnett, 16 Parliament Street, York, and Mr. John McLennan, 26 Guild Street, Aberdeen; Mr. Paul Wiallard, Paris, and Mr. Treau de Cœli, Antwerp.

During the year the agency at Cardiff was closed, and new offices opened at Exeter, York and Aberdeen, Mr. Murray being transferred from Cardiff to Exeter, and Messrs. Burnett and McLennan, who were appointed during the year under review, respectively taking charge of the two latter.

Two important matters which engaged my attention during the year were the question of fraudulent attempts to induce persons to proceed to Canada, and the emigration to the Dominion of persons to whom the provisions of the Immigration Act, which prohibits the landing of certain classes of immigrants, would apply.

The former was a matter which had arisen out of the trouble created by the action of certain interested persons in introducing English printers into Winnipeg during the progress of a strike, and it formed the subject of a visit to this country by Mr. Mackenzie King, the Deputy Minister of Labour. I had an opportunity of fully discussing it with the president of the Board of Trade, and in the end a satisfactory clause was inserted in the Merchant Shipping Act Amendment Bill, then before the Imperial parliament, which passed into law during last session, which makes it an offence, liable to a fine not exceeding £50, or to imprisonment, to induce or attempt to induce any person to emigrate, or to engage a steerage passage, under false pretences.

During the interviews which I had with the president of the Board of Trade, I laid fully before him the objections of the Canadian government to the emigration of persons whose landing in Canada is prohibited, in the hope that provisions might also be included in the merchant shipping legislation referred to above, with the object of meeting the views of your department in the matter.

One of the points I presented was that some measures ought to be taken in the United Kingdom to prevent the embarkation of undesirable emigrants, in order to avoid unnecessary hardship and expense to such emigrants, having in view the fact that the Canadian government had provided itself with powers to deport undesirables, and was determined to enforce them. At present the only statutory powers possessed by the Board of Trade are in regard to the inspection at the port of departure of all steerage passengers about to proceed in an emigrant ship, 'so as to see that none of them appear to be by reason of any bodily or mental disease unfit to proceed or likely

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to endanger the health or safety of the other persons about to proceed in the ship.' This provision, it is held, has reference only to the voyage of the ship, and is only intended to secure that no person is allowed to go on board who is likely, during the voyage, to be a danger to himself or to others.

Mr. Lloyd George gave a very sympathetic hearing to my representations, and assured me that the matter would receive every attention both by himself personally and by his department. Ultimately, however, it was found that the question could not be satisfactorily dealt with in the bill already mentioned, at so late a stage of its progress through parliament.

At the present time no effective means of meeting the views of the Canadian government are available, but I shall continue to watch the matter closely, and shall lose no opportunity of impressing its importance upon the Imperial authorities, with the view of obtaining, if possible, the adoption of provisions to secure the exercise by medical officers at ports of embarkation of a full measure of discretion in rejecting undesirables.

Another serious matter to which I have drawn the attention of the Imperial authorities is that magistrates and others have repeatedly deferred passing judgment on transgressors against the law, on the condition of their being sent to Canada.

I have, from time to time, had direct correspondence with recorders, chairmen of sessions, and others, whenever a particular case of the kind came under my notice, formally and emphatically condemning such action. Attention has also been widely drawn to the views of your department on the matter in the press of this country, and I hoped, as a consequence, no further causes of complaint would arise.

In view, however, of the two further cases which you recently brought to my attention, I felt compelled to make official representations to His Majesty's government on the subject. These negotiations are still pending, but I hope they may lead to steps being taken which will put a stop altogether to countenance being given by magistrates and others concerned to the sending of persons convicted of crime to Canada.

In conclusion, I should wish to state that the emigration work of your department generally on this side may be regarded as in a most satisfactory condition. Canada, as a land of opportunity, looms larger in the eye of the public than ever, and holds a unique position by reason of her manifold attractions. At the same time I have thought it well, on all occasions, to impress upon the agents of your department, as well as upon those private enterprises which are engaged in obtaining labour in Great Britain for Canada, the desirability of keeping well within the mark, when representing to persons of suitable classes who may contemplate emigrating, the great advantages offered by the Dominion.

I have the honour to be, sir,

Your obedient servant,

STRATHCONA,

High Commissioner.

No. 2.

REPORT OF MR. J. BRUCE WALKER.

ASSISTANT SUPERINTENDENT'S OFFICE,
11 AND 12 CHARING CROSS,
LONDON, S.W., May 14, 1907.

The Right Honourable

LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G.,
High Commissioner for Canada.

MY LORD,—I have the honour to submit herewith the report of the Emigration Branch of the Interior Department for the period ending March 31, 1907, together with the reports of the government agents under this branch throughout the United Kingdom, France and Belgium, for the same period.

The financial period ending in March has shown a most agreeable increase in emigration from the United Kingdom to Canada. This increase has been not only in numbers, but, what is of more importance, in quality, and I feel sure that the advent of so many suitable immigrants must be of distinct advantage to the Dominion of Canada.

The visit of the Minister of the Interior last summer, and the close personal inquiry he made into the entire organization from its main principles to its details has resulted most satisfactorily. In consequence of his visit a re-organization and extension of the work of the emigration propaganda has taken place in England, Scotland and Ireland. After consultation with the minister I was instructed to remove the office hitherto existing in Cardiff to Exeter, to remove the office hitherto existing in Dublin to Belfast, to open a new office at York, and to open a new office at Aberdeen. My instructions also were that in the case of the new offices, as well as the existing ones, efforts should be made to obtain premises on the ground floor, with an attractive street front, so that the qualities and characteristics of Canada should be readily advertised. The result of this policy of the minister is abundantly manifested in the vast additions to the number and quality of emigrants leaving these shores this season for Canada. The office windows have been made most attractive and distinctly Canadian, and have been not only the centre of much observation on the part of the public of the respective communities, but have received wide-spread notices from the entire press of the country.

In addition to the amplification of a propaganda in this direction, a system of judicious advertising, particularly in the rural press, has been engaged in. The general policy in this regard has been to avoid the large metropolitan and large provincial city newspapers, and to reach the agricultural classes more directly through the medium of the country weekly, semi-weekly or tri-weekly. In this manner it has been possible to bring the claims of Canada before an increasingly large number of rural readers, and thus touch a class of most desirable emigrants, and those best calculated to make a success of life in the Dominion.

The arrangement by the Minister and the Superintendent of Immigration at Ottawa for a visit of a corps of specially selected farmer delegates to this country has been most successful. These delegates have aided effectively the work of the permanent agents of the department throughout Great Britain and Ireland. The delegates were selected from different parts of the Dominion, ranging from Nova Scotia to British Columbia. They were not only successful farmers, but had the practical experience of a life time of Canadian farming, and were unusually bright, active and energetic men. They were recognized throughout this country as mission-

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aries of Canadian farming life, redolent of the soil which they cultivate, and full of valuable information from a personal knowledge of the existing conditions and requirements in the land they represent.

The quantity and the quality of emigration to Canada are beginning to attract the attention of the 'Home' authorities in this country, being practically limited only to the means of transportation. The agencies to which I have alluded above are largely responsible for the great increase, and I feel that the only barrier to a still further increase in numbers is the painfully apparent insufficiency of steamship accommodation from these islands and from certain parts of the continent to Canada. I venture to think the steamship companies have regarded the situation in this light, as I am pleased to be able to inform your Lordship that the companies now doing business have almost all of them made arrangements for the further extension of their fleets by the purchase and by the building of additional ships, and I sincerely trust that in future years all those who are desirous of settling in our country may be carried comfortably to their desired haven by Canadian bound ships.

Since I have been in charge of the propaganda here, under your Lordship, I have sought to impose a higher standard upon those classes of emigrants over which we have control particularly, and over all emigrants generally. I disapprove strongly of efforts to paint Canada as a 'land flowing with milk and honey,' or a place providing an easy existence for those who are readily tired of work. The greatest attraction of our country is the ready results that follow energy, ambition and determination. I have endeavoured everywhere to impress, and have asked our agents to impress upon the steamship booking agents that the story of Canada and her attractions should be a 'plain unvarnished tale,' and that, in a word, the men whom we want above all others, are the men of ambition and healthy condition; the men of good muscle who are willing to hustle.

I am glad to find the campaign of education carried on for many years by the department here, is bearing good fruit, and that the absurd and antiquated notions that Canada is a place for every 'wastrel' is slowly but surely dying out, and that even amongst the magistracy of the country there are very few who now think of Canada as the 'dernier ressort' of the ne'er-do-weel.

The prospects for the future are extremely bright and encouraging. It is true that in the public press, from time to time, there are letters discounting the advantages of Canada, and taking a gloomy view of the opportunities of the British emigrant. At one time it was considered necessary that official recognition should be made of these communications. That day has passed away. For every letter in the public press condemning the claims of Canada will be found several spontaneous and voluntary efforts advocating the opportunities the Dominion provides for the healthy and determined settler. A comparison between the past and present cannot but be gratifying to those not only in the service of the government, but in the service of the steamship companies who have long laboured to place the advantages of Canada before the public of this country, and there is no small triumph to the efforts of these to compare a paltry 11,000 persons who left England for Canada in 1897 with the 130,000 who will leave these shores for that country during the calendar year of 1907.

I have to thank your Lordship most sincerely, and most cordially, for your extremely warm and personal interest in the Emigration Branch of the Interior Department. I thank you for the ready access I always have to yourself, for the valuable assistance, and for the kindly advice given upon all occasions, and I cannot close this brief report without speaking from my heart of the cordial co-operation of the entire staff of the Emigration Branch, and particularly of the loyal and enthusiastic support I have all along received from the staff of my own immediate office, as well as from the agents throughout the United Kingdom and the continent.

I have the honour to be, my Lord,

Your obedient servant,

J. BRUCE WALKER,

Assistant Superintendent of Emigration.

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No. 3.

REPORT OF A. F. JURY.

OLD CASTLE BUILDINGS,

PREESON'S ROW, LIVERPOOL, April 22, 1907.

J. BRUCE WALKER, Esq.,

Assistant Superintendent of Emigration,

11-12 Charing Cross, London, S.W.

SIR,—In presenting my annual report, I am glad to be able to say that the prediction I made last year in regard to the increase in the numbers going to Canada, has been verified, and that with proper guidance the numbers must go on increasing from year to year.

I am pleased to be able to report the most gratifying results from the loaning of exhibits to steamship agents, and I would respectfully suggest an increase in this branch of our work, by supplying the government agents with exhibits in such quantities as to enable them to comply with the requests of all the steamship agents asking for exhibits, as I think this is the cheapest and best way of bringing the claims of Canada before the British public.

The outside work, as usual, has consisted of visiting steamship agents, lecturing and attending agricultural shows.

I have had the opportunity of meeting large numbers of people at the shows and steamship agents' offices, and the lectures, with a few exceptions, have been better attended than ever.

The work in the office has been very much increased, not only by the larger amount of correspondence, and attending to personal callers, but by having the literature and exhibits stored and distributed from here, and by the increased number of deported that are landed here under most distressing circumstances, and who have to be dealt with by this office, without having the power to expend any money to either relieve their hunger or send them to their destinations.

I would respectfully suggest that the government should induce the steamship companies to return deported emigrants to their homes, or give me power to incur the necessary expense.

This has enormously increased the work of the office, and but for the energetic and intelligent assistance I have received from my chief clerk, Mr. Edwin Macleod, it would have been impossible to have got through the large amount of extra work that has been thrown upon this office by the above mentioned causes.

I have the honour to be, sir,

Your obedient servant,

ALFRED F. JURY.

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No. 4.

REPORT OF JOHN WEBSTER.

CANADIAN GOVERNMENT OFFICE,
35-37 ST. ENOCH SQUARE, GLASGOW, April 11, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I beg to submit my report for the year commencing July 1, 1906, to March 31, 1907.

During the summer season, and in connection with the government office at Dublin, I spent considerable portion of my time visiting fairs, markets, agricultural shows and other places where farmers congregate, there being no better opportunity than these for getting into touch with the agriculturists, and spreading the light regarding Canada. In addition to meeting the farmers, I employ a man for the purpose of distributing literature, of which I always carry a supply. When visiting the various towns in Ireland, I embrace the opportunity for calling upon the local steamship agents, and finding out how they are working, and as far as possible encouraging them to fresh effort. It very frequently happens, that in the small towns these agents are publicans, and I do not think it is from that class that the agents should be selected. The average steamship agent does not sufficiently advertise his company. In fact, very many agencies which I have visited have no indication whatever that they represent a steamship company. I would suggest that the steamship owners make careful revision of their agents.

There is a strong movement in Ireland antagonistic to the emigration of its people. As a result of this movement, I have experienced difficulty in securing admission for our exhibit at some of the shows where in previous years we were welcomed, but in spite of all opposition, it is satisfactory to note from the statistical returns, that the number of people emigrating from Ireland to Canada is steadily on the increase.

I have great faith in lecturing, especially so where the engagement is in a rural district. In addition to lecturing myself, I am always glad to lend the slides to parties making application for them.

The hanging map of the Dominion was in considerable demand, and I am pleased to say I have it in display in very many schools throughout Ireland, a particularly large demand for this map coming from the County Cork.

With the beginning of November I received a notification that you had been promoted to the charge of the London office, and that I had been appointed your successor in Glasgow. I immediately made preparations accordingly, arriving in Glasgow on December 4. I realized the importance of the position, and that I had a hard man to follow, but determined to make things go to the best of my ability.

Very shortly after my arrival, extensive advertisements were arranged for through your office. This, of course, resulted in a large correspondence, which kept myself and staff extremely busy.

With the commencement of January, the office was kept open until 9 p.m. three days per week, thus giving an opportunity to those who could not call during day time.

Early in the new year I was advised regarding the coming of farmers' delegates, so at once set to work preparing itineraries for them. Six of these delegates were placed under my direction, so, what between arranging itineraries for these gentle-

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men, office correspondence, and interviews with callers, I had a big work to attend to. I trust that these delegates' visits to Scotland may have materially helped our work. Four of these delegates have left, their work being concluded, and on each of them I have, in accordance with instructions received, reported to you fully regarding their work.

On instruction from the department, I have visited each steamer leaving the Clyde carrying passengers for Canada, and reported regarding the condition and accommodation of steamers, and number of passengers carried. That there is a large migration this year from Scotland to Canada is evidenced by the fact that the two lines, Allan and Donaldson, are fully booked forward to June 8, and now when emigrants require passages they have to book through the Liverpool sailings.

Official duties kept me so close during February and March, that I found it difficult to comply with your instruction that I should visit the steamship agencies in my district, and report on same. However, towards the end of the latter month I made commencement of this work, and hope shortly to be able to complete report regarding these agents.

I was very glad to receive an assortment of grasses and grains for distribution amongst the steamship agents. The grains received, I have made good use of. It would be a great advantage if we could receive, not only grasses and grains, but also samples of other products, including fruits. These would prove attractive, and help to educate the people regarding the possibilities in Canada.

Your active advertising propaganda this season has certainly had great results in increased correspondence and inquiry.

The increased bonus has, without a doubt, proved a spur towards stimulating steamship agents to fresh effort in the interests of Canada. In some cases the steamship agents were inclined to abuse the liberality of the government, by making claims which should not have been advanced. However, I am doing what I can towards checking this.

The emigration returns from Scotland for the year just concluded, should, both in numbers and quality of emigrant, prove satisfactory to the department.

JOHN WEBSTER,

Canadian Government Agent.

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No. 5.

REPORT OF G. H. MITCHELL.

139 CORPORATION STREET,

BIRMINGHAM, March 30, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I beg to submit my report for the nine months ending March 30, 1907.

In regard to the work itself there is little that can be added to what was written last year; my time has been occupied in attending to correspondence, interviewing callers, visiting steamship agents, arranging for the distribution of pamphlets at agricultural shows and other public gatherings in rural districts, supplying steamship agents with literature, and giving them information concerning Canadian affairs generally and emigration pointers in particular by means of typed sheets of Canadian notes extracted from the newspapers, and in other ways, to all of which matters I have had to give my personal attention.

In September last I received a visit from the Minister of the Interior, who at once decided that the office then occupied at 43 Cannon street, on the second floor, must be changed to a more prominent position, and acting under your instructions, after you had seen various premises about which particulars had been obtained, the offices at the above address were secured and fitted up. Being on the ground floor with a shop front, in the principal business street in Birmingham, the pictures and the display of Canadian products, grains, grasses and fruits, with which the window was fitted at once attracted great attention, and a very large increase in the number of applications for pamphlets and verbal information immediately followed. This window, of course, will be a continual advertisement, the value of which can scarcely be overestimated, as not only will it be always in front of the people of the town, but it will be seen by the hundreds of thousands of visitors from the country who visit Birmingham in the course of a year. There is scarcely a moment during the day in which there is not a number of interested spectators around the place.

The constant attention required in connection with the alteration and fitting up of the new premises and the increase in the office duties has interfered considerably with my outside work during the last three months, but this I hope to be able to take up again regularly within a very short time.

The principal shipping agents report the heaviest bookings in their experience, and the fact that all the Canadian liners have been booked up for weeks in advance, speaks for itself; numbers have elected to go via United States ports rather than wait for vacancies in the steamers sailing direct to the Dominion. The demand for second-class accommodation is some indication of the possession of means among those going out, but the third-class passengers also have been of a fine type as a rule, and many of them are possessed of money too, but prefer to keep it for use in Canada rather than spend it on additional comfort during the short sea voyage.

There has been an unprecedented demand for dollars on the agents who change money, and they have run short notwithstanding the fact that some of them at least had accumulated larger stocks than ever before owing to the quantity sent over by settlers to friends, and brought over by those who came to spend a short holiday. I have come into contact with a greater number of these than ever I met in any previous season. The people here cannot but be impressed with this evidence of prosperity

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in the Dominion; testimony of success has been abundant, complaints of failure few, and this is to an extent the cause of a sprinkling of men going out whom one would advise rather to stop at home; their friends or acquaintances have done well, and they will not be deterred, but in accordance with my instructions I have endeavoured to promote the emigration only of women for domestic work and men for farming or railway construction work, those familiar with such occupations especially, but at any rate of those desiring to learn, and of suitable physical capacity.

In regard to women, there is a keen demand here for competent domestic help, but a good number of young women anxious to better their positions are willing to go out, but have not the means with which to pay their fare. Many first rate farm labourers now engaged upon the land and wishing to emigrate are in a similar position.

This spring I have had the assistance of three of the delegates from the Dominion, Mr. P. M. Robinson, Mr. Spanner and Mr. E. W. Brewster. Itineraries were arranged for them in advance, and a great deal of interest was aroused by their visit, the information and advice their practical and recent experience enabled them to give, were sought by large numbers of people, and the advertising, the newspaper interviews and announcements have been of the highest benefit. The good effects will be felt for a long time, as while a proportion of the people seen were ready to go, others, especially those of substance, have to make preparations. One hears the visit of the 1903 delegates spoken of yet.

I find that there is annually a keener inquiry into the advantages of emigration, but unremitting effort, advertising in fact in as many varied forms as can be devised, will be still necessary to maintain the interest in Canada, the more so as the Australian colonies are becoming greater competitors, and have adopted many of our lines of work, going further indeed by giving assistance, and in the case of Queensland, free passages to agricultural labourers. The steamship agents report a considerable inquiry as the result.

I am,

Your obedient servant,

G. H. MITCHELL.

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No. 6.

REPORT OF JOHN McLENNAN.

26 GUILD STREET, ABERDEEN, April 23, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I have the honour to submit herewith the report of this office for the past year.

I arrived here on February 4, and found a large quantity of mail awaiting disposition, with the office unfinished, and the furniture had not arrived. About the 11th day of the month, however, the office was completed and ready for work. It is well fitted for the purpose, being located in one of the best corners in the city, opposite the station from which all trains come in and depart. It is tastily decorated and presents an attractive appearance, and is much admired by the thousands of people who pass.

The city of Aberdeen occupies a unique place in the north of Scotland, not only on account of it being the leading city, but also the centre to which all the surrounding gravitates.

The wisdom of having the office fixed at this point is evident from the very large number of people who have left here. From 25 to 50 have visited the office every day since opening, and over 1,200 have departed for Canada. My work has been largely that of routine order of answering the correspondence from intending emigrants and booking agents throughout the north of Scotland. I made one trip to the City of Inverness, and delivered a lecture to several companies of volunteers from the Islands of Uist, who were in that city drilling, and I am assured that the results have been very satisfactory by the number who have since booked.

The future outlook is exceedingly hopeful, and the class who are leaving here are very desirable. It is my purpose as soon as time will permit to visit every booking agent in my territory, and also to pay a visit to some of the sections in the western country, where there are no booking agents, and where there is an excellent class of people, if we could reach them, and which I am quite hopeful in some measure to do.

An emigration scheme by a gentleman in the north here, who claimed to represent the state of Georgia in the United States, promised at one time to seriously interfere with our work. He had as a representative in this city a well known citizen, and an officer of the city council. They secured some 500 names, but the scheme has entirely fallen to the ground, and the consequent failure of one scheme casts a reflection upon all others on account of the inability of the large number to properly discriminate. I am informed by booking agents, however, that all available space in boats is filled up for the next six weeks.

I have the honour to be, sir,

Your obedient servant,

JOHN McLENNAN.

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No. 7.

REPORT OF L. BURNETT.

16 PARLIAMENT STREET, YORK, April 1, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I have the honour to submit to you my report for the short period this office has been in operation. I have visited a great number of the booking agents in my district, and found the majority of them very anxious to promote emigration to Canada.

Each one seems to have his own particular way in advertising and making his wants known to the intending emigrants, whom they generally book to some of the large cities, instead of to the country agents, appointed by the government to locate them on farms in Ontario, until they have got experience which they ought to have to make sure success for themselves in the west.

I do not know how this office compares in appearance or the volume of business done for the time it has been in operation, but I think it is doing fairly well, and I intend to do what I can to obtain for Canada the very best class of farm labourers and domestic servants possible.

Your obedient servant,

L. BURNETT.

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No. 8.

REPORT OF H. M. MURRAY.

81 QUEEN STREET, EXETER, March 31, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I beg to report on the work of this agency during the nine months ending March, 1907.

At the direction of the Minister of the Interior and yourself my headquarters were removed from Cardiff, South Wales, to the city of Exeter, where the department has now a very fine office situated on the ground floor in one of the principal streets, with a couple of front windows well adapted for showing the produce of Canada. These windows being lit up at night with coloured electric lights are a great advertisement, causing crowds to assemble, discuss Canadian affairs, and come in to inquire for further information and ask for our pamphlets. The city of Exeter in the county of Devon is the centre of a splendid agricultural district, and already during the two months we have been located here good results have followed from our work. Correspondence is far in excess of that received in Cardiff, averaging as it does about forty letters daily and about the same number of personal callers for information; during the same period about one thousand bonus claims have been received, clearly proving that a good class of agriculturalists are moving from my district to Canada. So far Devon, Gloucester and Somerset are showing the best results, Hereford coming next. Wilts, Cornwall and Dorset are pretty slow, but I hope by next year to show a good return from these counties. The returns from Herefordshire come almost exclusively from the county town, the agents there being good active men are doing very well indeed. The same thing I might say applies to South Wales, as the bookings at Cardiff equal, if they do not outnumber, the whole principality.

I have devoted a part of each week to visiting the booking agents in my district, reports in regard to this work have been sent you weekly. A great number of these men are doing splendid work in the way of bookings for Canada. No doubt the bonus of £1 paid by the department on certain classes has been a great incentive for these gentlemen to work on our behalf. They are now spending more money upon advertising and making a better show at their doors and in their windows. Others, more especially in the small country districts, would like this done for them by the department or the steamship companies whom they represent. I hope in time, however, that when the agents of these small rural districts find an increased return from advertising work they will go more fully into it.

I was glad to have the assistance of Mr. Willans who lectured to large and appreciative audiences at Gloucester, Cheltenham, Bristol, Cardiff, Highbridge, Bridgewater and Exeter, as also Messrs. Aylesworth, Goulden, Beatty, Wilson and McLaughlin, from Prince Edward Island, as farmer delegates. All of these gentlemen have put in some splendid work, with good results. This I have proved by the fact that bonus claims have very shortly after their visit to a certain district been received in considerable numbers, and the booking agents with whom they were placed highly appreciated their services.

The motor wagon with exhibits of Canadian produce did some useful service at a number of agricultural shows in my district. It was a splendid exhibit and showed to many thousands the possibilities of Canada in an attractive and practical manner.

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Our lantern slides have been in active use during the winter. Many local clergymen and laymen have delivered voluntary lectures on the Dominion, thus making known to a wide circle the opportunities offered to desirable settlers.

The correspondence received during the nine months ending March 31 amounted to 2,938 and 3,841 sent. These numbers I am certain will be materially increased during the forthcoming fiscal year.

I was very glad to have had a visit from the minister at the end of last year which gave me an opportunity of personally explaining many of the features of our work.

I desire, sir, to thank yourself personally, as also the members of your staff, for the invariable assistance and advice I have received in regard to the work of emigration in which we are all equally interested.

I am, sir,

Your obedient servant,

H. M. MURRAY,

Agent for South Wales and West of England.

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No. 9.

REPORT OF EDWARD O'KELLY.

CANADIAN GOVERNMENT OFFICES,

17 AND 19 VICTORIA STREET, BELFAST, April 1, 1907.

J. BRUCE WALKER, Esq.,

Assistant Superintendent of Emigration,
London.

SIR,—I beg to present my report for the fiscal year ending March 31, 1907. In consequence of the change in the date of the termination of the year, this report only covers a period of nine months. The number of callers at my office in the time above mentioned, and who registered their names and addresses was 3,569, which shows a proportionate increase over the year 1906 of 1,011.

The number of letters received 2,253, also dealt with proportionately, shows an increase of 1,017 over the year 1906.

The number of letters sent out, mostly containing literature, as well as the information required, was 2,476.

I attended with my stand of specimens of Canadian fruits, grain and grasses, at six show fairs, and found the people even more anxious than in the preceding years to examine the exhibits, hear all I could tell them about Canada, and obtain the pamphlets. The Canada stand has now become well known at show fairs, and is always crowded with people, many of whom informed me that their friends are doing very well in Canada, hence I suppose the ever-increasing interest in the stand.

I may say here that many of our newspapers constantly publish letters to me, from well satisfied settlers in Canada. Our success in inducing the Canadian Pacific Railway Company to call at this port every fortnight has also helped emigration to Canada and proved a profitable undertaking for that company, as we have almost always more people than they can provide accommodation for.

Acting on instructions received from the deputy minister, I visited Canada last October, and spent over two months travelling through the provinces of Ontario, Manitoba, Saskatchewan, and Alberta. I went west from Winnipeg on the Canadian Northern Railway to Edmonton through a district new to me, but which I can now recommend to intending settlers as a splendid agricultural country. During my stay in the west, I visited Old and New Battleford, Fort Saskatchewan, Edmonton, Strathcona, Red Deer, Calgary, Macleod, Lethbridge, Regina, Saskatoon, Prince Albert and Brandon. At all these places evidence of substantial growth and prosperity was apparent to me, and from many settlers who came to see me, having emigrated through this office, I was pleased to hear of nothing but success in the past, and faith in the future. The rapid rise of some of these men, notably in Winnipeg, Edmonton, Calgary, Regina and Saskatoon is marvellous. I attribute the increase in the number of callers at this office at the beginning of the year to some articles which appeared in the newspapers, commenting on my experiences in Canada. After closing the Dublin office in February, and being placed in charge of emigration in Ireland, I made a trip through the Midlands and south of Ireland, making myself acquainted, as far as possible, in the time at my disposal, with the prospects of emigration to Canada. I cannot say I found much encouragement either from conversations I had with the inhabitants, or from answers I had from the steamship booking agents whom I questioned when calling on them and inspecting their offices in Dublin, Sligo, Limerick, Cork, Waterford, Wexford, Kilkenny and Wicklow. As I have known for some time,

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and stated in my last report, the booking agents in many districts are timid about advertising, particularly when they are shopkeepers, which they mostly are, except in the cities.

I forwarded to you my reports on these agencies, and since then I have inspected and reported on the principal steamship agencies in Ulster, making sixty reports in all.

With reference to the new organization formed by the government for the help of the steamship agents, I can only say that the agents so far are not availing themselves, to any extent, of the assistance afforded them. They give many reasons for not doing so, such as 'that the emigrant generally knows where he, or she, as the case may be, intends going to before they call on him.' They also state that numbers book directly to where they have friends doing well. I must say such has not been my experience, but lately the bulk of the callers at this office have been people with more or less capital, and with their minds fixed on the west, they are always pleased to take my advice as to a particular district. I fear the great reason for the agents here not dealing with the employment agents in Canada is that they are keenly alive to the trouble doing so would entail, and they see no money in the scheme for themselves. Added to this, a great number of the rural steamship agents engaged in shopkeeping have their places so crowded with goods they have hardly a place to write in.

The delegates sent to Ireland (the Rev. T. E. Burke, Mr. John Kennedy, Mr. John Fluker, and Mr. Joshua Fletcher), have been fairly successful, Mr. John Kennedy notably so, who had a month's start of the others.

The number of trade inquiries received at this office have been few, and generally referring to the tariff.

Your obedient servant,

EDWARD O'KELLY.

No. 10.

REPORT OF D. TREAU DE COELI.

ANTWERP, BELGIUM,

PLACE DE LA GARE, 23, March 31, 1907.

J. BRUCE WALKER, Esq.,

Assistant Superintendent of Emigration,
London.

SIR,—I have the honour to submit the following report from July 1, 1906, to March 31, 1907.

Authorized by the department, I paid a flying visit to Canada, sailing from Antwerp on July 19, I was back at my office on September 1. During this short space of time I had the pleasure to travel as far as Edmonton, and to visit the new Belgian and French colonies, on the Canadian Northern, namely, Vonda, Howell and Aberdeen, where since a couple of years many a Belgian family has settled, every one of them having succeeded beyond their expectation.

Edmonton, which I had visited in 1898, had so wonderfully changed that it seemed to me a new city, and only for the picturesque sights in the immediate vicinity of the town, the splendid grandeur of the Saskatchewan river, I would never have believed that it was the Edmonton of eight years past. My intense desire of returning to Belgium in order to meet the Hon. Frank Oliver, Minister of the Interior, before his return to Canada, necessitated my speedy travel and the breaking off of many visits promised or engagements taken. I was convinced, however, that the great advantages Canada offered were increasing daily.

As before stated, I arrived at Antwerp on September 1. and I was pleased to meet the Honourable Minister of the Interior at my office, who already had received from my assistant any information he desired concerning the work done, the result obtained, &c. I supplemented all this by a general review of the emigration work, and I remarked with great satisfaction the keen interest the Hon. Frank Oliver took in everything that could further Belgian emigration.

The rooms occupied as offices not being in a central place, I designated premises close to the Main railroad station, one of the best situations in Antwerp. I was ordered by the minister to rent these and to have them fitted up, so as to be a credit to Canada. I acted according to the instructions received, and one month later I opened in Antwerp one of the best Canadian government offices, decorated by grasses, grain, stuffed fowls, appropriate photos and prints.

A new era began at once, visitors and inquirers came in, the public was aroused and felt interested by the superb display of the Canadian products, and most of my time was taken up by interviews.

Meanwhile I obtained from the department the authorization to publish a monthly paper in the French and the Dutch or Flemish languages, giving items of interest to future emigrants, especially letters from Belgians and Hollanders, settled in Canada, relating their experience and their success. This little periodical was eagerly looked for; I received from every corner of Belgium, of Holland, and even of Canada, letters full of praise, looking at the periodical as the most interesting and the most practical propaganda that could be made. This also resulted in an increased demand from teachers for maps and geographies. In my yearly report of July 1, 1905, I stated that in 22 schools the geography of Canada was taught; at this time, one year and nine months later, 505 teachers have the large map in their school and a sufficient number

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of geographies to satisfy their scholars; the demand is increasing daily, encouraged, nay, I may say, ordered by the school inspectors, acting upon the advice of the Department of Public Instruction.

While in Belgium everything looks promising, I am pleased to state that in Holland also the idea of emigration is advancing wonderfully, the Department of Foreign Affairs of the Netherlands has issued an official circular in which it summarizes some of the information given in the Canadian pamphlets, adding to this certain important instructions, finishing said circular by referring the would-be emigrant to myself for literature and information.

The printing of certain pamphlets in the Flemish or Dutch language, namely, 'Canada in a Nutshell,' 'Canada the land of opportunities,' and 'Canada, Work, Wages, Land,' will be a great propaganda help for the Flemish Belgians and for the Hollanders, and I shall endeavour to have these distributed in the most efficacious manner. The result of my work has been very satisfactory. It would be impossible to give the number of Belgians and Hollanders who emigrated, but I state with pleasure that the emigration has taken a new phase. A few years ago young men could be induced to leave, families very seldom. At present young men emigrate, but not so much for themselves as to open the way to their parents and family. Husbands are going, they work for a season, take up land, prepare a home and return for their wife and children, and these are not isolated cases, but have occurred repeatedly. At the same time, during their temporary sojourn here they are a great help at my lectures and meetings, and in every case take a certain number of emigrants with them.

Add to this the pleasing feature of the emigration of families with sufficient capital to settle on a farm and in many cases with a large amount of cash, the certain fact that the new colonist shall succeed, and by his letters published in the periodical becomes an assistant to the emigration propaganda and also that Canada is actually the only country which can offer the splendid advantages of homesteads to all newcomers, and I am confident that every one will feel assured that emigration from Belgium and Holland will increase continually and that the great majority of the future emigrants will be of a better class and that the social and financial position of them will certainly be superior to what it has been before.

Your obedient servant,

D. TREAU DE COELI,

Canadian Government Agent.

No. 11.

REPORT OF PAUL WIALARD.

AGENCY OF THE CANADIAN GOVERNMENT,
10 RUE DE ROME, PARIS, April 1, 1907.

J. BRUCE WALKER, Esq.,
Assistant Superintendent of Emigration,
London.

SIR,—I have the honour to present to you my report for the year ending March 31, 1907.

During the nine months of the present term I have been able to confirm to the French public the favourable opinion of Canadian matters of which I have spoken in former reports.

I have travelled much in the provinces, meeting in groups the persons who are interested in our country or disposed to go there and who had previously asked for information of a nature to assist them, either in making a decision or in the final execution of their project. In such cases, I recommend them to bring together as many persons of their acquaintance as they wish, but I am debarred from holding any public meetings by reason of a circular issued by the Minister of the Interior of France in 1904, reminding the mayors and prefects of the restrictive provisions of the emigration law.

This year we have a delegate, Mr. Vauriot, a Frenchman settled in Manitoba for many years and who has succeeded there. He has taken part in some of our gatherings and has been able to judge of the work that we do. In company with Mr. Pierre Foursin, my colleague, whom I sometimes send into the provinces when I am detained in Paris or called in another direction, Mr. Vauriot has himself spoken and given verbal information in regard to the Northwest at five private assemblies held in four days, and at each of which there were present from forty to fifty persons, making ready to leave, and in every case enthusiastic for our country.

In regard to the question of publicity, as we have already said elsewhere, we cannot make a very active propaganda by means of the press, as is done in England and in those countries where no prohibitive law exists; we enjoy, however, a certain liberty in this respect, of which we shall know how to take advantage, as we have done before. Newspaper articles, distribution of pamphlets having only an historic, geographic, or economic character, and consequently not giving rise to any objection on the part of the authorities, notices drawing the attention of the public to the existence of the office of the Commissioner General for Canada, always ready to give official information as to the advantages offered to certain classes of emigrants; such are the means we have employed up to now and which we count on using further and on a larger scale, to accentuate still further and to increase the favour which our country enjoys in France. I have no doubt but that the department will aid me here, and that one can see a manifest proof of its determination to put me into a position to still further develop my work by the fact that three new pamphlets will shortly be published in France. I will superintend the composition; they will, of course, be adapted to the wants of my district.

To understand the question of French emigration one must not judge alone by the visible results, but take into account all the surrounding circumstances. In England emigration is free to all who will. There is only an embarrassment as to the choice between the colonies, and nothing to hinder or arrest the propaganda which

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is made. The United States have not any restrictive law to bar the road to our agents. There is no enforced military service in that country to keep back the young men in their scheme of expatriation; the proximity of Canada, whose wonderful progress they follow day by day, does the rest. In France, on the other hand, military service, a restrictive law, the efforts of the French government to people its own colonies, the advantageous offers of material advances by different countries (Chili, free transportation; the Argentine Republic, until recently, half fare), the fertile soil and favourable climate of their own country, old standing prejudices, the opposition of the press, and doubts raised as to the truth of our pamphlets, such are the principal difficulties and reasons which make our task not as simple as it would appear from a distance. But we are meeting with some measure of success, and are not pessimistic as to the future.

Our correspondence has heavily increased. The number of visitors asking for pamphlets and verbal information becomes every day more considerable. My colleague, Mr. Foursin, is specially charged with replying to these visitors, and acquits himself of the task, not only with assiduous zeal, but with all the capability that he has acquired in the service of Canadian affairs for many years.

With my thanks for the assistance which the London office has given me without cessation in the accomplishment of my mission, I remain,

Your obedient servant,

PAUL WIALARD.

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OPERATIONS IN THE UNITED STATES.

REPORT OF W. J. WHITE, INSPECTOR OF AGENCIES AND
PRESS AGENT.DEPARTMENT OF THE INTERIOR,
April 15, 1907.The Superintendent of Immigration,
Ottawa.

SIR,—Owing to the fiscal year now ending March 31, instead of June 30, as formerly, the matters herein referred to will be only of nine months record. This will prevent my dealing with what are known as the 'moving months' as applied to United States settlers. These months are April, May and June; during these months the larger number of people move, and the figures given therefore apply only to the nine poorest months.

The official returns, which I presume will appear in your own report, show that during the nine months constituting the present fiscal period 34,659 persons from the United States arrived and declared their intention of becoming settlers in Canada. The number during the same period last year was 32,726, which shows an increase over the same period last year of nearly 2,000. This is decidedly satisfactory, and is fully up to what I had expected. Had weather conditions during February and March been normal, these expectations would have been far more than realized. It is scarcely necessary to point out that in all parts of the continent the weather of the past three months has been wretchedly bad. It was not only so in our own west, but throughout the States in which we are operating. For some weeks one of the lines leading out of St. Paul, Minn., to the Canadian boundary was completely 'tied up,' and did not move a passenger or a pound of freight; the remaining lines were more or less demoralized. Whatever business was done in moving people, was over these handicapped lines, and not the least of the troubles of the settler was the difficulty of getting cars for his freight. In addition to this the Canadian roads passing through the territory into which the larger number of people are at present going suffered considerably from inadequate facilities and the wretched weather conditions. These facts are so well known that I consider it only necessary to merely direct your attention to them.

In consequence of this, early in the calendar year, our agents in the United States were asked to advise prospective settlers not to move until conditions were more favourable. In fact, owing to bad roads, in many portions of the States, they could not have moved any way. As a result, while the figures for the first three months of the calendar year were up to expectations, it will easily be seen that the increase would have been considerable and the percentage much higher than in any previous year, with less unfavourable conditions. The enforced situation may cause some of these who were prepared to go and did not, to change their minds and not go for another year. The agents will keep in touch with them, and it is hoped they may not be lost to Canada.

Advantage has been taken of the backward condition just referred to by the railway companies and land agencies in the United States, not favourably disposed towards the Canadian movement, to divert people to other directions. This has to be combated, and we are pretty well able to do so by using more strenuous efforts and

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also in keeping the Canadian possibilities strongly to the front. We are assisted by the fact that the unprecedentedly bad weather is general. Temporarily, however, it will affect our work, that is to say, there will not be the large increase in numbers that we would otherwise have had.

Doing as well as we are, it may not seem necessary to refer to the above, nor to a recent ruling of the Interstate Commerce Commission, which makes the work of moving people more difficult. As it is a matter of public interest, however, I will be pardoned for referring to the fact that as a result of this ruling, and of the passage of two-cent a mile rates through a number of the States, the railways have eliminated the low rates heretofore given to homeseekers and settlers, the basis now being the ordinary rate. This will have an effect on some possible movers, but in the main will not prove as injurious to our work of securing *bona fide* settlers as might be at first imagined.

I referred in my last report to the interest that land in the southern and western states was arousing. Large areas have been opened up, and at present these lands are quoted at low prices, running from \$5 to \$8 an acre. They are entering strongly into competition with western Canada lands, but as soon as prices advance, which in the natural order of speculation is sure to come shortly, the intrinsic value of Canadian lands will demand as large (or larger) a share of attention as ever.

Since my last report, a change has been made in the literature published by the Immigration Branch. 'Last Best West' takes the place of 'Twentieth Century Canada,' and with its comprehensive scheme of up-to-date township maps of the entire surveyed portion of western Canada, the system of question and answer columns, and its splendid illustrations, it is having a wide and useful circulation. It is being published in English, German, French and in the Scandinavian languages. Large numbers are distributed at fairs and at special exhibits put up by the government. A special edition for distribution at the Dublin exposition is in course of preparation.

Educatively the work in the United States is fully taken care of. Besides the distribution of literature just referred to, during the winter months, information concerning Canada was supplied to several of the women's study class clubs. At these clubs papers were read dealing with Canadian social and economic questions, and much interest was aroused amongst an exceptionally fine class of people.

At such fairs and exhibitions, whether state or county, at which permission could be secured to place an exhibit, displays of western Canada grains and grasses were made. These arranged in neat sheaves by the Winnipeg office, can always be put up in an attractive way. Churches have asked for and been supplied with samples with which to decorate for harvest home and thanksgiving festivals, and when asked for by schools for educational purposes the request is always granted.

Work is still being carried on amongst the French and French-Canadians in the United States. In addition to the agents who have hitherto been working amongst this class there has been opened an office at Biddeford, Maine, the object of which is to increase the efforts previously made in bringing about the repatriation of as many of the French-Canadians of the New England states as possible. The prospects for this work are very good.

Amongst the Germans and German-speaking classes, special work is being done, and it is hoped that as a result a much greater number of these people than before will become Canadian settlers.

The Scandinavian work is being well cared for, and it is found that this splendid class of settlers is going forward in increasing numbers.

Amongst the other nationalities no special work is being done beyond some amongst Danes, and such as may be looked upon as desirable in a farming country.

During the early part of the winter one of the agents went to California, and succeeded in working up considerable interest, securing a number of settlers, but with the larger and more populous fields elsewhere, it is a question if there can be devoted to this work any effort beyond what is now being done.

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Besides the regular advertising, which is carried in the principal farm papers, in the country weeklies and in such other mediums as reach the country reader and farming classes, during the past summer the members of the Pennsylvania Editorial Association were taken on a trip through western Canada, as far as the coast. In this the Grand Trunk Railway, the Canadian Pacific Railway, and the Canadian Northern Railway co-operated, and editorial articles, taking up a large amount of space, appeared in the papers represented.

On the whole the campaign in the United States is very satisfactory.

Again I have the pleasure to report that the agents of the government operating in the different fields, covering practically every state from Maine to Oregon, and from the Dakotas to Oklahoma, where there is a possibility of getting a good class of settlers, are working hard and faithfully, and to their efforts is due a large share of the credit of the work that has been done.

Your obedient servant,

W. J. WHITE,

Inspector of United States Agencies and Press Agent.

REPORTS OF IMMIGRATION OFFICIALS IN WESTERN CANADA.

REPORT OF THE COMMISSIONER OF IMMIGRATION.

WINNIPEG, April 1, 1907.

W. D. SCOTT, Esq.,
Superintendent of Immigration,
Ottawa.

SIR,—I beg to submit the following report, covering the period from July 1, 1906, to March 31, 1907, being the present termination of the fiscal year.

Comprised within this report will be found much information furnished by immigration agents, land agents, land guides, interpreters, and others who, by their immediate contact with, and personal attention to the newcomer, have enabled me to state with renewed confidence that the work of the department has been to the general satisfaction of all concerned.

The increased railway mileage, the necessity of which was referred to in a previous annual report, has not materialized; and, unfortunately for the comfort of some of the new settlers, such extension as there has been has not carried with it an adequate amount of equipment, to give to such new settlers the accommodation they might fairly expect. Many miles of railway only partially constructed, and not operated, have been useless for our purposes up to the present time, and the need of proper equipment has been especially and severely felt when it became necessary for us to seek out and protect the unfortunate or unprovided for immigrant, who, in his search for a free home, had been obliged to go beyond the lines in regular operation. Too much emphasis cannot be laid upon the importance of rapid railway construction; but that is useless unless the road be operated and continued in operation under ordinary reasonable conditions of weather. The handling of so many human beings from so many different parts of the earth, arriving under conditions widely divergent, and having capabilities often of a very mixed character, has been a duty which, I am pleased to say, has been carried out by our staff with a good will and interest in the work, and desire to give the new arrivals the best opportunity for ultimate success.

Very special care is taken to detain and deport immigrants who turn out to be undesirable, incapable or unfit; and it being the stated policy of the department to keep the stream of immigration as pure as may be, particular efforts along these lines will be continued. But notwithstanding the assiduity with which this work has been conducted and the heavy immigration, I am pleased to report that only 82 persons were deported through this office during the period of nine months covered by this report.

The betterment in numbers, physical condition, working capacity, general character and moral tone of those who have come from the old land is particularly noticeable. It is evident that the successful settlement of immigrants which took place in earlier years is now proving to be one of the chief inducing factors to those in the mother country; and it is confidently expected that a steady ratio of increase in immigration from the British Isles will be the good fortune of Canada for several years to come. At no time during the past nine months have we been unable to find work for the willing, able-bodied worker; and indeed the condition of the labour market, as far as it affects the farmer, is by no means a rosy one. The fear expressed

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in my last annual report that there would be a shortage of farm labour has already been confirmed; and the warning which I published in the fall of 1906, suggesting that farmers should make special efforts to keep in their employ for 1907 those they had then engaged, does not appear to have been taken very seriously. The consequence is that we are already flooded with applications for men, which there appears to be every chance of our being unable to fill. Large numbers are arriving, and will continue to arrive, to work on railway construction, and, in order to secure these men the railway contractors offer wages which, to a good many farmers, are prohibitory; and their hope of securing sufficient help on the farm lies in the possibility that a certain percentage of those engaged for railway work will be found unsuitable, and that they will then turn their attention to work on the land.

The Welsh settlement of Llewelyn, Saskatchewan, appears to be succeeding, and some of the settlers are already quite prosperous. One or two families who were born in Patagonia have returned to the land of their birth. The colony has probably 4,000 or 5,000 acres under wheat; 2,000 acres under oats, 200 acres under barley, and an additional 2,000 acres of new breaking ready for 1907. They own 300 horses, 600 head of cattle and 300 hogs, besides an abundant supply of agricultural implements and poultry. There are four school houses in this settlement, and the satisfaction appears to be general.

A Welsh settlement east of Ponoka, in Alberta, is also in a progressive and satisfactory condition.

The Irish arrivals have increased and will make very desirable acquisitions to western Canada.

Germans from Germany, and German-speaking immigrants from Austria, Russia, Switzerland, and the United States have come in increased numbers. There is a generally prevalent idea amongst German immigrants that more vigorous measures should be taken to induce Germans to come to this country from Germany direct.

I am glad to report that the immigration from the Scandinavian countries and of Scandinavians from the United States has kept up fairly well, but the increased cost of transportation is likely to militate against an increased immigration from Europe. Scandinavians coming from the United States are farmers of the best class, and reports to hand indicate that almost without exception they are successful settlers in Canada. There has been no trouble in finding employment for those seeking work, and thousands of others could have been easily accommodated if they had been here for that purpose. Coupled with the demand for farm help, we find a general desire to secure Scandinavian servant girls, and many of them would be assured of good homes if they could be induced to come to western Canada.

Icelanders came from Iceland direct, and from the United States, mostly from North Dakota. These last mentioned brought in a large supply of horses, implements and household effects, and had more or less cash, having been farming in North Dakota for a number of years. In November last a large party of Icelandic settlers from North Dakota was conducted by myself to the Quill Plains district in Saskatchewan, and it is expected a number will follow this spring. Considerable correspondence has been carried on with other intending Icelandic settlers, and it is hoped that good results will be seen at an early date.

Our Swiss immigrants practically all went on the land. We are not able to offer any specific report regarding them, but believe that the absence of information indicates that they have become settled to their satisfaction.

A new colony of Hollanders has been started northwest of Battleford and 30 families are now located there.

A number of the Hebrew arrivals have no intention of homesteading, but find work as labourers, tradesmen, and otherwise, in and about the cities and towns. However, the settlements of Hebrews in the Qu'Appelle and Wapella districts appear to continue to make very satisfactory progress, having an increased acreage under crop and a large number of live stock in each place. I am pleased also to be able to report

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a very satisfactory condition at Hirsch, Saskatchewan. There are at least 65 Hebrew families located on land in this district, being an increase of 13 families over that of the previous year; and all have 320 acres of land, if not more, which has been in part purchased from the society that originally owned the land, or from land companies and private holders. The following figures and facts will show the gratifying progress made by these Hebrew families, and prove that, under reasonable conditions, and guided by experienced leaders, they are fully as successful as any other class of people in Canada. Including their new breaking, each of these families, on the average, will have not less than 200 acres in crop during 1907. The crops of 1906 were very fair; oats averaged 45 bushels per acre, and wheat 18 bushels per acre, mostly grading No. 1 Northern, and realized from 60 to 62 cents per bushel. There has been a steady and marked improvement in the character of the buildings on these holdings, and a conservative estimate would show that each family owns, on an average, 8 horses, 10 horned cattle, and all necessary agricultural machinery, besides farming stock, and in the district there are now 10 steam threshing outfits. The holdings of these Hebrew farmers are worth \$15 to \$20 an acre, and a fair estimate would show that each family is worth not less than \$4,000, over and above all debts. There is no destitution, and no need of assistance from any source. Abundance of coal for fuel is obtained within easy reach by going to the mines and purchasing it at \$1.75 per ton. The general health of the colony is good.

When referring to Galicians we usually include Ruthenians, Galicians proper, Buckowinians, Poles, Russians and Slovinians. The Ruthenian people who come from Galicia and Buckowina are farmers, some of the married men bringing their families; others were single men who intended to work and remit their wages to enable their friends to reach Canada. Most of these newcomers located as near as possible to their friends in the older Ruthenian settlements. One party consisting of 10 families commenced a new settlement 20 miles northeast from Prince Albert. The general progress of all these settlements is very good, those who have been here for some years not hesitating to invite their relatives still in Galicia to come and join them. As an evidence of their prosperity, it is found that a large number are purchasing more lands for agricultural purposes. Some of the Galician farmers near Rosthern threshed 4,000 bushels last year. In addition to the class of immigrant who has settled on the land throughout the Northwest, which is the ultimate desire and object of all settlers from Galicia, a large number have settled in the towns and villages, and nearly all of them have bought building lots, built houses and are making a living. The towns containing this class in fairly large numbers are Winnipeg, Portage la Prairie, Brandon, Beausejour, Edmonton and Yorkton. It is noticed that quite a percentage of the Russians coming this way are passing over to a Russian settlement in North Dakota; those remaining here join the ranks of general labourers. The Slovaks arriving in small numbers readily find work as miners and labourers. Our interpreters have visited as many of the settlements as time permitted, and found the people generally well settled and contented.

The great majority of the French and Belgian immigrants are farmers and have taken up land. Most of the Belgian and French-Canadian immigrants and settlers have gone to Lake Lenore, Jack Fish, Goose lake, Tramping lake, and southwest of Moosejaw in Saskatchewan, and in Manitoba some have gone east of Lake Manitoba, to Teulon, and to Makinak. In Alberta these settlers have gone into the districts east of Stettler, Daysland, and on the Battle river, and a number have settled east and west of Red Deer, and also north of Morinville. Indications would show that possibly 150 families will be located north and east of Wood Mountain on the Canadian Pacific Railway during this season. These settlers are very successful and thrifty.

The majority of the Italian immigrants for the period covered by this report were navvies for work on the railways, or in the mines. The bulk of these navvies return east in the winter, but some of them have expressed their intention of taking up land and remaining here.

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A large proportion of the Hungarians who arrived went to their friends and have located upon land in various parts of western Canada. These people are very satisfactory settlers in every respect, and their immigration should be encouraged as far as possible.

IMMIGRATION ACCOMMODATION.

The Dominion government maintains immigration halls at Winnipeg, Brandon, Saskatoon, Lethbridge, Moosejaw, Yorkton, Regina, Prince Albert, Calgary, Strathcona, Craik, Davidson, Duck Lake and Lloydminster, and has rented (or will rent during the season) for the same purpose, buildings at Ponoka, Innisfail, Lacombe, Battleford, North Battleford, Vermilion, Leduc, Stettler, Daysland, Virden, Elkhorn, Sedgwick and Vegreville, and provide tents for additional temporary accommodation wherever the necessity may arise.

The new buildings at Winnipeg are proving a considerable convenience to new arrivals, and enable the office staff to attend to their varied wants with much less difficulty than in previous years. The class of persons receiving accommodation has been in every respect desirable, and they find the free accommodation of material assistance in making their arrangements. This can be best understood when it is remembered that a very large proportion of those arriving from the old country have exhausted the greater portion of their means in paying the transportation charges for such a long distance, and if men with families were obliged to pay for hotel accommodation at western rates, it would entail hardship that many of them could not stand. The regulations of the department permit seven free days' accommodation, but this office has steadily pursued the policy of getting the people out to work, or on to the land immediately, so that a large proportion of them do not remain more than one day; while in other cases where unfortunately sickness or other temporary disability has overtaken a family. I have not hesitated to care for them and permit them the use of the building for such period as might appear to be advisable, or necessary; in order to enable them to make a fair start. I have given the same instructions to outside agents in charge of buildings, and to this general policy of protection and assistance for the newcomer may, to a large extent, be attributed the lack of complaint connected with the work of handling so many thousands of people. From the centres at which our buildings are situated our agents have been able to afford assistance in any difficulty which may have arisen during the past winter, or at any other time, and I cannot too strongly recommend the continuance of the policy which enables us to have sufficient offices reasonably near the new settlements to afford protection for the new arrivals.

EMPLOYMENT.

Two hundred and ninety-three applications for married couples have been received at this office, but of these we have only been able to fill 195. Five thousand four hundred and forty-eight individual applications were received here from farmers for farm help, and thousands were received by our agents in the west, but at no time has the supply equalled the demand, plainly indicating that the great west can absorb much more farm help than has yet been received. Twenty-two thousand eight hundred and fifty harvest hands arrived in western Canada during 1906, an increase of 6,515 over those arriving the previous year. These excursions left eastern Canada on August 7, 14, 17, 22, 28 and 30. and on September 5, 7, 8, 10, 11 and 12.

CORRESPONDENCE.

During the period covered by this report we received 16,910 letters and sent 1,228 registered letters and 20,765 unregistered, besides many thousands of pamphlets, &c.

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HEALTH OF IMMIGRANTS.

I am pleased to be able to report the absence of any epidemic among new arrivals, and, generally speaking, the health of immigrants could not well be better. During the period covered by this report medical attendance was given in Winnipeg to 202 cases of sickness. There were several deaths in our hospital here; and during the period covered by this report 55 certificates were given recommending the deportation of undesirable immigrants. The value of the immigrant hospital in Winnipeg has been proved to the satisfaction of all concerned, and well justifies the small expense it entails. The plan we adopt is to remove at once to the general hospitals all cases that are likely to need lengthy or continuous treatment, or are of a contagious or infectious character, with the exception of measles, which is treated in an isolated portion of our own hospital, because the general hospitals will not receive measles cases. The care and attention thus afforded are much appreciated by the new arrivals. In addition to treating cases of minor sickness and holding over cases for diagnosis, the hospital has been used in order to care for those undesirable immigrants whose physical condition requires medical attention, and who are awaiting official instructions for their deportation. During the period covered by this report, 9 cases held for diagnosis disclosed: typhoid fever, 3; diphtheria, 2; scarlet fever, 1; constant micturition, 2; hemorrhage of lungs, 1; inflammation of knee, 1. Eighty-two patients have been treated and received 558 days' treatment.

The diseases or ailments treated were the following: Uterine hemorrhage, hemiplegia, rheumatism, deranged brain, collapse, mental trouble, whooping-cough, ulcer on the hip, diarrhœa, inflammation of the knee, varicose veins, gastroasthenia, anthritis, epilepsy, scalp wound, typhoid fever, ulcer of the leg, tonsilitis, scabies, aspiration after pleuro-pneumonia, cardiac weakness, weakness of lungs, obstetrical case, anemia, inflammatory rheumatism, gastricism, parotitis, burns on feet, frozen feet, frozen fingers, measles, constant micturition, tubercular leg, ulcer on foot, rupture of umbilicus, pleurisy, convulsions, stomatitis, locomotor-ataxia, rheumatic tonsilitis, inflammation of eye and face, bronchitis, non-granulation after amputation of toe.

TRAVELLING IMMIGRATION AGENTS.

Than these no members of the public service require or exercise more courtesy, tact and fidelity to duty. To our travelling agents is largely entrusted the scrutiny of 'excluded' immigrants, besides the duty of personally advising and assisting newcomers by railway.

DISTRICT REPORTS.

Brandon, Manitoba.

The number of immigrants who found accommodation in the Brandon immigration building since July 1, 1906, was 385, which does not include a large number who visited the office from day to day in the transaction of their business with the department. The closing of the building during removal to a new site reduced the total number receiving shelter. The new arrivals have proven to be satisfactory, and there is little, if any, discontent amongst those who have arrived in this district. At present farm help seems scarce; wages are much higher than last season, but owing to the large amount of railway construction which is proceeding, it is not easy to supply all the demands made on the Brandon office. The wages of artisans will be about the same as the previous year, with a possible upward tendency. Carpenters are getting from 35 cents to 40 cents an hour; stone masons 50 cents to 55 cents; plasterers 50 cents per hour, and general labourers from \$2 to \$2.50 a day. The land under cultivation in the Brandon district will exceed 65,000 acres. The harvest and fall of 1906 were dry; threshing was completed early in the season, permitting much fall ploughing before the frost came, and it is anticipated the crop for 1907 will be successfully sown in good time.

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Virden, Manitoba.

The town of Virden has been a very important distributing point for labour during the past year, and although all the men placed with farmers did not actually arrive at Virden, they were distributed and directed from that point as a centre, throughout what is known as the Virden district. The total number placed at work was 1,452; consisting of 825 old country immigrants; 500 Ontario harvest hands; 92 men on railroad work, and 35 in connection with the brick yard. An abundant harvest seems to have been the lot of this district. The Canadian Pacific Railway shipped 356,000 bushels, and the Canadian Northern Railway 216,400 bushels, still leaving in the farmers' hands 150,000 bushels of grain. There were also exported from this point 35 cars of cattle; 28 cars of hogs, and 129 cars of brick. Thirteen cars of settlers' effects were unloaded at this point, and taken altogether, the conditions of the Virden district are eminently satisfactory to all concerned.

Regina, Saskatchewan.

Seven hundred and eighty-eight immigrants received 2,247 days' accommodation in the immigration building at this point. These new arrivals consisted of the following: British 332, Germans 263, Canadians 25, French 24, Bohemians 9, Hollanders 4, Danes 3, Norwegians 23, Persians 19, Galicians 15, Roumanians 10, Hungarians 8, Swedes 3; 60 per cent were farmers; 20 per cent labourers, the balance mechanics and tradesmen. The district of Regina having passed from the immigrant or settlement class, does not receive many cars of settlers' effects, and only 11 cars were unloaded at this point. The area under crop is 25 per cent greater than the previous year. There is a scarcity of farm labour in this district which our agent finds it impossible to fill at the time of this report, with the indication, on account of largely increased area under crop, that the necessity for outside help will become more stringent from year to year.

Moosejaw, Saskatchewan.

The area under cultivation in this district is estimated to be 55,000 acres, as against 50,000 the previous year. A large number of harvest hands will be required in 1907. During the past immigration season 250 people received accommodation in the immigration hall at this point. This district, including the city of Moosejaw, appears to be enjoying a period of activity and splendid prosperity. Since the formation of the new land district it is confidently hoped that the development of the past will be greatly exceeded by that of the coming year.

Herbert, Saskatchewan.

This new settlement made good progress. A large number of settlers came in last fall. Last year's crop was good, wheat yielding from 25 to 30 bushels per acre. In some places frost did a little harm. The rainfall was abundant, but did not keep on sufficiently long to help the later grains. The winter was hard, but there have been few cases where the new settlers needed assistance. Some of them will, however, require an advance from the government in the way of seed grain. The demand for homesteads and lands for sale is increasing all the while. Eight new school districts have been organized, and several more are in process of incorporation.

Swift Current, Saskatchewan.

This district being a new one in respect to general farming operations, it is impossible to estimate with accuracy the acreage under crop, but a fair estimate would

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be 5,500 acres under grain; 57,000 bushels of wheat and 300 bushels of flax were sent from this point by one of the grain buyers, but the bulk of the crop was retained for seed purposes. Possibly 300 cars of settlers' effects came into this district, and the number of arrivals at all points on the main line which are tributary to this sub-land agency exceeded 3,000 adult settlers during the period covered by this report. It is the opinion of those who have settled that the district will prove a good one for mixed farming. The large cattlemen are practically out of business as a consequence of the inflow of homesteaders. There is a large area of unsettled land north and south of Swift Current, readily reached from this station. Perhaps the experience of Mr. D. of Swift Current is the best evidence of what this district is capable of doing. He says as follows:—

'I came here three years ago this month and have farmed every season. I had no previous experience in prairie farming, and had limited means. The first year I sowed oats on the sod and ploughed them under very early; result nothing. The second year I sowed the same ground to Red Fyfe wheat and got 29 bushels per acre. I also broke some sod four inches deep, and sowed flax, which yielded 12 bushels per acre. The third year I drilled wheat in the stubble and got 25 bushels per acre. I have been over the country from the White Mud river to the Saskatchewan river and examined the soil, and I consider it a first-class farming district.'

Maple Creek, Saskatchewan.

All new arrivals have expressed their satisfaction with this district, and those arriving during the fall of 1906 are preparing vigorously to farm extensively in 1907. Although this district has always been considered a ranching country, those farmers who have gone into grain raising have made a success, and shown that farming can be made as successful as in other parts of western Canada. From threshers' reports, 60,000 bushels of grain were produced, and as much more cut green and fed in the sheaf. The acreage under crop in 1907 will be double that of the previous year. Notwithstanding the heavy snowfall of the winter, no suffering has been experienced among the ranchers in the Cypress hills, and their losses now appear to be no higher than average, but unfortunately, this satisfactory condition will not hold in the north part of this district, where it is feared the loss among the cattle will be heavy.

Medicine Hat, Alberta.

Homestead entries through this office largely exceed those of any previous year; settlements are spreading widely and to great distances all around Medicine Hat and other immediate points on the railway. The class of settlers is excellent, and they appear to be contented with the conditions that exist, notwithstanding the severity of the winter, which is now shown to have been less disastrous than at one time anticipated. The farmers of the district are turning their attention gradually towards the raising of grain, and 37 cars of wheat were shipped in the fall of 1906 from Irvine station, besides the supply necessary for the local market in Medicine Hat. Medicine Hat continues to increase in size and importance. Land values are showing an upward tendency, and with an up-to-date water system, and unlimited natural gas for lighting and fuel purposes, this town is maintaining its favoured position. The estimated crop of this district is as follows:—

	Acres.	Bushels.	Average.
Spring wheat.	7,725	144,194	18.6
Winter wheat.	6	104	17.3
Oats.	4,968	148,888	29.9
Barley.	954	23,202	24.3
Flax.	81	649	8.0
Rye.	14	237	16.9

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Calgary, Alberta.

The immigration passing through and into this district is much larger than any previous year, and no difficulty has been found in placing at work those who arrived. Farm property has advanced from 30 per cent to 40 per cent in value. The report that thousands of cattle perished of cold and starvation in the Calgary district is without foundation. Six hundred and eighty immigrants received 2,123 days' accommodation during the nine months covered by this report. Fifty-three cars of settlers' effects were unloaded at Calgary. Eighteen creameries were operated in the district, producing over 1,000,000 pounds of butter, a larger record than any previous year. On the whole the crop in Southern Alberta was good; the quality of the grain excellent, and it is estimated that the area under winter wheat is 75 per cent higher than the previous year. Barley and oats realized a first-class crop. The general acreage in crop for 1907 will be double that of the previous year, and farmers appear to realize the importance of making better preparation of their land. Heavy draft horses are worth \$375 per span; ordinary driving horses from \$150 to \$200. Experienced farm hands can be placed in this district immediately. The city of Calgary itself is progressing beyond all expectation, and nearly two and a half million dollars worth of buildings were added to the permanent improvements during 1906.

Kamloops, B.C.

The number of arrivals exceeds that of any previous year. Eleven cars of settlers' effects were unloaded at this point, and the same number at Salmon Arm. There is a steady demand for labourers on farms, railways and in the timber camps.

New Westminster, B.C.

The same number of homesteads were taken as in the preceding period. There appears to be a growing tendency among a large number of farmers east of the Rocky mountains to purchase land on the Pacific coast for winter residences.

Carstairs, Alberta.

During the past nine months this district has been favoured with much prosperity; many new and substantial buildings have been erected, including business blocks in the town. The farmers in the district are taking advantage of the opportunity to ship direct to the terminal elevators, thus saving the profit of the middlemen, and it is expected an 80,000-bushel elevator will be erected this summer at this point. There are still some homesteads west of Carstairs, but these are being taken up very rapidly. The value of land has increased and now ranges from \$7 per acre for wild land, to \$50 per acre for improved farms. Every farmer has planned a large amount of breaking for this spring; many large contracts have already been let, some covering as much as 2,000 acres each. The class of immigrants arriving consists of the most progressive Canadian and American type, who have disposed of their property in their old homes for large figures and can well afford to buy the best farms in the neighbourhood. It is expected there will be a shortage of labour, as the present demand for farm labourers and carpenters cannot be supplied. The general outlook is one of prosperity.

Olds, Alberta.

The official returns for this district not being available, it is impossible to give an adequate or correct statement as to the result of the last year's farm operations. This is becoming a popular shipping point for farmers, and during the last season

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50,000 bushels of oats; 2,000 tons timothy hay; 2,200 tons prairie hay; 42 cars of cattle; 10 cars of hogs, and 3 cars of horses were sent out.

Red Deer, Alberta.

The Red Deer district has made wonderful progress during the nine months covered by this report. Throughout the depth of the winter, however, the entire absence of wind or storms, permitted the continuance of outdoor work without losing a day on account of the weather, nor was there any inconvenience or suffering by lack of fuel. The loss of cattle which was reported to be serious does not appear to be above the average. Coal mining for domestic purposes has been extensively carried on during the past winter. Farm products and farm lands have been increasing in value during the past year, and many new settlers prefer to purchase improved lands near the towns rather than take up homesteads a distance from a railway.

Lacombe, Alberta.

Through this office 106 applications for homesteads were made, being a marked decrease from previous years caused by the scarcity of available homesteads near the railway. During the past year the acreage under crop has been largely increased and the general result last year was good. The present prospect is excellent for a crop of fall grain. Good available homesteads can be obtained in the Medicine valley and between Medicine river and Saskatchewan river, a distance of forty to seventy-five miles west of Lacombe. There is a scarcity of farm labour in this district, and those experienced, or partly experienced, could obtain steady employment here. During the past winter a few of the settlers found the climatic conditions too severe, and moved to British Columbia. With this exception all appear to be satisfied with their condition.

Stettler, Alberta.

The number of new arrivals was very large, composed of American farmers, with a fair proportion of English, Scotch, French and German. The arrivals during the past three months of 1907 have been very few, owing to the prevailing winter season. During the past nine months 473 cars of settlers' effects and stock were unloaded at this point, and 84 cars of stock have been exported. Since May 7, 1906, to date, 759 homesteads have been taken out at this sub-land office. The acreage under cultivation has doubled during the past year. Farm help is required during hay time and harvest, and it is reported that 160 carloads of settlers' effects are already on their way from the States to Stettler.

Ponoka, Alberta.

During the months of July, August and September, 1906, the demand for Dominion lands in this district showed remarkable activity, and a substantial increase was also noticeable in the price of lands for sale. A gratifying feature of all this was that the investments were largely made by actual settlers. Settlers came from the middle western States, Germany, or eastern Canada, with a few Scandinavians and English. The district is now settled as far east as the west boundary of Saskatchewan, and 35 or 40 miles to the west of Ponoka. Two government creameries are in operation, receiving enthusiastic support from the farmers, and giving highly satisfactory results, the butter produced being the very finest, and securing a ready market in British Columbia and the Yukon. In Ponoka Mr. W. A. Brodie established a creamery in 1904. In the year 1906 he made 115,000 pounds butter, using milk from 1,100 cows. This produced returns to the farmers from 16 cents to 20 cents per pound.

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The Berrybank creamery, 12 miles west from Ponoka, manufactured 55,000 pounds; the Earlville creamery, 18 miles to the east, manufactured 90,000 pounds. All these facts and figures prove that Ponoka district, in addition to growing grain in quality from fair to the best, is eminently fitted for successful dairy business. There was shipped from Ponoka during the past year a large amount of dressed poultry, and 30,000 eggs. One settler, a Canadian named W. R. Miller, living six miles east of Ponoka, appears to be able to handle cattle raising with great profit. Last year he placed in his feed-yard a carload of steers for winter feeding. These cost him on an average \$32 per head, and recently he sold them all out at \$65 per head. There are now 20 well organized, well patronized schools in this locality. The settlers now arriving in this district will secure the advantages of the roads and bridges which the pioneers did not have. Winter and spring wheat are growing here with good results, and last year's increase in area amounted to 25 per cent. Seventy-five cars of produce, consisting of grain, hogs, cattle, brick, &c., were shipped from Ponoka. There is some demand for farm help of the right class. It is pointed out that 30 miles west of Ponoka will furnish good homestead lands particularly well adapted for mixed farming, especially cattle and stock raising. These lands are well watered, plenty of timber and abundance of feed.

Millet, Alberta.

The land guide at Millet reports that about 50 immigrants arrived at this point during the period covered by this report, and were mostly American immigrants, having 25 or 30 cars of effects. In the immediate vicinity of Millet 2,700 acres are under crop. There is a steady demand for labourers this spring, but there appears a grave necessity for a wagon road west from Pigeon Lake some 10 or 15 miles.

Telfordville, Alberta.

Forty carloads of settlers' effects arrived at Leduc, which is the nearest station to this post office, and a large proportion of these went into the Telfordville district. This being a newly opened portion of the province of Alberta, the acreage under crop does not exceed 300 acres.

Strathcona, Alberta.

During the period covered by this report 2,451 immigrants arrived at this point, bringing 90 cars of effects. The homestead land in the immediate vicinity is well taken up, but Strathcona continues to be a point where a good many settlers leave the railway for a large area of country around. Settlers arriving this year have been better supplied with means than formerly, and a pleasing feature is the return of a large percentage of those who left Canada for the United States some two or three years ago. Coal and wood being plentiful in this district there was no suffering among any of the settlers. The crops during the past year were very good. A large quantity of new land was broken for the season of 1907. The present indications are that there may be a shortage of labour. Towns are growing very fast and municipal improvements are so heavy, that many intending to work on farms secure more ready employment in the towns.

Edmonton, Alberta.

The steady and increasing number of immigrants which has been characteristic of the movement into this district has continued during the past year to the full extent of the most sanguine expectations. The new arrivals are of a class that would be hard to improve upon, and this is all the more remarkable considering that they

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come from all parts of the United States, Great Britain, Australia, South Africa, and continental Europe. Complaints, or discontent have been few and far between, and although the past winter has been exceptionally severe and long, only two or three cases have required any assistance in the way of provisions, and in some of these the families were reduced to need by periods of long illness, or by death of those who were supplying the family with the necessaries of life. There is a large quantity of land west, and northwest of Edmonton, that should be subdivided and opened for entry at once, as a number of settlers are going in there and carrying out improvements on lands as if they had homestead entry for the land. Notwithstanding the desire of the department to discourage at the present time any movement towards the Peace river, a large number of Americans have gone up there, which is to be regretted from some standpoints, as the country is far distant from any railway. The harvest last year was good; wheat ranging from 25 to 30 bushels per acre; oats 50 to 75, and barley 35 to 40. The acreage under cultivation was 30 per cent more than the previous year; and it is safe to say that the farmers throughout this district are prospering. The Galician farmer appears to have taken his settled place in this district with very commendable success, and some of the oldest of these settlers threshed from 5,000 to 10,000 bushels of grain last year. These special results, and a general survey of their settlement would form a surprising instance of what success attends the diligent worker on land in western Canada, even though his capital be represented by almost nothing. It is expected that farm labour will be required in this district some part of this year. There will be plenty of employment for carpenters, bricklayers and other tradesmen; also for good coal miners, and, of course, domestic help is in continual demand. The immigration buildings at this point have been found altogether too small for the accommodation of those desiring the use of same, and at the time of making this report we are about to open a new permanent structure, and also adding as an extra precaution, a temporary immigration shed 40 x 70. The number of people that received accommodation in the immigration halls during the period covered by this report was 1,428, and they received 9,704 days' accommodation. Four thousand eight hundred and thirty-seven persons called at our immigration office, or communicated direct with the agent in connection with the business of the department. It is estimated that 16,380 settlers arrived in this district, bringing with them 100 cars of settlers' effects valued at \$140,000. Settlers looking for open prairie should no longer be directed towards the Edmonton district, as what prairie land is left will fill up rapidly, and in any event would take time to locate. There are many townships lying about Edmonton (except S.E.) which are partially wooded and suitable for settlement; soil good; water, wood and coal plentiful, and settlers who prefer those conditions could, with advantage, be directed to Edmonton.

Innisfail, Alberta.

A very satisfactory number of immigrants arrived in this district. Practically all the land for a reasonable distance east and west has been entered for. In most cases the new arrivals went into immediate residence. Twenty-eight cars of settlers' effects from the States, and 24 cars from Canadian points were unloaded here. The crop of 1906 was very good, and a largely increased area was sown. Several large fields of oats yielded over 100 bushels per acre. As most farmers were prepared to feed their cattle, there were few lost during the winter. There is a demand for farm labourers, there not being sufficient for the work of 1906.

Edison, Alberta.

Sixty homesteads were taken up through this office during the period covered by this report. A very large number of homesteads have been taken up in townships 58,

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59 and 60, ranges 1, 2 and 3 west of the 5th meridian, and indications are the number will be largely increased this year. The older settlers have only been four years in the district, but they have from 10 to 100 acres all ready for crop this year. A few farm labourers may find work, but not many are needed.

Fort Saskatchewan, Alberta.

Over 1,000 homestead entries were made through this office. The amount of grain shipped from this station consisted of 200,000 bushels of oats; 125,000 bushels of wheat; 7,500 bushels of barley, and there is still 25 per cent of crop in the farmers' hands. Eight cars of settlers' effects were unloaded here. Tributary to this point are a large number of Galician farmers whose progress is very satisfactory, and they furnish ample farm help for the farmers in this district. A striking feature connected with these people is that although the past winter was severe, they had provided themselves with all necessities, and no case of want has been reported. It is estimated that 25,000 acres will be under crop in the immediate district this year.

Wostok, Alberta.

Sixty-seven new families arrived in this district from Galicia. Twelve per cent of the area occupied by these farmers is under cultivation. There is no demand for farm labour at this point.

Whitford, Alberta.

A very large number of new settlers, mostly from Austria, arrived during 1906, but those coming subsequent to the close of 1906 are mostly Canadians from Ontario. One hundred and thirteen homestead entries were made at this office, and 100 patents were taken out, plainly showing that the settlers in this district have progressed and become permanent farmers, and also indicating that the homesteads available for entry are few and far between. The acreage under crop for 1907 will be much larger than the previous year. Farm labour wages are higher than formerly. The past winter was unusually severe, but this agent reports no loss of stock, or otherwise.

Lethbridge, Alberta.

Inasmuch as the fiscal year is now closing before reports can be had from the stock raisers, it is hardly possible to give an accurate statement of the condition of affairs in this locality. Notwithstanding the adverse weather conditions, the number of immigrants in January, 1907, exceeded those of the corresponding month in the previous year. The total number of arrivals for the nine months ending with the date of this report, is 1,746, which shows a small decrease when compared with the same period of the previous year. Over 780 of these men were farmers or ranchers, not counting women or children, or farm hands. Besides property brought in by trail, 53 carloads came in by way of Coutts, and 108 by the Canadian Pacific Railway. The value of stock and effects would not be less than \$750,000, and the new arrivals, almost without exception, were a markedly good class. The dry spell of 1905 in Southern Alberta, the United States scheme of irrigation, and the opening up of Indian reserves south of the boundary would be quite sufficient to account for decrease in immigration from the mountain States in recent years. Judging from remarks made by these new arrivals, the American press and financial institutions are again becoming hostile, as the loss of so many good farmers is felt. On the other hand, American speculative companies have bought extensively in Southern Alberta, with the declared purpose of settling them with actual farmers, and some influx may be

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looked for from this source. The government of Alberta province has not yet completed its reports, consequently exact figures cannot be given, but in some parts of this district grain is still lying out unthreshed through lack of labour during the fall of 1906, and owing to the lack of rain thus far the farmers may be able to save the whole of this grain in the stook. The Lethbridge Board of Trade claim that the crop in the district consisted of 14,000 acres spring wheat; 5,000 acres winter wheat; 12,000 acres oats, 1,000 acres of barley, and 400 acres of flax, but official figures are not available. The total amount of sugar beets used by the Knight Sugar Company at Raymond, and grown in this district, amounted to 18,295 tons. It is generally conceded that if the weather which was prevalent in January had continued throughout February, the ranch cattle industry would have been practically wiped out. It is now admitted that the ranch cattle industry is doomed by the advancing tide of immigration whereby thousands of people will live where only a few lived before. The following figures of the shipment of live stock will prove interesting:—

	Horses.	Cattle.	Sheep.	Hogs.
1906..	19,549	114,651	57,024	30,099
1905..	12,882	83,405	40,810	24,435
	<hr/>	<hr/>	<hr/>	<hr/>
Increase..	6,667	31,246	16,214	5,664

There is an extraordinary demand for horses suitable for farm work, which is the natural result of the taking up of new lands in Alberta and Saskatchewan. The fact that the sheep industry is not in as flourishing a condition as is desirable, can be accounted for on several different grounds; the great disparity in the price of wool, and the increased movement to settle up the ranges, make it evident to sheep growers that the prices will not be so good as in former years.

One of the striking instances of the march of the settler is the sale of the Cochrane ranch, which comprises 66,000 acres, and will this year be very largely occupied by farmers. The demand for labour in this office has been so great that all labour was absorbed as it arrived. Bricklayers and masons are receiving 72½ cents an hour; carpenters 45 cents; plasterers 50 cents, and general labourers 27½ cents. Rough lumber is \$25 per thousand, and No. 1 clear siding \$38 per thousand, a considerable advance on the prices of a year ago. A site for an experimental farm has been bought four miles from the city of Lethbridge, and it is fully expected will be a great advantage in disclosing the capabilities of Southern Alberta. Notwithstanding the general favour of irrigated lands, the great bulk of the new settlement is going on non-irrigable lands, and good crops are being obtained thereon from time to time. There appears to be a growing belief that 'dry farming' may make irrigation unnecessary altogether, and through widespread cultivation, not only retain but attract precipitation. The soil this spring is in excellent shape so far as moisture goes; the lakes and ponds are flooded and the mountains full of snow. One thousand four hundred and eighteen homestead entries were granted in the land office here, as against 1,181 for the corresponding previous year. The bulk of lands which now appear to be vacant are in the district north of the Little Bow river, in township 14, range 19, and in the district east of Tabor, townships 9 and 10 from range 14 easterly. During the period covered by the report 159 persons received 2,501 days' accommodation in the immigration hall at this point. There passed Customs at Coutts 155 cars of effects, at a specified value of \$90,000. The particular locality tributary to Coutts is used entirely for stock raising purposes. The past season was very dry and irrigation is necessary before that part of Southern Alberta can be considered fit for grain raising; in fact, hay, oats, and even chicken-feed had to be brought into Coutts for the purposes of those living there.

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Pincher Creek, Alberta.

The fall wheat in this district has started, and no case of failure is yet reported. The whole district has an abundant supply of moisture, insuring early pasturage and a good crop of hay. The stock being now mostly held by farmers was looked after and fed, and received more attention than if the winter had been finer. No great loss has yet been reported even among the few range herds running in the vicinity, but the final results cannot be shown until the expiration of at least two months. The only complaint our settlers make in this district is the low prices they are receiving for cattle which will inevitably result in their going out of that branch of business. The land being now well occupied, there is not a great stream of settlers to this district, but those coming are looking for homes, and partially improved farms, or attempting to cancel the existing homestead entries. During the period covered by this report 124 homesteads were made through this office.

High River, Alberta.

The severe winter caused some loss among the cattlemen, and although the snow-fall was heavy, the absence of stormy weather prevented, what appeared at first sight, likely to be a disaster. The farmers appear to be in good humour over the prospects for fall wheat. Very little homestead land is now available in this district, and the settlers, generally, are progressing satisfactorily.

Sedgwick, Alberta.

This point has only just been opened up by railway communication, and will be on the short line from Winnipeg to Edmonton. A number of cattle, unfortunately, died during the past winter from lack of feed, but beyond this feature no complaints are heard among the settlers. The immigrants arriving are a well-to-do class. There is little land under cultivation. The railway construction now proceeding upon this branch of the Canadian Pacific Railway, and also on the main line of the Grand Trunk Pacific Railway will materially increase the advantages of this district, and there will be no trouble in securing a market for all farmer's produce. Already ten carloads of settlers' effects have been unloaded at this point. At the time of making this report farm hands seem to be in demand, but this is likely to be met by the incoming arrivals.

'Soo' Line between Moosejaw and North Portal.

Travelling agents state that during the time covered by this report many settlers, with their effects, have passed into Canada by way of North Portal. The immigrants themselves are very desirable, and they bring with them an ample supply of capital and energy. The value of the settlers' outfits these American families bring is not less than \$1,000 a family, and often as high as \$8,000, besides money. From North Portal to Moosejaw there is plain evidence of prosperity; what was a few years ago a treeless prairie without a habitation, is now so closely settled that the farmers are erecting newer and larger farm buildings, and very largely increasing their area under cultivation. All the towns on the line of the railway are increasing in size and importance, plainly indicating that the settlers are there to stay. The railway company has erected new stations at Drinkwater, Lang, Midale and McTaggart. Ten new elevators were built last fall. The city of Moosejaw is progressing very rapidly, and the cost of new buildings and public improvements exceeds \$1,000,000 for the past year. The new land district of Moosejaw, and the agent's office at Moosejaw itself will prove to be of great advantage to the district west of the city. There is a good

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demand for labour of all classes along this line, and as the acreage under crop is nearly one-third more than any previous year, harvest hands will be needed.

Milestone, Saskatchewan.

The immigration to this point appears to be equally divided between those from the United States and those from eastern Canada and over the seas. Two hundred and thirty-six cars of settlers' effects were unloaded at Milestone station, some coming from as far east as Nova Scotia and Massachusetts, and as far south as Kentucky; but the majority came from Iowa, Illinois, Minnesota and North Dakota. The area of settlement now reaches township 3 to the south, and Willow Bunch to the southwest. The area under cultivation doubled during the past year, and will probably double again during 1907. In the season of 1905-6, 211,000 bushels of wheat, 170,000 bushels of oats, and 119,000 bushels of flax were shipped from Milestone station. Flax sown on spring breaking yielded from 9 to 25 bushels per acre, and is worth \$1.13 $\frac{1}{4}$ per bushel on track at Milestone. The experience of steam-ploughmen was unsatisfactory, owing to the wet spring of 1906. Engines could not travel, and the loss in wages rendered the ventures unprofitable then, but the work performed during the dry season was satisfactory to all concerned. There is a considerable area of hilly land beginning in township 9, range 21, and extending to township 12, range 24, west of the 3rd principal meridian, which is not being taken up because it is largely unsuitable for grain growing, and it is suggested that some continental immigrants be directed to that portion of the district.

Estevan, Saskatchewan.

This district covers a portion of what was known as the Alameda land district. The crop last season was excellent, the average yield of wheat being 22 bushels, but much of the wheat still remains in the hands of the farmers, or in the elevators, as the railroad has not been able to move it out. The southern part of the district is favourably situated, there being an abundance of coal at Estevan, Bienfait, and Moose Mountain is yet able to supply a considerable quantity of wood for the surrounding districts. There were several alarming reports of destitution and distress from two or three points in this district, but they were found, upon investigation by special patrols of the Northwest Mounted Police, to be in some cases without foundation, and in others, not so serious as reported, and since the weather has moderated, it is quite evident that the farmers are just as hopeful as ever, and at least one-third more land will be brought under crop in 1907 than was cropped in 1906. There is a very noticeable increase in the number of settlers from Great Britain, but the majority of settlers coming into this district are Americans and Canadians.

Craik, Saskatchewan.

Sixty-four cars of settlers' effects arrived at this point. The total acreage in what is known as the Craik district during 1906 was as follows: wheat 12,545 acres, average 24 bushels; oats 4,658 acres, average 36 bushels; barley 222 acres, average 28 bushels; flax 2,241 acres, average 7 bushels, being a total of 19,666 acres, which acreage will be increased for the crop of 1907 to 26,500 acres. There is no demand for farm labour here which cannot be supplied readily from the newcomers.

Kenaston, Saskatchewan.

The district immediately contiguous to Kenaston is very fully settled. There is a good settlement of Slovaks. Seventy-eight cars of settlers' effects were unloaded at
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this point. The area under cultivation in the nearby townships in this district will average from 3,000 to 8,000 acres, and there is demand for farm help at good wages.

Saskatoon, Saskatchewan.

Notwithstanding the backward season 40 cars of settlers' effects were unloaded in the month of March, 1907. About 4,000 people received accommodation during the past nine months at the immigration hall. Most of the homesteads within reasonable distances are taken and many go 150 miles west for good lands, whereas four years ago good homesteads could be had a few miles from Saskatoon. The crop during this year will be double that of the previous year, and this amount would be still further increased if the railways could take care of the products. The average wheat crop realized 20 to 45 bushels; oats 40 to 80 bushels. The farmers appear to be prosperous, and land has increased rapidly in price. Unimproved lands sell at \$15 to \$25 per acre. This will be a district of large wheat farms, as in many cases whole sections are being broken up by steam ploughs.

Rosthern, Saskatchewan.

Seven hundred immigrants arrived at this point, with 125 carloads of settlers' effects; of the arrivals 200 were Galicians, the remainder being British and American. It is reported that not more than half the crop of 1906 has so far been marketed, and it is expected that at least 1,000,000 bushels of 1906 wheat will be put through the Rosthern elevators. The crop area will be 25 per cent greater than the previous year. The district is especially favourable for the production of wheat; one farmer named Lorenz Samletski raised 2,423 bushels of No. 1 hard wheat off 36 acres of land, being an average of 52½ bushels to the acre. There is some slight demand for labour in this district.

Duck Lake, Saskatchewan.

The homesteads in this district having been for the most part occupied, or taken up, our building has not been used to much purpose during the past year, and were it not for the fact that a number of the homesteaders in this district are expecting friends from the old countries, who are without means, it would not seem advisable to keep this building open beyond the season of 1907. The acreage under cultivation increases year by year, and prosperity is general. It is a pleasing feature to note that only a small percentage of the farms in this district are mortgaged. The added acreage under crop, and the fact that the homesteader is now obliged to attend to his own farm, will probably mean the need of a number of extra farm hands from now on. Sixty-two applications for homesteads were made at this office during the past year.

Prince Albert, Saskatchewan.

Two hundred and sixty-seven actual settlers arrived, consisting of 77 English, 57 Norwegians, 2 Belgians, 23 French, 52 Americans, 14 Scotch, 2 Irish, 2 Polanders, 10 Russians, 6 eastern Canadians, 22 Germans. Fifty-one cars of effects were unloaded by these very desirable settlers. There is a demand for farm hands, and the indications show that considerable farm help will be required in harvest time. The fishing and lumbering interests north of Prince Albert have furnished employment to over 2,000 men during the past winter, and at least 500 men will be required by the mills operating throughout the summer months. The new Canadian Northern Railway bridge across the Saskatchewan river to this point, and the extension of the road beyond to Battleford will furnish employment to a large number of men, and new

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arrivals should have no difficulty in getting work. It is expected the erection of the new immigration building and the recent appointment of a special immigration agent will materially aid in the settlement of this district. Last season's crop was considered the best in the history of the district, but fully one-quarter is still unthreshed, and a similar amount still remains in the hands of the farmers. A steady advance in the value of city and farm properties is noticed. One thousand one hundred and ninety homesteads were entered for during this period.

Lipton, Saskatchewan.

Our agent reports the district flourishing and prosperous. Four or five times the area of the previous year will be under cultivation during 1907. At this point there was marketed, in the winter of 1905-6, 80,000 bushels of wheat; during the winter of 1906-7 twice that amount was exported, and there yet remains a large quantity in the farmers' granaries. This district appears to be well suited for grain raising, and one, if not more, of the farmers will be using a steam plough. In the Loon Creek district to the north of Lipton 5 or 6 steam ploughing outfits will be at work this year. Reporting by districts in this sub-agency, it is found that the area under cultivation in 1907 will be as follows: Hayward 3,000 acres, Lipton 5,000 acres, Dysart 4,000 acres, Kronsburg 6,000 acres, Headlands 1,500 acres, Benchonzie 1,000 acres, Touchwood Hills 1,500 acres. Five hundred and seventy-three homesteads were granted during the period covered by this report. No case of suffering from shortage of fuel or otherwise has been reported.

Dubuc, Saskatchewan.

The country surrounding Dubuc is well adapted for mixed farming, and settled chiefly by English-speaking people, Canadians and a number of Scandinavian-Americans. Homesteads have all been taken, but there is still considerable buying and selling of odd-numbered sections, and the prices have advanced during the last four years fully one hundred per cent. The area under cultivation in 1907 will be 40 per cent greater than the previous year. It is expected there will be a demand for farm labourers to a limited extent for spring work, but more help needed for the harvest.

Redvers, Saskatchewan.

About 300,000 bushels of wheat were grown in the immediate territory tributary to Redvers, of which only two-thirds has been marketed so far. Notwithstanding the difficulty of marketing wheat, and obtaining fuel and supplies, immigrants continue to arrive in fairly large numbers, and fully one-third more will be sown to wheat this season than any previous year. Farm help will be needed at this point.

Strassburg, Saskatchewan.

The new settlers arriving at this point have done a very large amount of breaking, but being a comparatively new district, reliable figures cannot be ascertained for this report. Some of the settlers augmented their financial resources by taking work on railway construction, while others found remunerative employment freighting Grand Trunk Pacific construction material north to the surveyed line of the railway. The majority of the new, and older settlers firmly believe in mixed farming, and while few have been fortunate enough to secure large herds of cattle, nearly every one has made a start in that direction, the hay land interspersing the wheat soil, making this feature of farming very desirable. The district produced many carloads of No. 1 hard, but oats have not yet received the attention they should, because all that have been grown

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are needed for feed purposes. The average production per acre was much below the general average of Saskatchewan owing to dry spells during the growing season; in some cases not more than 8 bushels per acre was harvested. There is no dearth of farm labour at this point, and although the acreage will be largely increased this year, the new homesteaders coming in will be able to supply the need.

Yorkton, Saskatchewan.

The total number of immigrants accommodated in the immigration hall was 364. Twenty-three cars of settlers' effects were unloaded at this point. The amount of grain received by the elevators was 1,390,000 bushels, and it is estimated that 50 per cent of the 1906 crop is still in the farmers' hands. The settlers in this district appear to have been generally successful, and no case of destitution has been reported during the past winter.

Kristnes, Saskatchewan.

So many arrivals reached this district during last year that practically all the homesteads are taken. They were mostly Icelanders and Swedes from North Dakota and Minnesota. Twenty carloads of effects were brought into the nearest railway stations, accompanied by between 200 and 300 settlers. The crop of 1906 was equal to the best as to quality and quantity; the average wheat yield being 27 bushels, oats 39, barley 30, flax 9 and speltz 21. There does not now appear to be any demand for farm labour, but the extension of the railway line may draw labour from the farms. At present settlers have to drive 15 or 20 miles to the nearest market, consequently they are hoping for the immediate construction of the railway to Saskatoon, which would bring them within 5 or 10 miles of a railway station. The average acreage under crop amongst the settlers in this district was 34 acres per farm, and this will be largely increased during the present year. Notwithstanding the usual vicissitudes of settlement in a new country, our agent reports the people well content.

Canmore, Saskatchewan.

One hundred families, with 20 cars of effects, arrived at this point. The settlers had a good crop last year. This point is becoming a grain centre, 350,000 bushels having been shipped by rail, and a large quantity is still in the farmers' hands. Some crops of wheat yielded 42 bushels to the acre, and oats 120 bushels. North of this point there are large American and Galician settlements, and up to the north boundary of township 36 is generally well settled. Quarter-sections of land with few improvements have been sold at prices ranging between \$2,000 and \$3,000. The Galicians who were amongst the first settlers in this district, are succeeding well, having secured good crops each year since they adopted the Canadian methods of farming. Some of these people arrived eight years ago, with large families and no money, and each has now a large acreage under crop, and many have bought land alongside of their homesteads, and it is gratifying to notice their distinct desire to have their children educated in the best Canadian schools.

Invermay, Saskatchewan.

Twenty cars of settlers' effects were unloaded at this point, accompanied by homesteaders with their families, nearly all of whom settled on homestead land. In this district there is a large quantity of scrub on the land, and this is holding back settlement somewhat; but once the land is cleared the soil is found to be of choice quality. Plenty of homesteads are yet available within ten miles of this station, and the settlers coming in are Americans and eastern Canadians.

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Kutawa, Saskatchewan.

The crop in this district was cut in first-class shape. Wheat averaged 25 bushels, oats 45 bushels, with some exceptionally large yields on special farms. There was no damage by hail or frost, but the very hot weather at ripening time probably reduced the yield by 5 bushels per acre. Garden stuff gave good returns. Cattle did remarkably well. Several new schools have been built and new post offices opened, and improvement districts have been organized for road work. There was no lack of fuel, nor any destitution among settlers in this district during the past winter. There is likely to be a demand for labour during the coming summer, as the railway companies will take a number of men otherwise available for agriculture; and with the construction of the railway, town sites will be put upon the market, making considerable work for artisans as well as labourers. Although much land is homesteaded, there are a number of homesteads in the park country within reasonable distances of the new railway lines now under construction.

Muenster, Saskatchewan.

The prospects for this district are reported good. The wheat crop of 1906 was good in quality and yield; oats and barley also produced well, considering most of it was on the spring ploughing. There is no demand for farm labour at this point. The settlers arriving were a good class, the majority coming from North Dakota, the eastern provinces, Minnesota and Michigan. Most were farmers and good workers. The general health has been excellent. Good water can be obtained at a general depth of 15 to 20 feet. It is estimated that the acreage under cultivation in 1907 will average 50 acres per homestead, and as all the homesteads are taken up, a large harvest may be expected. Oxen are gradually being disposed of and horses being purchased. The need of better roads is apparent and this district has suffered in common with many points owing to the defective railway service on the Canadian Northern Railway.

Quill Lake, Saskatchewan.

The settlers here are mostly English, Scotch and Canadian. South of Quill lake they consist of Americans, Icelanders and Norwegians. The immediately contiguous area to Quill lake will see about 6,000 acres in crop in 1907.

Battleford, Saskatchewan.

Throughout the year there has been a constant inflow of new settlers approximating 15,000 persons, the number of homesteads taken being 4,075. The class of settlers cannot well be surpassed, composed principally of Scotch, English, Irish, American and German nationalities. Most of the last mentioned before coming to Canada had been farming in the States, and speak good English; all the settlers who have been farming in the States bring effects with them, and 284 cars were unloaded at this point. The general trend of settlement during the year has been south and southwest of Battleford through which the Grand Trunk and Canadian Pacific railways are now being constructed. Fully seventy-five per cent of the new settlers were located along these lines, or along the proposed Canadian Pacific Railway line from Moosejaw to Lacombe. The crops in 1906 were harvested in good condition, the yield and quality being satisfactory. The acreage under crop in this district was 43,713 acres, the average acreage per farm being 35 acres. It is expected that at least 60,000 acres will be under crop this year. A number of new settlers will have to be assisted by the loan of seed grain in the spring of 1907. There is no demand for farm labourers, but carpenters, bricklayers and other tradesmen have little difficulty in securing

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work. Thousands of homesteads still to be had in the Battleford district are admirably suited for grain growing and mixed farming. The provincial government of Saskatchewan is expending \$30,000 in the building of roads, bridges, &c., in order to assist the settlement of the country.

North Battleford, Saskatchewan.

This season the district has experienced a wonderful growth in development and in the number of arrivals. Approximately 350 homesteads have been taken up within a semicircle of 50 miles radius to the north, which means about 1,000 arrivals and 200 cars of settlers' effects. The settlers are, generally speaking, industrious and thrifty. They are British, Icelanders, some from the continent of Europe, and others from the western States and provinces of eastern Canada. The acreage under crop in 1907 is expected to be at least three times greater than in 1906. There is no immediate call for farm labour, but mechanics in connection with the building trades can find ready employment in this and other towns along the Canadian Northern main line.

Lloydminster, Saskatchewan.

Report shows the past has been a very successful year, and the number of immigrants arriving has exceeded the previous year. The greater portion of settlers came direct from the old country, and a large number came from the United States, bringing with them 32 carloads of settlers' effects. The settlement has mostly gone south between the Canadian Northern line and the Grand Trunk Railway, but there are quite a few homesteads yet to be had within three miles of the last-mentioned location, and all along the line of construction business centres are springing up eight miles apart. One of the largest of these settlements is Denwood on section 21-44-6 west of 4th P.M., in the centre of a very fine stretch of agricultural land, but all homesteads are taken in this township. During the past winter the homestead inspector, and other officers, have been diligently engaged in patrolling the district for long distances, in order to keep in touch with settlers and see that no misfortune overtook them, which could not be readily met. Only three cases of destitution were discovered; one being a family who arrived after the snow had fallen and were not in shape to start operations at that time of the year; another case was a family of nine from South Africa, who arrived late in September, too late to make adequate preparations; the third case being that of a woman with six children, who were located on a homestead south of Vermilion, her husband having left in the fall to secure work, and has not since been heard of. There were no advances of seed grain during the year, but it is possible that assistance in this line will have to be given in some cases during the spring of 1907. A pleasing feature is the correspondence kept up by the original settlers with those in the old land whom they may desire to bring out. The fourth meridian line which passes through Lloydminster has been graded by the government of Alberta, and a steel bridge has been constructed across the Battle river, a great convenience to the settlers in all the south country. The road is 30 miles long and goes through a fine farming district, and it is intended to continue the same northward to the Saskatchewan river, thus making a trunk-road on the meridian line 55 miles long. The action of the Department of Agriculture in having field contests for the growing of wheat, has been of much benefit to farmers, and since the visit of the seed grain special train a year ago, much more care is taken in farming operations. There are many hundreds of homesteads to be had in large districts which can be readily reached from Lloydminster and other points on the railway. Accommodation was furnished in the immigration building at this point as follows:—

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July, 1906..	50 persons.
August..	32 "
September..	39 "
October..	22 "
November..	13 "
December..	7 "
January, 1907..	8 "
February..	15 "
March..	42 "

So far there were no cases of sickness in our building, although a few mild cases of scarlet fever developed in the town. The class of settlers has been exceptionally good. Thirty carloads of effects were unloaded.

Vermilion, Saskatchewan.

The immigration has been very large not only to the country surrounding, but in the town itself. What was practically a wilderness two years ago, and one year ago sparsely settled, is now a thickly peopled district of Canadian, British and American farmers. Many labourers and mechanics got a start on their homesteads by employing their spare time in labouring in the town of Vermilion. This town, although only fifteen months old, has a population of 1,300 souls, and there is tributary to the north a very large amount of fertile lands. The organization of local improvement districts is being completed. The settlers are a progressive and enterprising type, and schools are being erected in every district. The favourable conditions existing here with respect to abundance of fuel, and feed for stock, have prevented anything like distress among the settlers who came in without an opportunity of preparing for winter. From this point a charter has been granted to construct a railway northward into the Cold Lake district, which will open up a very large territory of very good land for settlement. The acreage under crop in the immediate district is expected to be 15,000 acres. The provincial government has established a creamery for this town, and its success is assured owing to the abundance of good pasturage and good water.

Vegreville, Saskatchewan.

Forty-two carloads of settlers' effects arrived here. It is estimated between 800 and 1,200 settlers arrived in the district, many of them taking up homesteads. The settlers are a good class, mostly Canadians and Americans, or those born in foreign countries who have lived in the United States for years. A few Galicians arrived. The acreage under crop is increasing very fast, and fully 50 per cent more land was under cultivation than was cropped the previous year. Steam ploughs are in operation in this district. There is no shortage of farm labour. Two hundred and thirty homesteads were entered for at this sub-agency.

Teulon, Manitoba.

The settlers in the district north of this point consist largely of Galicians, French, Germans and Hebrews. The newcomers and older settlers are making rapid progress, and our agent reports specially in favour of the present type of Galician farmer, who makes an admirable farm labourer; and, being sought in other parts of the province for this work, a scarcity of farm help has been found of late to affect even the district of Teulon.

Ranchvale, Manitoba.

The farmers in this district reaped an abundant harvest in 1906, but they were seriously inconvenienced during the winter months from lack of train service, and

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at the time of this report many of the farmers have not been able to sell their grain. A large portion of this district has been homesteaded in previous years by Galician farmers, who have been generally successful, and are better off financially each year.

Dauphin, Manitoba.

The district has shared in the general prosperity of the west. More land is under cultivation, and the town and villages have been growing steadily notwithstanding the inconvenience which has been experienced during part of the last winter owing to shortage of cars by which farmers could market their grain. Crops were generally good, prices fair, and it is estimated that not less than 2,000,000 bushels of wheat will be the final figure for the northern portion of this district. Oats and barley were grown to a considerable extent, but were all consumed by the local demand for lumber camps and railway work. Some attention is being paid to mixed farming from time to time. Heavy importations of horses have been made bringing good returns, as many of the earlier foreign settlers are discarding their oxen and using good horses instead. Many transactions and transfers of land are reported, prices being considerably higher than any previous year. Considerable settlement has taken place among homesteads lying between Lake Dauphin and Lake Manitoba, and additional surveys are necessary. The excessive snowfall of last winter hampered lumber operations in some parts of the district, but, notwithstanding, there is a fair amount of building material ready for market. The demand for labour of all classes has been fairly well met, but outside assistance will probably be required, as the foreign element who largely filled this demand in the past, cannot longer be depended upon, they having themselves such large areas under cultivation requiring their continual attention to their own farms. The general health of the district is good, and conditions prosperous. During the year 357 homestead entries were granted through this agency.

Swan River, Manitoba.

The past season produced good crops, and the outlook for 1907 is exceedingly bright. Eight years ago the Swan River valley was practically unoccupied. Now there is a population of at least 7,000 souls, and the district contains several railway lines; one incorporated town, five villages, six chartered banks, seven elevators, thirty day schools, and many other conveniences of a commercial and social character. There is an abundance of timber all about this district, which creates a confidence among the settlers as to their fuel supply. During 1906 it is estimated 50,000 acres were under crop, 250,000 bushels of wheat have been shipped, and 350,000 bushels are yet in the farmers' hands. This district has been peculiarly successful in respect to those who arrived there with little or no means. Indeed in one case a settler who arrived seven years ago with only \$45 of capital, estimates his present financial worth to be at least \$5,500. Sixty-three carloads of settlers' effects arrived at Swan River station during this year. Most of the desirable homesteads have been taken up in this district, and, although the price of improved farms is steadily increasing, yet, they are excellent value and afford, in many instances, a better investment than a free homestead. Lands purchased seven years ago at \$3.50 per acre have been known to sell for \$20 per acre during the past year. The saw-mills tributary to this district expect to place ready for market 12,000,000 feet of lumber.

Melfort, Saskatchewan.

Government agents report a good increase in the settlement of the district. Particularly has this been noticed in connection with Tisdale and the townships to the north of that point. The crops for the past season were exceptionally good, wheat

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realizing 25 to 60 bushels per acre, oats 50 to 125, barley 40 to 60. The breaking of new land during last season indicates a large increase in crop area for 1907. Twenty cars of settlers' effects have been unloaded at Melfort, and probably 100 cars at Tisdale, Star City and Kinistino. The indications are that there will be a large immigration to this district, and that the coming season will be satisfactory.

Tisdale, Saskatchewan.

In May, 1906, the Salvation Army placed 18 families on land in township 46, range 14, west of the 2nd P.M., and since then considerable work has been done on that land, though perhaps not as much as some people expected, railway facilities at that time not being favourable. Some 740 acres have been broken ready for crop in 1907. Each of the families has a well-built house and some live stock, and as they rapidly pick up a good knowledge of farming, they should succeed as they deserve. It is estimated that 20,000 acres will be under crop in this district in 1907. Ninety-nine per cent of the new arrivals speak English, and farm help needed can be obtained without sending from the outside.

GIRLS' HOME OF WELCOME, WINNIPEG.

The capacity of this deserving institution has been, on several occasions, taxed to the utmost. During 1906, 1,667 persons were accommodated; of this number 605 were *bona fide* immigrants; 690 servants, house-keepers, &c., and 371 transients. The nationalities represented by the immigrants were as follows: English, 325; Scotch 164; Irish 84; Swedes and Finlanders 10; Welsh 18; German 7. The following table will show how the work and accommodation of this institution have increased from year to year:—

	Inmates.	Immigrants.
1901.. . . .	676	124
1902.. . . .	921	193
1903.. . . .	1,109	412
1904.. . . .	1,360	499
1905.. . . .	1,531	547
1906.. . . .	1,667	605

GRAIN EXHIBITS.

During the past season there was purchased for exhibition purposes 24 carloads of grain in straw, and grasses, and 510 bushels threshed grain from the following districts: Hartney, Manitoba; Moosejaw, Saskatchewan; Macleod, Alberta; Lethbridge, Alberta; Moffat, Saskatchewan; Harding, Manitoba; Brandon, Manitoba; Cardston, Alberta; Battleford, Saskatchewan, and Teulon, Manitoba.

A large quantity of vegetables, honey, dairy products and fruit was also purchased, and along with grain was distributed to the various government agents in the United States and Great Britain. Six hundred and seventy-three cases were distributed. A large display of grain and grasses was made at the summer fair of the Winnipeg Industrial Exhibition in 1906, and occasion was taken then to distribute very large quantities of immigration literature amongst visitors who arrived from the United States. In addition, a number of persons deeply interested in western Canada products have received small samples which have been carried by them to their homes and used by them for illustrative purposes. There is still on hand in our warehouse a good supply which it is expected will enable us to fill all orders until the crop of 1907 is reaped. The building of the new grain warehouse at Winnipeg, and the spur track alongside, has greatly facilitated the handling of this work.

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RAILWAYS.

I stated in the previous annual report that railway construction was proceeding very rapidly, and very large extensions of the three railway systems were provided for. It is to be hoped that the conditions of the labour market, &c., will permit the speedy completion of the lines now under construction, because it is found that the demand for homesteads has been, and is, even so early as the present time of the year, so great that unless railway construction is pushed much more rapidly than has been the case in the past, many of these settlers will be too far from a railway to enable them to successfully operate their land for years to come. Unfortunately it would appear from the various incidents which have happened in western Canada during the past winter that not only have the fuel dealers and other firms conducting mercantile business of all kinds, failed to appreciate and meet the situation which is caused by the influx of so many additional people each year, but the railways themselves have not been able to keep pace with the requirements of such a vast country, and it is quite evident that in some cases construction has proceeded too fast for the equipment at the disposal of the railway company. This may draw the attention of the world to the fact that western Canada opens up immense possibilities for safe and profitable investment of capital, and the utilization of a greater amount of manufactured articles than have yet been supplied. The net earnings of the railways in western Canada indicate very clearly what handsome returns await the investment of funds in railway construction and operation.

CONCLUSION.

It is a pleasure to officially acknowledge the practical and helpful assistance which has been given to many new arrivals by immigration chaplains appointed by several of the church organizations in Winnipeg, and also by the officers of the Salvation Army, and the Church Army. These officials, through the training of their calling, are frequently able to give new arrivals sympathetic and detailed advice which immigration agents and officers of this branch have not the time, or perhaps the ability to do so well, and I willingly record this appreciation of their services from year to year.

I have pleasure also in recording the unfailing devotion to duty which has characterized the staff under this branch of the department, and believe that the training and experience which they gain with each additional year's duty, better fit them for carrying out the policy of the department, which must always be sufficiently progressive to keep pace with changing needs and methods.

Respectfully submitted,

J. OBED SMITH,

Commissioner of Immigration.

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REPORT OF C. W. SPEERS, GENERAL COLONIZATION AGENT.

WINNIPEG, April 1, 1907.

W. D. SCOTT, Esq.,
Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit a report of my work from June 30, 1906, to April 1, 1907.

During the month of July I made an extended tour of inspection through Saskatchewan and Alberta, looking over the different colonies, and adjusting some of the existing difficulties. I drove 250 miles in northern Saskatchewan, inspecting new districts for settlement. Report of trip submitted August 11, 1906. During the same month, under instructions from the secretary of the Department of the Interior, I investigated some discrepancies in general report, made by the Dominion Lands and Crown Timber officials, relating to the Doukhobor community. Report dated July 24, 1906. During the months of July and August, I accompanied the Pennsylvania Editorial Association through Canada, completing arrangements for their reception and entertainment throughout Alberta, Saskatchewan, Manitoba and British Columbia. Their reception was most cordial, and they were kindly welcomed and entertained at all the leading centres of population throughout the west. I am persuaded that the visit of these people will do much in spreading a knowledge of our country and its capabilities in the New England states. I endeavoured to supply useful information, as to the general features and characteristics of our country, its enormous resources and its adaptability to prosperous settlement. Full report, dated August 11, 1906. I investigated, under instructions from the Department of the Interior, seed grain advance to the British settlers of Lloydminster. Report dated August 11, 1906. I also purchased and had prepared a quantity of grains in the straw and vegetables, for the use of the department, at the State Fair Exhibit. Report dated August 22, 1906. Also a further investigation into some Doukhobor discrepancies. Report, August 27, 1906. In September I reported upon the adaptability of certain districts for the colonization of Swedish families. Report, September, 1906. During the same month I placed the exhibit with Agent C. J. Broughton, at Springfield, Illinois. The State Fair was largely attended; our products were the best on exhibition; much useful literature was distributed, and a great interest manifested in western Canada. Report, October, 1906. Under instructions from the Deputy Minister of the Interior, I made a revision of the townsite of Lloydminster, in the interests of the British settlers, being a final and complete revision of that townsite, for the department. Complete reports submitted to deputy minister, November 9, 1906. I inspected the settlements at Lloydminster, the Doukhobor community, the Galician settlements and the German colonies, finding them all in a most prosperous condition. I examined the lands northwest and north of Battleford, as to their adaptability to German colonization. Report dated November 10, 1906. I inspected the conditions existing at our immigration halls at Lloydminster, Rosthern, Craik, Davidson, Regina, also North Battleford. Report to Commissioner Smith, November 10, 1906. I also made a report on Edward Fairley, and answered some communications from the United States agents. Reports dated November 26, 1906. In December I visited Saskatchewan, recommended the patrol of isolated districts by police, owing to the inclement weather and great depth of snow. Report dated December 17, 1906. In January I examined, under instructions from the secretary of the Department of the Interior, matters pertaining to the Indian reservation at Kamsack. Report dated January 25, 1907. I

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also reported this month on an investigation made, at the request of J. Bruce Walker, of certain statements appearing in the English newspapers detrimental to our country. Report to J. Obed Smith, January 5, 1907. In January I made an extended tour through the west, pointing out the conditions of settlement. Full report January 25, 1907. During the same month I discussed with the Saskatchewan government existing conditions in the isolated districts throughout that province. Report, February 4, 1907. Under instructions from the Minister and the Superintendent of Immigration, I proceeded to Battleford in February to extend relief to deserving and needy settlers. This incurred considerable work and much correspondence, and reports have been forwarded regularly to the Superintendent of Immigration, February 15, 16, 19, 25, and during the month of March. Considerable work has been involved during the past winter in keeping in touch with the various settlements, particularly with those that were more recently established, to see that they were enduring no special privation, and that they were supplied with the necessary food and fuel. I think the emergencies have been well met by the department, and that we have suffered less in western Canada, confronted with extraordinary conditions, than they have in the border States to the south of us. We have had a heavy immigration during the last nine months, made up mostly of the agricultural classes.

The country is progressing rapidly; wages to the labourer have been very good. The production of last year was all that could be desired, and every branch of the industry of agriculture seemed very prosperous. Wheat, the staple production, has brought a fair price, and was of good quality. Beef cattle are higher this spring than they have been for some years, and are bringing $4\frac{1}{2}$ cents per pound live weight. Eighty thousand cattle were shipped to Great Britain last fall. Hogs have been dearer during the past year than they have been for twenty years. They have been bringing from $6\frac{1}{2}$ to 7 cents live weight. Sheep are also bringing a high price. Coarse grains, butter, cheese, roots and vegetables, bring a good price, which is very encouraging to the producer, and all these things will further encourage diversified farming, for which our country is specially adapted.

The fertility of our soil and its enormous producing capability should have a tendency to call many more to the important industry of agriculture.

We are in great need of more railroads; a large percentage of last year's production is still stored throughout the length and breadth of the west, and most of the elevators are well filled, and much grain is still held in the farmers' granaries. I am aware that the railroads have been confronted with great difficulties that may not recur in many years; but we are confronted with the difficulty that thousands of people with their cars of effects are upon us, ready to make their homes, when they can reach their destination, and this is taxing the power of the railways so much that the moving of last year's products will have to be deferred.

The country is in a most prosperous condition; there is a vast area of good territory available for new settlers, and some important colonies should be established this year. The people of all nationalities are most hopeful. The established settlements are very prosperous.

Your obedient servant,

C. W. SPEERS,

General Colonization Agent.

JUVENILE IMMIGRATION.

REPORT OF G. BOGUE SMART, CHIEF INSPECTOR OF BRITISH IMMIGRANT CHILDREN AND RECEIVING HOMES.

Ottawa, March 31, 1907.

The Superintendent of Immigration,
Ottawa.

SIR.—I beg to submit my eighth annual report as Chief Inspector of British Immigrant Children and Receiving Homes.

Another satisfactory year's work is to be recorded, and the number of inspections for the last three months of the present fiscal year is well advanced. During the calendar year, 1,319 individual reports were transmitted to the British government, an increase of 114 over the previous year.

The number of children under the supervision of this branch of the service is steadily increasing, and with this augmentation the volume of work has correspondingly advanced.

Visits of inspection have been made at the various receiving and distributing centres. The work of the societies, I am pleased to state, has been conducted with care and devotion to the individual welfare of their wards, and with few exceptions the children are comfortably settled.

The following statement will show the number of children emigrated to Canada during the fiscal year by some of the principal societies, and the number of applications received for children during the same period:—

Society or Agency.	Children immigrated.	Applications received for Children.
Dr. Barnardo's Homes, Toronto and Peterboro', Ontario, and Winnipeg and Russell, Manitoba.....	944	10,810
Miss Macpherson, Stratford.....	91	494
Mr. J. W. G. Fegan, Toronto.....	*	(a) 500
Rev. Dr. A. E. Gregory, Hamilton.....	109	(a) 550
Rev. Robert Wallace, 'Marchmont Home,' Belleville.....	*	595
'Fairknowe' Home, (Mr. Quarrier's,) Brockville.....	*	782
The Misses Smyly, Hespeler.....	10	118
Mrs. Birt, Knowlton.....	70	731
The Catholic Emigration Association.....	175	519
Church of England Waifs' and Strays' Society, Sherbrooke.....	*	83
Church of England Waifs' and Strays' Society, Niagara-on-the-Lake.....	17	382
Bristol Emigration Society.....		57
Mr. Middlemore, Halifax.....		(a) 125
The Salvation Army Emigration Agency.....	39	(a) 50

The above statistics cover a period of nine months only.

* Partes for 1907 had not yet arrived. (a) Approximately.

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STATEMENT.

Table showing the number of juvenile immigrants who arrived in Canada during the past five years, together with the number of applications received by the various agencies during the same period:—

Fiscal Year.	Children immigrated.	Applications received.
1900-1	977	5,783
1901-2	1,540	8,587
1902-3	1,979	14,219
1903-4	2,212	16,573
1904-5	2,814	17,833
1905-6	3,258	19,374
Total	12,780	82,369

The above statistics are most striking and indicate the extraordinary and steady increase in the demand for the British immigrant child in Canada. Juvenile immigration has lived down adverse criticism and this proof of its value is irrefragable.

It is a matter of personal satisfaction to me to be able to advise you that this branch of immigration is more clearly understood, and from a national point of view its value and importance are better appreciated by Canadians than heretofore. It is indeed unique, and in principle and policy differs from our general system of immigration. It is well that it is so, otherwise I fear it would fail to enlist that practical sympathy which it now commands from so many sources in Great Britain.

In previous reports which I have had the honour to address to you my endeavour has been to describe the various functions of this branch of the service, but the subject is one so copious of detail that my observations have been necessarily more general than specific. As early environment, and moral, religious and industrial training, or rather training in industriousness, have such an important bearing on the prospects and success of these young people in our Dominion, I have from time to time in public addresses and official memoranda described the predominating features of the child reclamation movement as ascertained by a personal study of the subject in the larger cities and other thickly populated centres of the old land from whence our annual influx of British juvenile immigrants has been drafted.

In the large family of children over whom my jurisdiction extends are many who have been hurled from respectability to destitution through the misadventure of their parents and friends. The large majority are, however, the children of poor but decent parents.

The cost of outfitting and emigrating a child to Canada amounts to about \$50 or \$60. This expenditure is claimed to be about one-tenth of the actual cost of maintaining the child in an institution. In contributing so generously towards the emigration of necessitous and unfriended children, the people of Great Britain are actuated first by a Christian and humanitarian spirit, and secondly by a duty to the state. No one who has not actually witnessed hardship and poverty, as it exists in the old land, and its effect upon helpless childhood, can adequately appreciate the true value of the work. That well known social writer, Mr. George R. Sims, has truly said: 'No man who has seen how the poor live can return from the journey with aught but an aching heart.' A greater interest I believe has been awakened in this important branch of the wide field of philanthropic action in England than has existed at any previous period. The Rev. Dr. A. E. Gregory, Principal of the Children's Home and Orphanage, Bonner Road, London, in a recent number of 'Highway and Hedges' has stated that 'the most remarkable development of the life of the last century was its interest in children. It has been said that its great discovery was the discovery of

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the child.' He goes on to say 'this is true to some extent of children in all classes, but it is specially true of the children of the poor. When first public interest in the children of the poor was aroused a great and horrible discovery was made. Men began to realize that children, made in the image of God, were suffering cruelties and wrongs unspeakable.'

A gentleman of prominence in Liverpool official circles, in a recent letter to me said in part: 'I only wish we could send you more of the poor boys and girls for whom there is little or no hope here, but who might become useful citizens of your great territory.'

The awakening of the public conscience in Britain to the rights of suffering and neglected children has spread to Canada's shores, for in many, if not all of our provinces, the legislatures have enacted laws for the protection and elevation of Canadian children, and Children's Aid Societies have been formed and are doing excellent work in many cities and towns. To the existence of such enactments and to the solution of a great sociological and economic problem the juvenile emigration movement was undoubtedly a leading factor in bringing to the attention of the people of Canada the manner in which children similarly situated were dealt with in the mother country.

As a farm labourer the home boy has proved a success, and after a few months' experience his work needs not to be apologized for. If he has been wisely indentured, by the time he reaches the age of eighteen there should be no reason why he should not possess a sum of at least two hundred dollars, which for an industrious youth is a sufficient nucleus to make an independent start. The following extracts from letters indiscriminately selected may be interesting as showing how many of these youthful labourers are progressing:—

'I have taken up my homestead, and at the present time I am ploughing my own place; my sister, whom I brought out, is working close at hand, and if all goes well will keep house for me next spring.'

'My brother in England is seriously sick. I want you to send me five dollars from my bank money to help him along. I am getting on fine.'

'My brother wants to come to Canada. Will you send him fifty dollars from my bank money to fetch him out here.'

From a former home boy: 'I would like a boy to help on our farm. I was married six years ago. I have only 40 acres to work, keep 7 head of cattle, 4 horses, a few hogs, with chickens, geese and turkeys. We sold \$70 worth of poultry at Christmas. The Methodist minister will give you my character.'

The majority of the boys are thrifty and saving and appreciate the value of their earnings, as a look into their savings bank accounts would indicate. In speaking recently with Mr. Frank Hills, Governor of the Children's Home, Hamilton, on this subject, he stated: 'I am often asked what (Home) boys do with their money—that is very hard to tell, but we know in many instances it is put to very excellent use. One boy may decide, after he has been in Canada a few years, to pay a visit to the old country to see his friends, he has money to pay his fare, money to live on while there, and as a rule sufficient to pay his fare back to Canada. These visits, while we do not encourage them, have a salutary effect upon the boy's ideas. He, as a boy, did not realize the want, squalor, the lack of work in the big cities of England, and he soon gets restless and longs to return to the bountiful Dominion where there is plenty for all. Some boys invest their earnings in a government land grant, and rough it through as the early pioneers have done before them. Some come into the cities from the country, and take a commercial course in a business college or telegraph school, and others settle down to married life in city or country, making a little home of their own. Not a few send regularly some contribution to their poor relatives in England, and quite a number have brought to Canada a father, mother, or brother and sister—paying all expenses.'

The general health of the children has been excellent, and it is quite superfluous to dwell upon this most important feature of the work further than to add *en passant*

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that for some years past a great improvement has been made by the various English societies in selecting children for Canada. I have reason to know that special care and attention have been exercised to see that their mental and physical qualifications have been good. The standard of requirements in a prospective juvenile emigrant should be similar to that applied to a recruit for the Imperial army or navy. Those with the slightest suspicion of physical weakness or mental defect should be rejected out of kindness to themselves. The Canadian official regulations state that every immigrant must pass a careful medical examination at the ports of embarkation and disembarkation, and be certified as physically, mentally and morally sound. As far as the government is concerned it welcomes all immigrants, whether juvenile or adult, who conform to these regulations.

The sentiment of the Canadian people as to the type and class of immigrant required is well defined, and is now better known in Great Britain than heretofore. It is a recognized fact that, while we have a vast territory for cultivation and development, and our most urgent need is population, only healthy, sober, hardworking men, women and children are welcomed. With plenty of courage, good constitutions and a good degree of strength, such are almost certain to succeed. Juvenile immigrants have the advantage of adults, for they have the privilege of training on a Canadian farm before they are of age to homestead or procure land for themselves. The late Right Hon. Samuel Smith, in an address at Mrs. Birt's annual meeting at Liverpool, stated in part: 'The children, if trained well before departure, rapidly adapt themselves to their new life, 95 per cent of them do well—some think even more than that.' From experience it would appear that the opportunities of success for the English so-called 'Home' boy has been found greater in Canada, judging by the fact that juvenile emigration to other colonies has at various times been tried as an experiment and practically abandoned.

Many of the young immigrants seize the opportunities afforded them, and put them to the best use, but others, a few in number, wish to escape from the control of the societies and their benefactors, and exhibit a love for adventure and a taste for travel. Apparently some have a hope of making a livelihood and realizing a future without the exertion of labour.

The emigration of boys of 16 years of age who have not previously undergone a definite period of probationary training in a home or school in Great Britain does not meet the requirements of our farmers or Canadians generally.

The advantages afforded industrious and well-behaved boys and girls in Canada are well understood in Great Britain.

But little progress has been made by the societies in attempting to cope with the demand for juvenile farm labour. During the past calendar year the influx has been greater than in any previous year in the history of the movement, but notwithstanding this the supply has been wholly inadequate.

In the course of my duties, and since my last report I have made a tour of inspection of a number of children in the agricultural districts of Ontario and Quebec, and it was very gratifying indeed to find, on the whole, such a desirable class of juveniles, few being of the undesirable or unemployable type.

It is the desire of the department that the individual inspections should be as thorough and effective as possible. No previous notice is given, and the children are found in their every day dress, engaged in their daily routine; and in this way the quality and suitability of the situation are more easily determined.

It is with much regret that I have to chronicle the death of Mr. Arthur Chilton Thomas, and of Miss J. Loveday. Mr. Chilton Thomas was one of the most active members of the Catholic Emigration Association, a leading authority in Great Britain on juvenile sociology, and an earnest supporter of the juvenile emigration movement. On several occasions he visited Canada, and had a thorough grasp of the Canadian phase of the work. Through his writings and addresses he did much towards the dissemination of a better knowledge of the work in

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Canada, and his loss to the Catholic Association is very deeply felt. The Barnardo Homes have sustained an irreparable loss by the death of Miss Loveday, who perished in the fire which destroyed the Gilmour hotel in Ottawa last September. Miss Loveday had come to the Capital in the prosecution of her work, and was a guest at the ill-fated hotel. For fourteen years she had been connected with Dr. Barnardo's Girls' Home, at Peterborough, Ontario. She was a lady of shrewd common sense, devoted to her duties and held in the highest regard by those with whom she came in contact.

In conclusion, I wish to say that the existing societies and their Canadian agencies are doing a service to the Empire that cannot be overestimated. They have been termed 'curative agencies.' The rescue from the hardships of destitution and the temptations which particularly beset unfriended childhood in Great Britain, and their subsequent separation, by an almost impassable gulf, from the temptations of their original environment by emigration to Canada, are a work of transcendent importance to the future of our Empire. In a recent number of *Day and Night*, it is stated, in reference to the Barnardo Homes, that 'for many of the children the homes prove a succor indeed, a moral and spiritual breakwater that prevents the inroads of a pitiless sea of danger and suffering.' These words embody a high tribute to the work at large.

My assistants have again this year reported, on the whole, a chorus of praise on the British juvenile immigrant in Canada. Mr. K. J. Henry, in his report for the past nine months, says: 'In general I found the children well cared for and giving good satisfaction. As a rule they were smart and intelligent. The farmers with whom the children are placed are of a good class and willing to do their duty by the children. In some cases they were doing more than the indentures called for. Everywhere I visited I was met by parties inquiring about how to get a boy or a girl, and in some instances both were wanted by the same person, particularly where they did not have any children of their own, or where their children had grown up and left the farm. I mention this because it goes to show not only the great demand for the boys and girls, but that those in their midst are appreciated.'

In his annual report, Mr. R. W. Hillyard, in part, states: 'Another year's work in connection with the inspection of British immigrant children affords a further opportunity to estimate the value of the work being done by the different societies engaged in rescuing these helpless ones and sending them to Canada, where comfortable homes are awaiting them.'

'In a large majority of cases I found the children comfortably placed and giving satisfaction to their employers. Only rarely have I found a child thoroughly bad, and the percentage of such is very small. The children are generally well housed, cared for and clothed and fairly remunerated for their services. They are unquestionably a great help to our farmers. Owing to the scarcity of farm help these children are yearly becoming more valuable, and the training which they here receive is fitting them for future usefulness and success. The annual visits from agents of the homes, and the government inspection of the children insure proper treatment and remuneration. Too much importance cannot be attached to the value of yearly inspections. The work being done through the charitable organizations in the old land is beyond all praise. Many of the children have completed their term of indenture with great credit to themselves and to the agencies which assisted them.'

It is ever a pleasure to acknowledge the kindness of the various agencies and their unfailing promptness in carrying out my recommendations.

THE CHILDREN'S AID SOCIETY OF LONDON, ENGLAND, CANADIAN AGENCY, SHAFTESBURY HOUSE, WINNIPEG.

Under the auspices of this society thirty children were sent to Canada during the past year. Reports received at the department indicate that these youthful immigrants are of a satisfactory class and are doing well.

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THE SALVATION ARMY.

The Salvation Army has not adopted juvenile immigration to any extent as yet. During the past nine months, however, thirty-nine children were brought out and placed in situations under the Army's auspices.

DR. BARNARDO'S HOMES.

During the past year I have personally inspected a large number of Barnardo boys and girls in their new homes and situations throughout the province of Ontario. Their healthy, wholesome appearance, behaviour and progress impressed me favourably and spoke well for their pre-emigration training. A careful and continuous oversight is maintained over their children, the number now aggregating over 16,000.

The superintendent advised me that their first party for the season of 1907 was expected to sail on February 21. and would number 300 boys and girls. Similar parties will from time to time arrive during the summer months.

My annual visits of inspection have been paid to the receiving homes at Toronto and Peterborough, Ontario. These homes are under efficient management.

MISS MACPHERSON'S HOME, STRATFORD, ONTARIO.

On February 13, last, I made my annual visit of inspection to this pioneer receiving home. There were ten very young children in residence, all being neatly dressed and bearing every appearance of good care.

Mr. Merry, who has charge of the Canadian branch of the work, stated in part 'that the rapidity with which the children were provided with good homes evidenced the fact of their careful selection and training in England.'

Their visitors have found fewer cases requiring the removal of the children from their original situations and homes, but in four such cases transfers were made, and of these, with one exception, the children have settled down in their new homes and promise well. During the past winter they have received visits from a number of their children, and Mr. Merry was much impressed by the marked change in their appearance and their increased height, which spoke volumes for their treatment in Canada, and the effect of the bracing Canadian climate. The health of their wards has been good, and there has been a complete absence of any infectious disease.

Many of last year's arrivals have gone to farmers known to Mr. Merry through their having had their wards in the past. 'It has been our greatest pleasure this year,' Mr. Merry stated, 'to see brothers and sisters who had emigrated in previous years and whose success has been the means of bringing other members of their families to Canada.'

A large number of their juveniles have come under the inspection of the department during the past year, and with few exceptions they were found in good situations and giving good satisfaction.

THE BRISTOL EMIGRATION SOCIETY.

This society did not promote the emigration of juveniles during the past year.

THE BOYS' AND GIRLS' REFUGES AND HOMES, STRANGWAYS, MANCHESTER, ENGLAND.

A party of juveniles from Manchester is expected to sail for Canada on April 4, in charge of Rev. Robert and Mrs. Wallace, of the Marchmont Home, Canada. A careful selection is being made of those children who are fitted for the new life, and whom it is desirable to remove from the risk of coming into association later, with degraded relatives who profess some interest in the child when he becomes of working

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age. Mr. Wallace gave the boys a lecture the other day on Canada, telling them of the life on the farms, and the good prospects for boys who were honest, truthful and industrious. He has a large number of applications for boys, five or six for every boy he places out, and so has a wide selection, and can find every lad a good home where he becomes one of the family, sharing the comforts as well as the work of the farm life.

FAIRKNOWE HOME, CANADIAN BRANCH OF THE ORPHAN HOMES FOR SCOTLAND (MR. WILLIAM QUARRIER).

During the years from 1871 to October 31, 1906, 13,000 have passed through Mr. Quarrier's homes, and of this number 5,000 were emigrated to the Dominion. It may be interesting to note that £670,000 has been received in voluntary gifts, of which £270,000 has been expended on buildings and lands and £400,000 on maintenance of the homes.

Any child, in any part of Scotland, if fatherless and destitute, is eligible for admission to the homes, and it is, therefore, from these classes that their juvenile immigrants are selected.

Of the 1,100 children under supervision 25 only have changed their situations during the past calendar year, which is a most satisfactory and gratifying feature as an evidence of careful selection and a credit to their early training in Scotland.

Their juveniles, Mr. Burges states, are in great demand, and to-day he had two applications for each child in the forthcoming party which is expected to reach Canada in April.

CHURCH OF ENGLAND WAIFS' AND STRAYS' SOCIETY, CANADIAN BRANCHES, SHERBROOKE, QUEBEC AND NIAGARA-ON-THE-LAKE, ONTARIO.

A number of boys and girls from this society have been inspected during the past year and reports indicate that they are progressing satisfactorily. During the year the Rev. Canon Rudolf, the chief executive of this influential society, visited Canada, and I have reason to believe that he carried home with him an impression of the opportunities afforded their young immigrants in Canada.

THE COOMBE, HESPELER, ONTARIO (THE MISSES SMYLY OF DUBLIN).

On December 10, I visited this home and had the pleasure of addressing their second annual meeting. I was much impressed by the deep interest evinced by the citizens of Hespeler in the work undertaken by the Misses Smyly, and by the expressions of high regard in which these ladies are held.

I heard many testimonies from farmers who have boys from the Misses Smyly's Dublin homes, as to their value as farm helps and good behaviour. The children spend some months at the home undergoing a preliminary training in taking care of cattle, poultry raising and gardening. They also attend the local public school.

The home is under efficient management.

MR. FAGAN'S HOME, TORONTO.

The superintendent states that their past year's operations have been very satisfactory. The children are well settled and giving their employers general satisfaction. All are placed out under yearly indentures, and in most cases receive their wages half-yearly, which are placed in the bank. The combined savings of the children at this date aggregate \$11,000. One youth has laid by \$800, and several have \$500 and \$600, respectively, in savings banks, a remarkably creditable showing, indicating that the children are imbued with the essential principles of success.

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The first party of juveniles is expected to arrive early in April.

THE CHILDREN'S HOME AND ORPHANAGE (REV. A. E. GREGORY, P.D.), HAMILTON, ONTARIO.

On March 19, I visited this receiving home and made a careful inspection of their first immigration party for the season of 1907. I cannot recall in the whole party one poor type, and they were all well advanced in schooling for their years.

Mr. Frank Hills, governor of the home, informed me that 'During the past year we have received some 106 children from England. They have been without exception a good type of boys, healthy, robust and well set up physically, just the kind capable of hard work. The boys have ranged from twelve to twenty-one years of age, many of them having been trained to manual labour in our farm home in Lancashire.

'We have received some 550 applications from all parts of Ontario, and many had to be declined because the demand was so much greater than the supply. With so many applications there is no difficulty in procuring good homes with some of the best farmers in Canada. These farm homes have been carefully selected, and as the boys are placed in the older settled districts of Ontario, they naturally secure many privileges, advantages and even luxuries which are not procurable in newer districts.

'Wages have of late years materially increased, we find farmers are only too ready to pay a good wage for a good type of boy, who is not only willing to work, but can do it intelligently.

'Thousands of dollars are placed in the savings bank every year, a splendid tribute to the thrift and industry of boys who arrived in Canada without a cent to their name. Had we two or three hundred more boys to place we should have had no difficulty in procuring good homes for them.'

THE CATHOLIC EMIGRATING ASSOCIATION, ST. GEORGE'S HOME, HINTONBURG, ONTARIO.

My annual inspection of this institution was made on January 6. Many alterations have been made in the interior of the home. All parts were found in good order, and the comfort of the children while here is well provided for.

The honorary manager reported a very satisfactory year's operations. Three hundred and ten children, viz., 263 boys and 47 girls, were received here and placed in situations in 1906, making an aggregate of 993 boys and 288 girls, or a total of 1,281 children under supervision. The general health of their wards has been decidedly good. Seven deaths occurred during the year, five of which were by accident.

It is anticipated that parties of children will arrive each month during the balance of the year. The majority of these young immigrants will be placed in Ontario and Quebec, and some will go to New Brunswick and Nova Scotia.

It is interesting to note that eight of their boys, who had been originally placed on farms and have completed their indentures, are attending college, paying their own way out of their savings.

I again had the pleasure of addressing the annual gathering of their 'old boys and girls,' at St. George's Home, at which I met 120 boys and girls. Their general appearance of prosperity, intelligence and alertness was a great credit to the society.

The honorary manager and his staff are deeply interested in their duties, and are doing a good work.

MRS. BIRT'S HOME, KNOWLTON, P.Q.

This home is pleasantly situated and well adapted for its purpose. It is in charge of a resident Canadian superintendent and two capable and experienced English ladies.

Two bands of juvenile immigrants are sent to Canada each year, one usually in February and another in May. Both boys and girls are emigrated, and the demand for their wards has for years been far greater than the supply.

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Mr. Andrew Drummond, for many years identified with Mrs. Birt's work in Liverpool, and whom I met at Knowlton on the occasion of my annual inspection of the home, reports: 'Our English boys and girls readily and heartily adapt themselves to the Canadian country life. In most cases the life has a great charm for those whose early years have been spent amid crowded surroundings. With few exceptions, our rescued little ones are behaving creditably, bringing comfort and gladness into many homes.'

I made a careful individual inspection of their first party for 1907, and found them a splendidly selected lot and of the type required for farm and domestic work in Canada. Those of the school age will be indentured with a view to their attendance at school. The children were all well outfitted, each having a sufficient supply of clothing for their first year's residence in Canada.

MARCHMONT HOME, BELLEVILLE, ONTARIO.

On the occasion of my official visit I found but two small lads in the home. I found the records splendidly kept and needed information readily available.

In the year ending December 31, 1906, 112 children, 81 being boys and 31 girls, were received and distributed by Rev. Mr. Wallace. No difficulty was found in placing this number, in fact I am advised that there were almost seven applications for each child. The children of last year were of a very good class, and have settled down in their new homes very satisfactorily, very few having returned.

Mr. Wallace advises me that 'there have been a number of marriages amongst the older boys and girls this year, and several have applied for children to bring up, in their turn. Two or three girls have taken up work as nurses in hospitals in Canada and write very happily about their work. Two of our old boys have been fully ordained during the year, one in the Baptist and one in the Methodist ministry, and have taken up the work of the ministry in settled pastorates.

'We continue as a home to support our missionary representative in China (one of our 1879 boys), as we have done since he went to China nineteen years ago.

'The work of visiting has been prosecuted as usual, and the reports have been most satisfactory on the whole both from the children's standpoint and that of the employees.'

Your obedient servant,

G. BOGUE SMART.

REPORT OF THE CHIEF MEDICAL OFFICER.

OTTAWA, June 3, 1907.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to transmit herewith the fourth annual report of the medical inspection service covering the fractional fiscal year, beginning July 1, 1906, and ending March 31, 1907.

The operations of the service include all the ports referred to in last year's report, and further include North Sydney, N.S., where a medical officer has been appointed to inspect all immigrants arriving from Newfoundland and other foreign ports. Hence the regular medical inspection of all immigrants arriving in Canada via ocean ports is carried on at North Sydney, Halifax, St. John, Quebec, Montreal, Vancouver and Victoria in Canada, and at New York by a Canadian medical officer, while those at other Atlantic seaports in addition to the United States inspection are again examined when they arrive at Montreal.

The methods of inspection inaugurated in 1903 have gradually been extended, with a view to meet the requirements of the Immigration Act as amended in 1906, and may be said to be at least as precise in their nature and as extended in their scope as those of any other country. That some idea of the work done may be had, the following table is made to show the total number of vessels arriving at the several seaports of Canada for the nine months of the fiscal year:—

TABLE I.

STATEMENT showing the total number of vessels carrying immigrants arriving at the ports of Quebec, Halifax, St. John, North Sydney, Vancouver and Victoria during the fiscal year 1906-7 (9 months).

Port.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Quebec	30	30	30	25	17	.....	.....	.....	.....	132
Halifax.....	12	11	11	6	11	18	19	18	24	130
St. John.....	2	4	3	1	5	13	9	11	15	63
North Sydney .. .	.....	.....	.....	.....	4	11	12	9	4	40
Vancouver.....	4	5	2	3	3	3	2	3	4	29
Victoria.....	6	8	7	11	6	8	6	6	8	66
Totals.....	54	58	53	46	46	53	48	47	55	460

An observation of the table shows in an interesting way the varied distribution of the work at different seaports. Thus at North Sydney there is the tri-weekly steamer from Newfoundland throughout the year; at Halifax and St. John weekly steamers from the West Indies, and from November till April practically all the immigration from European ports, with occasional vessels throughout the summer months. Quebec, it is seen, receives almost all the European immigration to Canadian ports from May to October, while Montreal is the point at which immigrants arrive

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after inspection at the several United States Atlantic seaports, as Portland, Boston, New York, Baltimore and Philadelphia.

At the Pacific ports of Vancouver and Victoria, there is, as will be observed, a steady all-the-year-round influx of Asiatics, while the daily Puget Sound steamers demand steady attendance.

This varied distribution of monthly immigration, makes the necessity for different arrangements for medical inspectors at different seaports apparent. As many as 7,000 immigrants have arrived at Quebec within a single day, and 30,000 in a single month. Similarly at Halifax and St. John, several thousands have arrived in a single day. As all second-class passengers are inspected at Quebec on shipboard, it is evident that to meet the demand of the passengers and the transportation companies, ample facilities for rapid medical inspection are necessary.

As explained in previous reports, the work of medical inspection is supplemented by that of medical detention in special immigrant hospitals erected and equipped for the purpose at the several ports. During the past year new hospitals have been erected at Halifax and Quebec, and one erected at Vancouver by the Canadian Pacific Railway Company on the docks for this special work has been leased and another at Victoria will shortly be under construction.

As the type of hospital for this work varies somewhat from the ordinary general hospital, and now that two of the most modern are being completed, it is proper that a brief reference to such be made.

That erected at Quebec is the model on which others are based and its general features will be gathered from the attached photographs.

It will be remembered that the inmates are largely continentals who speak languages not familiar to all the several officers, that they have never been accustomed to modern conveniences, and that many of the different nationalities have to be under the supervision of the same officers. This necessitates that all modern methods for safety from fire be adopted, hence buildings constructed of stone, cement and iron have been erected. It will also be remembered that immigrants are often detained against their will, making a certain degree of restraint necessary, and that in consequence the hospital officials, apart from their medical affairs, have to be guards as well as nurses, and to this end the wide balconies protected with strong wire screens for use in wet weather afford every opportunity for recreation, exercise and fresh air, while facilitating the supervision of the immigrants. In addition to kitchen, laundry and engine room, the basement mostly above ground provides a splendidly lighted dining-room adequate for three hundred persons.

The ground floor has a men's large ward lighted on three sides and with ventilating shafts to sky-light and ventilators in the roof. Two hospital wards and a perfectly lighted operating room are attached. All the rooms are adequately equipped with porcelain basins, closets and spray baths, while folding-beds add much to the facilities for cleanliness.

The first floor has two general wards and four family wards, all similarly equipped and lighted and ventilated by sky-lights.

The front portion of the building on the ground floor and first floor is devoted to offices and officers' quarters; the whole building has hot water heating, electric lighting and an abundant water supply from city mains.

Attached to these several hospitals are large grounds where exercise and recreation and some employment will aid in promoting the health of immigrants temporarily detained. That such equipment is demanded was apparent so soon as the medical inspection of immigrants was systematically begun; and that it is now much more required may be judged from the fact that the total immigration to Canada during the fiscal year was 124,667 or an increase of 37 per cent over the same period in 1905-6. The following table will illustrate the use of these hospitals:—

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TABLE II.

STATEMENT showing the number of immigrants who were detained and the number debarred at ocean ports since December 1902, when medical inspection was first begun.

Port.	Fiscal Year 1902-03.		Fiscal Year 1903-04.		Fiscal Year 1904-05.		Fiscal Year 1905-06.		Fractional Fiscal Year (9 months) 1906-07.		Totals.	
	Det'd.	Deb'd.	Det'd.	Deb'd.	Det'd.	Deb'd.	Det'd.	Deb'd.	Det'd.	Deb'd.	Det'd.	Deb'd.
Quebec.	15	15	817	179	1,422	454	1,163	320	523	117	3,940	1,085
St. John.	134	134	313	68	145	6	396	32	113	13	1,101	253
Halifax.	124	124	705	27	449	36	366	10	392	7	2,036	264
Montreal.					146	2	137		208	11	491	13
Vancouver and Vic- toria.					397	113	1,456	118	2,257	242	4,110	473
New York.							52	44	50	50	102	94
Totals.	273	273	1,835	274	2,559	611	3,570	524	3,543	440	11,780	2,122

A study of Table II. reveals some most interesting facts. It will be noted that the number detained in the fiscal year of nine months is almost equal to the total for 1905-6, and that the number for that year was more than one thousand greater than in the year previous. But it will be noticed that the ports at which the greater number of detentions have taken place have changed their relative positions during the three years. Thus in 1904-5 there were 1,422 detained at Quebec in a total of 2,559, much the same number was detained in 1905-6, but only 523 during this fiscal period. The number detained at Halifax has remained approximately the same during the same period, while that at St. John, large in 1905-6, fell to one-third during the present period. This, in view of the very large increase in European immigration, is of much interest. It has already been stated that the character of the inspection has been more extended and exact than ever before; and the only conclusion to be derived from this is that the steamship companies have learned by experience the necessity for greater care in having intending immigrants examined at ports of their embarkation. Another reason, perhaps, is that fewer continental immigrants from southern Europe have been arriving via Canadian seaports. The essential reason is, however, that through steady pressure upon the steamship companies, and the personal relations established with the medical officers of the boards of trade and the great steamship lines at the several British and continental seaports, aided by the official visit of Dr. J. D. Pagé, the chief medical officer of the port of Quebec, during last winter, European medical officers and booking agents are learning to understand exactly the requirements of the new Immigration Act. That this has not yet been fully understood at the Pacific coast ports, may be gathered from the enormous increase in detentions at the port of Victoria. From Table II. will be gathered some idea of the large number, not only of vessels inspected, but also of the possible detentions. While a number of those are from Puget Sound ports, the principal number detained are immigrants arriving on vessels of the Canadian Pacific Steamship Company bound to Canada, or on vessels *en route* to United States ports on Puget Sound, but touching to land passengers and freight at Victoria. The notable difference between the number detained at Victoria and Vancouver will thus be understood, Victoria being really like Quebec for the St. Lawrence, the first port of call for inward-bound ships.

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As regards the ports at which detained immigrants arrived, and the number detained in proportion to the number carried by the chief steamship lines, the following Tables III. and IV. will be of interest:—

TABLE III.

STATEMENT for the ports of Halifax, St. John and Quebec, showing the number of immigrants detained and the number debarred in the Fiscal Year 1906-7 (9 months).

SS. Line.	Port.	Number examined.	Detained.		Debarred.	Ratio of detained to Number examined.	Ratio of debarred to Number examined.
			Male.	Female.			
Allan SS. Line.....	Halifax.	18,489	239	95	5	1 in 55	1 in 3,698
" "	St. John.....						
" "	Quebec.	22,836	83	33	39	1 in 197	1 in 586
	Total.....	41,325	322	128	44	1 in 92	1 in 939
Dominion SS. Line.....	Halifax.....	3,325	26	13		1 in 85	
" "	Quebec.	12,509	127	77	44	1 in 61	1 in 284
	Total.	15,834	153	90	44	1 in 65	1 in 360
C. P. R. SS. Line.....	Halifax.....	1					
" "	St. John.....	13,458	72	25	11	1 in 139	1 in 1,223
" "	Quebec.	19,593	118	78	30	1 in 100	1 in 653
	Total.....	33,052	190	103	41	1 in 113	1 in 806
Donaldson SS. Line.....	Quebec.....	2,657	5	2	4	1 in 380	1 in 664
" "	St. John.....	1,293	10	6	2	1 in 81	1 in 647
	Total.....	3,950	15	8	6	1 in 172	1 in 658
Other Lines.....	Halifax.	791	13	6	2	1 in 42	1 in 396
"	St. John.....	255					
"	Quebec.....	54					
	Total.....	1,100	13	6	2	1 in 58	1 in 550
Grand total.....		95,261	693	335	137	1 in 93	1 in 695

In Table III. will be seen not only the proportion of arrivals by the several lines of steamers at the same port, but also a comparison of the arrivals and detentions at different seaports. It will be observed that the detentions during the winter season at Halifax of passengers per Allan Steamship Company are larger than at Quebec, though there were but few rejections. The difference is due to the fact that a relatively larger number of continentals arrive in winter, often suffering from conjunctivitis which under treatment becomes readily curable. The Dominion Steamship line shows a notably greater number both of detentions and rejections at Quebec and Halifax than any other company, the average detentions being 1 in 65, and rejections 1 in 360. The Canadian Pacific Railway Steamship Company has shown a remarkable improvement in the last year, both in the number detained and the number debarred. Thus while in 1905-6 1 in 43 was detained and 1 in 221 deported, the present year shows 1 in 113 detained and but 1 in 806 debarred, almost reaching the previous high standard of the Allan Steamship Company. Remembering that this includes steamers from Antwerp carrying continentals only, the fact is most gratify-

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ing, as showing what constant medical inspection before embarkation is capable of accomplishing.

The Donaldson Steamship Company, which last year took up immigration work for the first time, bringing passengers from Scotland, shows fewer detentions than any other line, though rather more rejections. The average detentions being 1 in 93, and the average rejections 1 in 695 for all lines have shown a lessening of almost 22 per cent over 1905-6 in the detentions and of 44 per cent in the deportations.

Year.	Total Examined.	Total Detained.	Total Debarred.
1905-6	140,224	1 in 73	1 in 387
1906-7	95,261	1 in 93	1 in 695

The differences which exist in immigrants, and the conditions under which they come to Canada are very well illustrated from the figures in the following table:—

TABLE IV.

STATEMENT showing the number of immigrants detained and debarred from Montreal, Vancouver, Victoria, North Sydney and New York for the Fiscal Year 1906-7 (9 months).

Port of Entry.	Port of Arrival.	Total Arriving.	Total Detained.	Total Deported.	Total Released.	Still in Hospital.
Montreal	(Philadelphia	120	208	11	175	22
	Baltimore	156				
	Portland	2,508				
	Boston	625				
	New York	9,802	50	50		
North Sydney	New York	as above.				
Vancouver	North Sydney	1,387	718	139	560	19
Vancouver	Vancouver	5,160				
Victoria	Victoria	4,583	1,539	103	1,432	4
Totals		24,341	2,515	303	2,167	45

The total arrivals at United States ports, given above, 13,211, include all immigrants who entered Canada at Montreal and were again inspected there, as well as any who may have entered at Cornwall, Prescott and Niagara Falls, and were not re-inspected except by Customs officers. The regular inspection at North Sydney was instituted in March, 1907, and includes persons inspected for only that month.

As mentioned in last year's report, arrangements exist whereby a medical officer of this department is provided with all facilities at Ellis Island, New York, for obtaining accurate statistics of all Canadian-bound immigrants arriving there and at the several other United States Atlantic ports, and of dealing with the cases of any who, on inspection, are detained by United States immigration officers. Of a total of 9,802 entering via New York, 50 were debarred as ineligible for admission to Canada, while of the total allowed admission to the United States and transit to Canada 208 were detained on inspection at Montreal and 11 were rejected.

Whatever the reason, it appears that of the immigrants coming to Canada via the United States, 1 in 51, or nearly twice as many were detained, and 1 in 216, or three times as many were deported proportionately as by Canadian Atlantic ports, suggesting either a stricter inspection or, what is actually the case, a greater number of continentals as coming via the United States ports.

Thus of the 13,211 immigrants arriving at United States ports, the Italians number 3,976 in a total of 5,114 arrivals in Canada; the Austro-Hungary group 1,540 in 4,045; the Hebrews 1,191 in 6,584; the Germans 691 in 1,903, while of 55,791 British only 2,968 entered by these ports.

A much more remarkable situation appears regarding detentions, when we turn to the Pacific coast arrivals. The very large number of vessels touching at Victoria has already been mentioned, including not only coastwise from the United States, but

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also vessels from Japan, China, Australia and Honolulu, whether bound to Vancouver or Puget Sound ports. These include regular passenger vessels, carrying tourists and latterly some immigrants from the United States, but very frequently persons of the tramp class are found. The vessels from Asiatic ports have always a limited number of tourists as saloon passengers, and in addition steerage passengers almost wholly Chinese returning on certificates, and Japanese and Hindoos. Recently a number of Japanese have been arriving at Victoria from Honolulu, whose final destination is the United States.

TABLE V.

STATEMENT by nationalities of number of immigrants debarred admission to Canada during the Fiscal Year 1906-7 (9 months).

Nationality.	Total Arrivals.	ATLANTIC PORTS.		PACIFIC PORTS.		TOTALS.		Totals.
		For Canada.	For U.S.A.	For Canada.	For U.S.A.	For Canada.	For U.S.A.	
Austrian, N.E.S.	562	1	.....	1	.....	2	.....	2
Galician	1,652	6	.....	.....	.....	6	.....	6
Magyar	347	3	.....	.....	.....	3	.....	3
Ruthenian	303	2	.....	.....	.....	2	.....	2
Slovak	146	3	.....	.....	.....	3	.....	3
Chinese	92	.....	.....	1	.....	1	.....	1
French	1,314	4	1	.....	.....	4	1	5
German, N.E.S.	1,889	2	.....	.....	.....	2	.....	2
English	41,156	42	2	2	.....	44	2	46
Scotch	10,729	6	.....	.....	.....	6	.....	6
Irish	3,404	4	.....	1	.....	5	.....	5
West Indian	64	1	.....	.....	.....	1	.....	1
Greek	545	1	.....	.....	.....	1	.....	1
Hebrew, N.E.S.	544	1	.....	.....	.....	1	.....	1
" Russian	5,802	24	3	.....	.....	24	3	27
Italian	5,114	29	1	.....	.....	29	1	30
Japanese	2,042	.....	.....	99	1	99	1	100
Poles, N.E.S.	144	2	1	.....	.....	2	1	3
" Austrian	375	1	.....	.....	.....	1	.....	1
" Russian	492	6	4	.....	.....	6	4	10
Roumanian, N.E.S.	431	1	.....	.....	.....	1	.....	1
Russian, N.E.S.	1,927	15	15	1	.....	16	15	31
Fins	1,049	.....	3	.....	.....	.....	3	3
Icelandic	46	.....	4	.....	.....	.....	4	4
Swedes	1,077	4	.....	.....	.....	4	.....	4
Turks, N.E.S.	232	3	.....	.....	.....	3	.....	3
Armenians	208	2	.....	.....	.....	2	.....	2
Syrians	277	1	.....	.....	.....	1	.....	1
From U.S.A.	34,659	.....	.....	17	.....	17	.....	17
India	2,124	.....	.....	119	.....	119	.....	119
Totals.	118,746	164	34	241	1	405	35	440

This table, always interesting to the casual reader, is important, not only in indicating results compared with previous years, but also the degree to which the various peoples are impressed with the restrictions placed upon undesirable immigrants. As remarked in previous years, of the total number, those destined to the United States show the proportionately largest number, there being 34 in a total of 198 at Atlantic ports, as compared with 164 destined for Canada, while the total immigrants destined to the United States were 17,887 as compared with 101,715 to Canada. The number of British debarred at Atlantic ports was 54, or 1 in 1,033, as compared with 1 in 1,669 in 1905-6. This increase, as compared with last year of 3 to 2 in British rejections, is very worthy of note, since it has been the rule that the larger the total immigration of any class, the proportion detained is fewer, and British immigration has been greater than for the same period of the previous year. The English rejections were as 1 in 935; the Scotch as 1 in 1,788, and the Irish as 1 in 851.

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Of the total 34,217 from continental Europe 144, or 1 in every 237 was debarred, as compared with 1 in 104·3 last year.

The change is a very remarkable one, since while medical inspection is ever increasing in strictness, the continentals have fewer rejections by more than one-half. Thus in 4,045 of the Austro-Hungary group, 15, or only 1 in 270, were debarred as compared with 1 in 116 last year. Of the French and Belgians, 5 were deported, or 1 in 392, and of 4,199 German and Scandinavian and Danish, 10 were deported, or 1 in 420. In 5,144 Italians 30 were deported, or 1 in 170, while of 6,584 Hebrews 28 were debarred, or 1 in 235. Of the 1,293 Greeks, Syrians, Turks, Arabians and Armenians 7 were debarred, or 1 in 184.

Regarding the detained or debarred at the Pacific coast the following table will be of interest:—

TABLE VI.

STATEMENT showing the total number of Chinese, Japanese, Hindoos detained and debarred at the ports of Vancouver and Victoria during the Fiscal Year 1906-7 (9 months).

Nationality.	Total No. Arriving.	Detained.	Released.	Debarred.
Vancouver—				
Chinese.....	66	87	87	.....
Japanese.....	526	154	91	51
Hindoos.....	1,609	468	382	79
	2,201	709	560	130
Victoria—				
Chinese.....	22	98	97	1
Japanese.....	2,656	1,386	1,333	49
Hindoos.....	508	40	.....	40
	3,186	1,524	1,430	90

The number 88 represents the number of Chinese arriving in Canada for the first time via Pacific ports, and who either paid the \$500 tax or were exempt under the Act, but each year a considerable number of Chinese resident in Canada visit China on permits, and on their return to Canada may require treatment or even deportation. At Victoria it appears 1 in 2 was detained and 1 in 35 debarred, and at Vancouver 1 in 3 was detained and 1 in 17 debarred.

In the above table, the number of Chinese detained is larger than the total Chinese immigration, this is explained by the fact that many of the Chinese detained were in Canada before, hence are termed returned Canadians.

The foot note explains regarding the Chinese detained and debarred, while the fact that 1 in every 2 Japanese was detained at Victoria and 1 in 54 deported, and at Vancouver 1 in 3 detained and 1 in 10 deported indicates not more the exactness of inspection than the need for every precaution being taken to prevent the entry of what evidently is on the whole an inferior type of immigrant. As many of those landing at Victoria have the United States as their final destination, it is possible that some greater precautions are taken that trachoma cases as such do not embark, since they are examined at Hong Kong by United States medical officers, and the fact that so many are detained at the ports indicates the tendency before commented upon to the development of ophthalmia during the long sea voyage, owing often to overcrowding and exposure to foul and infected air in the holds of the ships, to common washing utensils and infected towels.

THE IMMIGRANT HOSPITALS.

This term has been a common one at the several seaports, but the hospital idea has so completely replaced that of detention that the expression immigrant hospital more

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properly indicates their character. The establishment of these under departmental control began at Quebec in 1904, and was followed in November, 1904, by one at St. John; in March, 1905, by those at Halifax and Montreal, and in April, 1906, by that at Vancouver; while private boarding houses have been utilized for the time at Victoria, until the new building now under construction is completed. What has been the extent of the work done in them is illustrated by the following table:—

TABLE VII.

STATEMENT giving the diseases and other causes for which immigrants were detained at the ports of entry, Quebec, Montreal, Halifax, St. John, Victoria, Vancouver and New York during the Fiscal Year 1906-7 (9 months).

Class of Disease.	Cause of Detention.	Number Detained.	Number Released.	Number Deported.	Still in Hospital.
I. Contagious diseases.....	Chicken pox.....	1	1 (1 died)		
	Typhoid fever.....	1	1		
	Mumps ..	1	1		
	Measles.....	4	4		
	Totals.....	7	7		
II. General diseases.....	Lupus.....	3		3	
	Tuberculosis.....	12	5	6	1
	Alcoholism.....	1	1		
	Delirium tremens.....	3		3	
	Rheumatism.....	2	1	1	
	Malarial fever.....	1			1
	Fever.....	3	3		
	Totals.....	25	10	13	2
III. The eye.....	Trachoma.....	991	766 (1 died)	176	49
	Conjunctivitis.....	1,793	1,756	10	27
	Ulcer of eye.....	1	1		
	Cataract.....	1		1	
	Ophthalmia neonatorum.....	1	1		
	Blind.....	3	2	1	
	Partially blind.....	12		12	
	Totals.....	2,802	2,526	200	76
IV. Nervous system.....	Spinal disease.....	1		1	
	Paralysis.....	7	5 (1 died)	2	
	Convulsions.....	3	3		
	Apoplexy.....	1	1		
	Feeble minded.....	8	4	4	
	Melancholia.....	1		1	
	Hysteria.....	1	1		
	Insane.....	15	13		2
	Epilepsy.....	3		3	
	Pott's disease.....	1		1	
	Paralysis of leg.....	1	1		
	Totals.....	42	15	25	2
V. Circulatory System.....	Heart disease.....	1		1	
VI. Respiratory system.....	Bronchitis.....	4	4		
	Pneumonia.....	1	1		
	Empyema.....	1		1	
	Chronic pleurisy.....	1		1	
	Totals.....	7	5	2	

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Class of Disease.	Cause of Detention.	Number Detained.	Number Released.	Number Deported.	Still in Hospital.
VII. Digestive system....	Hernia	5	1	4	.....
VIII. Genito-urinary system....	Syphilis	2	.....	2	.....
IX. The skin.....	Favus	9	7	2	.....
	Alopecia	2	2	.....	.....
	Erysipelas	1	1	.....	.....
	Scabies	1	1	.....	.....
	Eczema	1	.....	.....	1
	Abscess on face	1	1	.....	.....
	Tinea (Ring Worm).....	3	2	.....	1
	Tubercular adenitis	2	.....	1	1
	Totals	20	14	3	3
X. Locomotor system.....	Muscular atrophy.....	1	.....	1	.....
XI. Malformation — diseases of old age and infancy	Deaf	3	3	.....	.....
	Cripple	1	.....	1	.....
	Senility and debility	20	13	4	3
	Deaf and dumb	6	1	5	.....
	Hunchback	2	2	.....	.....
	Lame	1	1	.....	.....
	Rickets	1	.....	.....	1
	Old age	1	1	.....	.....
	Totals	35	21	10	4
XII. Accidents.....	Sprained muscle of groin	1	1	.....	.....
	Lost fingers and toes	1	.....	1	.....
	Totals	2	1	1	.....
XIII. Ill-defined causes.....	Poor physique.....	7	4	3	.....
	Nervous disease	2	1	1	.....
	Totals	9	5	4	.....
XIV. Other causes.....	Accompanying patients	213	(1 died) 190	19	4
	Likely to become a public charge ..	159	69	90	.....
	Criminals	11	2	9	.....
	Traumatic lameness	1	1	.....	.....
	For safe-keeping	4	4	.....	.....
	Suspected immoral	4	4	.....	.....
	Stowaway	18	11	7	.....
	Prostitute	8	.....	8	.....
	Ran away from wife	1	.....	1	.....
	" " father	2	.....	2	.....
	Eloped	2	.....	2	.....
	Held for bond	1	1	.....	.....
	For further observation	8	8	.....	.....
	Waiting for tickets	3	3	.....	.....
	" situation	94	94	.....	.....
	To observe mental condition	1	1	.....	.....
	Pediculosis	1	1	.....	.....
	To observe eyes	16	16	.....	.....
	Bad character	30	1	29	.....
	Artificial foot	1	1	.....	.....
	Opium fiend	3	.....	3	.....
	Procurer	1	1
	Degenerate	3	3
	Totals	585	407	174	4
	Grand totals.....	3,543	3,012 (4 died)	440	91

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Reference to the reports of the United States Immigration Service will show that the practice in our hospitals varies somewhat from that in the United States hospitals. The Canadian Act provides conditionally that otherwise desirable immigrants suffering from some curable disease may be detained for treatment. The Act of the United States not only excludes persons suffering from loathsome or contagious diseases of a chronic type, but further levies a fine upon the vessel carrying them, if there is reasonable ground to suppose the disease could have been detected before embarkation. However, contagions contracted on shipboard and individuals suffering from some malady and who are related directly to some person already admitted, and who has applied for citizenship are landed for treatment and examination, and if it is determined that the disorder is easily curable, are admitted for treatment. However, in all their main features the two Acts are the same as regards dealing with disease.

'No immigrant shall be permitted to land in Canada who is feeble-minded, an idiot or an epileptic, or who is insane or has had an attack of insanity within four years' is the wording of section 26 of the Canadian Act of 1906, and its words are almost duplicated in the United States Act. Greater flexibility exists in the second portion of the same clause which excludes 'all deaf and dumb or dumb or blind or infirm unless accompanied by friends' or coming to friends who are willing or able to be responsible for their maintenance. It naturally results from these clauses that a notable number are yearly debarred, but who for sometimes considerable periods are detained in hospitals in the absence of other convenient place. The hospitals have also been the temporary place of detention of persons about to be deported from even other causes than disease.

As compared with 1905-6 and its 3,570 detentions, there were detained 3,543 during the nine months of the present fiscal year, so that for a full year the number would be notably above that of the previous year. Thus unequal detentions at different ports have been already adverted to.

Turning to the causes for which immigrants were detained, it is pleasing to note the very remarkable freedom from any acute or contagious disease which might have broken out during detention at the hospitals. In all there were only 7 as compared with 22 last year; there being 25 detentions of Class II. compared with 7 last year. Of these 3 were lupus or tubercular disease of the face, with 12 others, making in all 15 tubercular cases as compared with 4 last year. This is a matter of much importance as illustrating the increasing care being taken to prevent the introduction into Canada of further cases of this most serious disease.

Remembering that the immigrants are examined in groups often of 1,000 and over, and that as many as 7,000 have arrived in a single day, it will be understood that no attempt is made to make a clinical examination of persons who are not obviously in poor health. How a tuberculized person told to keep on deck in the fresh air, should with sunburning and an appearance of ruggedness be overlooked will readily be understood, when the medical statistics of sanatoria and hospitals for consumptives show that in a group of consumptives an average of 8 months have elapsed before tuberculosis is actually diagnosed in patients. That such an average length of time should be present in the class of persons who emigrated to Canada may well be expected from the following analysis of cases which became inmates of Muskoka or Toronto sanatorium under the management of the National Sanitarium Association, and which were made the occasion of a memorial of the Toronto and Montreal Boards of Trade to the government of Canada. It may be stated that the moment that the memorial of the Toronto Board of Trade appeared, I communicated with the medical officers in charge of those institutions in one case personally, and in the other by correspondence. After quoting from the memorial which states that 'of 243 patients in the Muskoka Sanatorium 83 were foreign born,' my letter says: 'I, therefore, shall take it as a favour if you will supply, as far as possible, details regarding the individuals treated, in order that the department may be in a position to follow up in the manifests containing all the immigrants, the ship-

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ping company which brought each patient, the port at which they arrived, the medical officer on duty and any other facts which may be of importance in the investigation.' In the case of the Toronto institution the medical officer wrote sending a list of 8 inmates who had been in Canada less than two years, and a month later the secretary of the association sent a tabulated statement giving a total of only 15 cases from both or all the institutions that could in any way be classed as recent immigrants. My report made regarding these cases says: 'An analysis of the 15 cases whether resident in the Muskoka Sanatorium or that at Toronto, gives no evidence in any case other than Nos. 4, 7, 10 that the individual was tuberculized at the time of admission to Canada, and evidently was not in such an advanced stage of the disease as could have been diagnosed in any way other than more than ordinarily close examination. Though there is no evidence on the point, it is probable that number 3 was tuberculized on his arrival in Canada, as he seems to have been admitted shortly thereafter into the hospital. No. 7 came to her husband who had been some time in Canada; No. 10 came to her husband who had been in Canada some time, and who has regular employment, and has made a good home for his wife. This woman may have been slightly tuberculized on arrival, but certainly not to a degree that could have been readily diagnosed, since she came in May and in January is reported to be slightly diseased. Therefore, it appears that at most two of the list were sick enough to be possibly detected by the medical officer at the port of arrival, while of the total fifteen cases, six are reported to have come to the country in 1905, or some two years before their admission to the hospital.'

When, however, it is remembered that the annual death rate in urban populations in both Europe and America from tuberculosis varies from 1.5 to 2.5 per 1,000, it is not to be supposed 221,276 immigrants could, as they did, enter Canada in 1905-6 and 1906-7 from Europe without their quota of tuberculized persons. If to the 12 rejected at the seaports (3 in 1905-6 and 9 in 1906-7) on account of tuberculosis during this period are added the 8 deported in 1905-6 and the 15 in 1906-7, we have a total of 35 tuberculized persons, or actually .16 per 1,000 who were not admitted or were sent out of Canada, to which may further be added 1 who died in an immigrant hospital and was never admitted, and 5 who though diagnosed on arrival were allowed to go to their families who were found able and willing to care for them, and who had already become residents of Canada.

Class III. contains the principal number of cases detained, 2,802 being all diseases of the eye, of which 991 were trachoma, and of which nearly 18 per cent were deported. This disease always preceded by a conjunctivitis more or less acute has greatly decreased in prevalence at Atlantic seaports, in part probably from a lessened prevalence in the countries where the immigrants come from, and in part from the strict medical examination by port officers and those of the steamship companies at ports of embarkation. The larger number of cases during the present year occurred at the Pacific seaports.

Class IV. This class which includes all nervous diseases is marked by a very considerable increase for the nine months; there being 42 detentions as compared with 28 in the previous year. Remembering that there were but 90,008 immigrants inspected at the ports in the year as compared with 131,268 in 1905-6, it means that in the year almost 1 to 2,000 immigrants was detained on account of nervous disease, as compared with 1 in 4,688 in the previous year, and 13 insane were debarred that year as compared with 4 in the previous year.

Classes V. and VI. show remarkably few detentions, and the same may be said of Class VII. Diseases under Class VIII. are not liable to be diagnosed except when coming under Class IX. The cases under this latter class have been few and mostly are found to have been cured favus.

Class XI. naturally includes a very considerable number since in it are placed those who through hereditary or other early causes are defectives or who have become so through old age or through accident. Few of them ought to arrive at the seaports

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if proper inspection is carried out before embarkation, as the defects are mostly quite obvious; but it often becomes a delicate question to decide whether, in the instance of some natural defect, which has been overcome in part by education, as in the case of the dumb or maimed, the person has not been brought within the category of desirable immigrants; moreover, many come as children, members of a family able to support them, and whose general well-being indicates the absence of degeneracy, and signifies that the defective has suffered some congenital or other accidental injury. Of the 35 such detained 10 were debarred an entry.

Class XIV. which includes all others who were inmates of the hospitals is interesting as indicating the many questions which have to be considered in the inspection of immigrants. The children of persons detained on account of some member of a family being diseased, form a large number, there being 213 detentions. The 159 detained as likely to become a public charge are very frequently medical cases, since their physical and mental ability is largely a determining factor. Of 159 detained 90 were rejected. Criminals frequently come under the same category and often as physical and mental degenerates have developed the immoral traits which have placed them in the criminal class. They include here 11 criminals, 4 suspected immoral, 8 prostitutes, 30 of bad character, 1 procurer, 3 degenerates, 2 elopers. Altogether there were 585 in this class of whom 174 were debarred.

Selecting from Classes IV., XIII. and XIV. those cases in which the element of moral character largely enters, it is gratifying to think that including the insane and other nervous cases 176 cases were excluded from Canada during the past nine months, who if admitted would have added a very notable number to the permanent population of either our asylums, prisons or charitable institutions.

TABLE VIII.

STATEMENT showing total earnings, receipts and total expenses of daily maintenance of immigrant hospitals for Fiscal Year (9 months).

Port.	Nine Months to March 31, 1907.	Days in Hospital.	Rate per Day.	Total Earnings.	Total Receipts.	Total Expenditure
			Cents.	\$ cts.	\$ cts.	\$ cts.
Quebec	1906-7	5,759	75	4,319 25		
"	1906-7	3,087	50	1,543 50	5,407 38	12,580 97
Halifax	1906-7	3,902	75	2,926 50		
"	1906-7	200	50	100 00	2,726 49	5,238 10
St. John	1906-7	1,052	75	789 00		
"	1906-7	383	50	191 50	4,208 50	1,786 39
Montreal	1906-7	2,994	75	2,245 50		
"	1906-7	674	75	505 50		
"	1906-7	776	50	388 00	1,646 50	3,778 33
Vancouver	1906-7	7,897	75	5,922 75		
"	1906-7	814	50	407 00	8,935 50	4,873 34
Victoria	1906-7	9,244	35	3,235 40	3,235 40	1,325 54
Totals		36,782		22,573 90	26,159 77	29,582 67

Of the earnings of the hospital at Montreal \$505.50 is charged against the department for maintenance of deports detained there awaiting sailings, and another amount chargeable against the New York Central Railway, which so far has paid no accounts. It will be noted that the amounts received at several hospitals are more than those earned. This is, of course, due to payments deferred by companies due from the previous year.

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TABLE IX.

STATEMENT showing the number, nationality and causes for which immigrants admitted to Canada were deported after admission to Canada during the Fiscal Year 1906-7 (9 months).

Nationality.	Whence sent for Deportation.	Male.	Female.	Class of Disease.	Cause of Deportation.
<i>Deported at St. John.</i>					
English.....	Winnipeg.....	2	..	General diseases.....	Tuberculosis.
".....	Toronto.....	1	..	".....	"
Dane.....	Winnipeg.....	1	..	".....	"
English.....	".....	4	..	".....	Rheumatism.
".....	Toronto.....	1	..	".....	"
Irish.....	Winnipeg.....	1	..	".....	"
English.....	".....	2	..	Eye diseases.....	Failing eyesight.
".....	".....	3	..	Nervous diseases.....	Insanity.
".....	London.....	2	..	".....	"
".....	Strathroy.....	1	..	".....	"
".....	Toronto.....	2	..	".....	"
".....	Hamilton.....	1	..	".....	"
".....	Montreal.....	1	..	".....	"
".....	Edmonton.....	1	..	".....	"
Welsh.....	Montreal.....	1	..	".....	"
Irish.....	Toronto.....	1	..	".....	"
Scotch.....	".....	1	..	".....	"
".....	Winnipeg.....	1	..	".....	"
Galician.....	".....	1	..	".....	"
English.....	".....	2	..	".....	Physically and mentally weak.
".....	".....	1	..	".....	Epilepsy.
".....	".....	2	..	Circulatory system.....	Heart disease.
".....	".....	1	..	".....	Emphyema.
French.....	".....	1	..	".....	Varicose veins.
English.....	Cornwall.....	1	..	The skin.....	Ulcer on leg.
".....	Winnipeg.....	1	..	Locomotor system.....	Locomotor ataxia.
".....	".....	2	..	Malformation, &c.....	Deaf and dumb.
".....	Toronto.....	1	..	".....	Twisted neck and head.
".....	St. John.....	1	..	".....	Cripple.
".....	Winnipeg.....	1	..	Old age.....	Old age.
".....	".....	1	..	Ill-defined causes.....	Physically unfit.
Scotch.....	".....	1	..	".....	"
English.....	Toronto.....	1	..	Accidents.....	Lost eye and thumb, feeble.
".....	Winnipeg.....	1	..	Other causes.....	Accompanying patients.
".....	London.....	1	..	".....	"
".....	Toronto.....	3	..	".....	"
Scotch.....	".....	2	..	".....	"
English.....	Winnipeg.....	3	..	".....	Likely to become a public charge.
".....	U. S. A.....	3	..	".....	"
".....	St. John.....	1	..	".....	"
Swede.....	Winnipeg.....	2	..	".....	"
English.....	".....	2	..	".....	Criminal.
".....	Toronto.....	1	..	".....	"
".....	Montreal.....	1	..	".....	"
".....	Quebec.....	1	..	".....	"
Italian.....	".....	1	..	".....	"
English.....	".....	1	..	".....	Pregnant.
".....	Winnipeg.....	1	..	".....	Immoral.
Scotch.....	".....	1	..	".....	Vicious tendencies.
<i>Deported at Montreal.</i>		62	20		
English.....	Winnipeg.....	4	..	General diseases.....	Tuberculosis.
".....	Montreal.....	2	..	".....	"
".....	Ottawa.....	1	..	".....	"
Galician.....	Winnipeg.....	1	..	".....	"
Swede.....	".....	1	..	".....	"
U. S. Citizen.....	Montreal.....	1	..	".....	"
English.....	Winnipeg.....	5	..	".....	Rheumatism.
Hebrew, N.E.S.....	".....	1	..	".....	"
French.....	".....	1	..	".....	"
Irish.....	Montreal.....	1	..	".....	Alcoholism.
".....	Ottawa.....	1	..	".....	"

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Nationality.	Whence sent for Deportation.	Male.	Female.	Class of Disease.	Cause of Deportation.
<i>Deported at Montreal—</i>					
<i>Con.</i>					
English.	Port Arthur.	1	1	Eye diseases.	Failing eyesight.
"	Winnipeg.	8	1	Nervous diseases.	Insanity.
"	Kingston	1	1	"	"
"	Montreal	6	3	"	"
"	Toronto	4	1	"	"
"	Hamilton	2	1	"	"
"	Penetanguishene.	1	1	"	"
Scotch.	Montreal	1	1	"	"
Irish	"	1	1	"	"
"	Quebec	1	1	"	"
Hebrew, N.E.S.	Winnipeg.	1	1	"	"
Galician	Halifax.	1	1	"	"
U. S. Citizen	New Westminster.	3	1	"	"
"	Montreal	1	1	"	"
Swede.	Toronto	1	1	"	"
Galician	Bracebridge	1	1	"	"
Scotch.	Montreal	1	1	"	"
English.	Winnipeg.	1	1	"	"
"	Hamilton	1	1	"	Epilepsy.
"	Winnipeg.	1	1	"	"
"	Cobourg	1	1	"	Physically and mentally weak.
"	Winnipeg.	1	1	Circulatory system.	Varicose veins.
"	Montreal	1	1	Digestive system.	Chronic dysentery.
"	Winnipeg.	1	1	Genito-urinary system.	Diabetes.
"	"	1	1	"	Bright's disease.
"	"	1	1	The skin.	Ulcer.
"	Montreal	1	1	"	Abscess.
"	"	1	1	Malformation, &c	Cripple.
Welsh.	"	1	1	"	"
Russian Hebrew.	Winnipeg.	1	1	Old age.	Old age.
Hungarian, N.E.S.	"	1	1	Malformation	Cripple.
English.	Cornwall.	1	1	Accidents	Frost bites.
"	Ottawa.	1	1	"	Lead poison.
"	Winnipeg.	6	4	Other causes.	Accompanying patients.
"	Montreal	1	1	"	"
"	Ottawa.	3	6	"	"
Scotch.	Montreal	1	1	"	"
English.	Ottawa.	1	1	"	Likely to become a public charge.
"	Winnipeg.	2	1	"	"
"	Toronto	2	3	"	"
Scotch.	Goderich	1	1	"	"
English.	Lachute.	1	1	"	Pregnancy.
"	Montreal	1	1	"	Criminal.
<i>Deported at Quebec.</i>					
Totals.		82	29		
Irish	Quebec	1	1	Nervous system.	Insane.
English.	Stanstead.	1	1	Other causes.	Pregnancy.
<i>Deported at Halifax.</i>					
Totals.		2	2		
English.	Toronto	1	1	Nervous disease.	Insane.
"	Penetanguishene.	1	1	"	"
"	New Westminster.	1	1	"	"
Scotch.	Toronto	1	1	"	"
"	"	1	1	Other causes.	Bad character.
Finn.	Halifax.	1	1	"	Pregnancy.
Totals.		3	3		
Grand totals.		147	54		

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This Table IX. shows the fate, so to speak, of the unfortunates in the great stream of favoured people who have found their way to a new home in Canada. In all 201 have been sent out of Canada for some cause, of whom 157 were English, 8 Irish, 12 Scotch, and of the others Galicians 4, French 2, Swedish 4, Italian 1, from the United States 5, Hebrew 3, Hungarian 1, Finnish 1, Danish 1, and Welsh 2.

Out of the 201 only 66 arrived during the nine months ending March 31, 1907, and of this number 51 were English, 6 Scotch, 5 Irish and 1 each of Welsh, Finnish, French and Swedish.

By sending copies of the amended Immigration Act to all asylums and other public institutions, as prisons and charitab'e institutions, and a circular letter requesting them to communicate to the Minister of the Interior the facts regarding any inmates who were recent immigrants, it has been possible to return to their homes a considerable number who had become public charges in some institution, whether insane, criminal or charitable. The distribution of these by provinces and by years of admission to Canada is neatly shown in the following table:—

TABLE X.

STATEMENT showing the number and year of admission to Canada of insane and other persons deported from Canada in 1906-7.

Province.	Year of arrival.					Date unknown.	Total No. Deported.	No. of insane Deported.
	1903.	1904.	1905.	1906.	1907.			
Lower Provinces				3	2		5	1
Quebec.....	2		4	30	1		37	18
Ontario.....	1		21	43	2		67	22
Manitoba.....		2	5	77			84	16
Alberta.....			1				1	1
British Columbia.....				2		2	4	4
U.S.A. via Canada.....				3			3	
Totals	3	2	31	158	5	2	201	62

In the instance of insane and tuberculized persons deported every care is taken that these are not only cared for *en route*, but further that they are met by a Canadian officer on their arrival at the foreign port and transferred to their friends or to some institution with which arrangements have been made for their reception. It has further been found especially in the case of the tuberculized that the relatives in Britain are willing and at times anxious to have their friends returned, so that perhaps the word returned applied to them appears better than deported in such instances. The chief point is that the care and maintenance of these people is placed where it properly belongs, in the same manner as the poor law guardians of a district in England must be responsible for the care of their own poor, and not unload them upon another municipality.

It will have been noted in the previous table that the Scandinavian people stood high in the number of deportations, and the following table giving the total deportations for three years shows that it is not an accident of the present year:—

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TABLE XI.

STATEMENT showing the number and nationality of immigrants deported after admission to Canada during the three Fiscal Years 1904-5-6-7.

Nationality.	Total No. Arriving.	Deported.	Ratio of Deported to Number arriving.
Icelander.....	627	5	1 in 125
Danes.....	1,232	6	1 in 205
Welsh.....	2,069	6	1 in 345
English.....	155,138	313	1 in 496
Swedes.....	4,726	9	1 in 525
Norwegian.....	3,688	7	1 in 527
Poles, N.E.S.....	546	1	1 in 546
Hebrew, N.E.S.....	2,275	4	1 in 569
Finns.....	3,475	4	1 in 869
Irish.....	12,420	13	1 in 955
Dutch.....	1,064	1	1 in 1,064
Hungarian, N.E.S.....	2,219	2	1 in 1,109
French.....	4,705	4	1 in 1,176
Galician.....	14,234	10	1 in 1,423
Newfoundlander.....	1,559	1	1 in 1,559
Scotch.....	38,319	23	1 in 1,666
Russian, N.E.S.....	6,995	3	1 in 2,332
Belgian.....	2,552	1	1 in 2,552
Austrian N.E.S.....	2,723	1	1 in 2,723
Russian Hebrew.....	18,064	3	1 in 6,021
German, N.E.S.....	6,338	1	1 in 6,338
Italian.....	16,546	1	1 in 16,546
From United States.....	136,319	5	1 in 27,263
Totals.....	437,833	424	1 in 1,033

While it is apparent that the number in some instances is too small to draw conclusions from, yet, several nationalities show continued freedom from deported cases. For instance only 1 Italian was deported this year as a criminal, and none in either previous year, although there were 16,546 Italian immigrants in the three years. Evidently they are remarkably free from insanity and tuberculosis, and in the latter cases this may be due to their outdoor life in sunny Italy. While the people of the United States stand first in the list as regards freedom from deportation, it will be understood that their being mostly agriculturists in the Northwest, and having resources will prevent their defectives from becoming, to a large extent, a burden upon the public. It is probable too that the remarkable interest and care taken by the Russian Hebrews for their own people is an explanation in part of the few deported; but it is probable that the fear of a forced return to Russia is an impelling force preventing their sick from becoming dependent inmates of public institutions.

The points from which immigrants were returned, indicate how general is becoming the knowledge of the Act providing for their deportation. Thus 84 were sent from Winnipeg, 31 from Toronto, 30 from Montreal, 14 from Ottawa, 8 from London, 5 from Quebec, 4 from New Westminster, 4 from Hamilton, 3 each from St. John and from U.S.A. via Canada, 2 each from Penetanguishene, Halifax and Cornwall, 1 each from Stanstead, Lachute, Goderich, Strathroy, Edmonton, Port Arthur, Kingston, Bracebridge and Cobourg.

One of the satisfactory features of this extended work of inspection, detention and deportation of immigrants, is the relatively small cost at which the service is carried on. Apart from the salaries of medical inspecting officers, at the ports, the hospital earnings fairly well maintain the hospital expenditure, although it is apparent that at the present rates charged the steamship companies, the fewer the

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patients, the less funds will there be to maintain expenditures. It must, however, always mean an armed peace, since the more strict the examination, the fewer will be those embarking who are liable to exclusion, while laxity will always mean the coming of more undesirables. It is like all good preventive sanitary work, it is being best done when there is least for it to do.

Reviewing the work of medical inspection carried on in its varied divisions during the fiscal year, which for the nine months has had flowing into Canada the largest number of immigrants which has ever entered the country, one naturally attempts to estimate its effects upon the physical, mental and moral health of the Canadian people. It must be apparent from the illustrative tables that it is amongst the ruder classes of immigrants from the least advanced countries of Europe that we find the fewest cases of those constitutional diseases, which especially mark the peoples where life is strenuous because largely urban, though the former may be more liable to the acute contagions. So that in so far as such are industrious, and especially are agricultural, it would seem as if from the physical standpoint Canada is distinctly the gainer by their advent. Observing further the enormous influx of British, whether English, Scotch or Irish, inspecting them on arrival, whether as second-class or steerage, and noting moreover with constantly increasing strictness that each season is finding fewer to be detained, there seems but one conclusion to be arrived at, which is to the effect that whether compared with those entering the United States or those crossing into Great Britain from the continent, Canada is to-day absolved not only from the accusation that she is the recipient of undesirables not admissible elsewhere; but further that she is receiving and welcoming more largely than ever a population whether from Great Britain or the United States, who will mingle at once with our own people, adapt themselves to our employments, customs and laws, and who are being absorbed so rapidly into our several communities that a few years only will have passed, when as in the Northwestern States with their 60 per cent of a population alien either actually or by immediate descent, they will be known only by their industry, success and good citizenship, be amenable to the laws of the country, proud of her history and traditions and loyal, enthusiastic supporters of her institutions and labouring to realize to the fullest, the splendid promise of the country of their adoption.

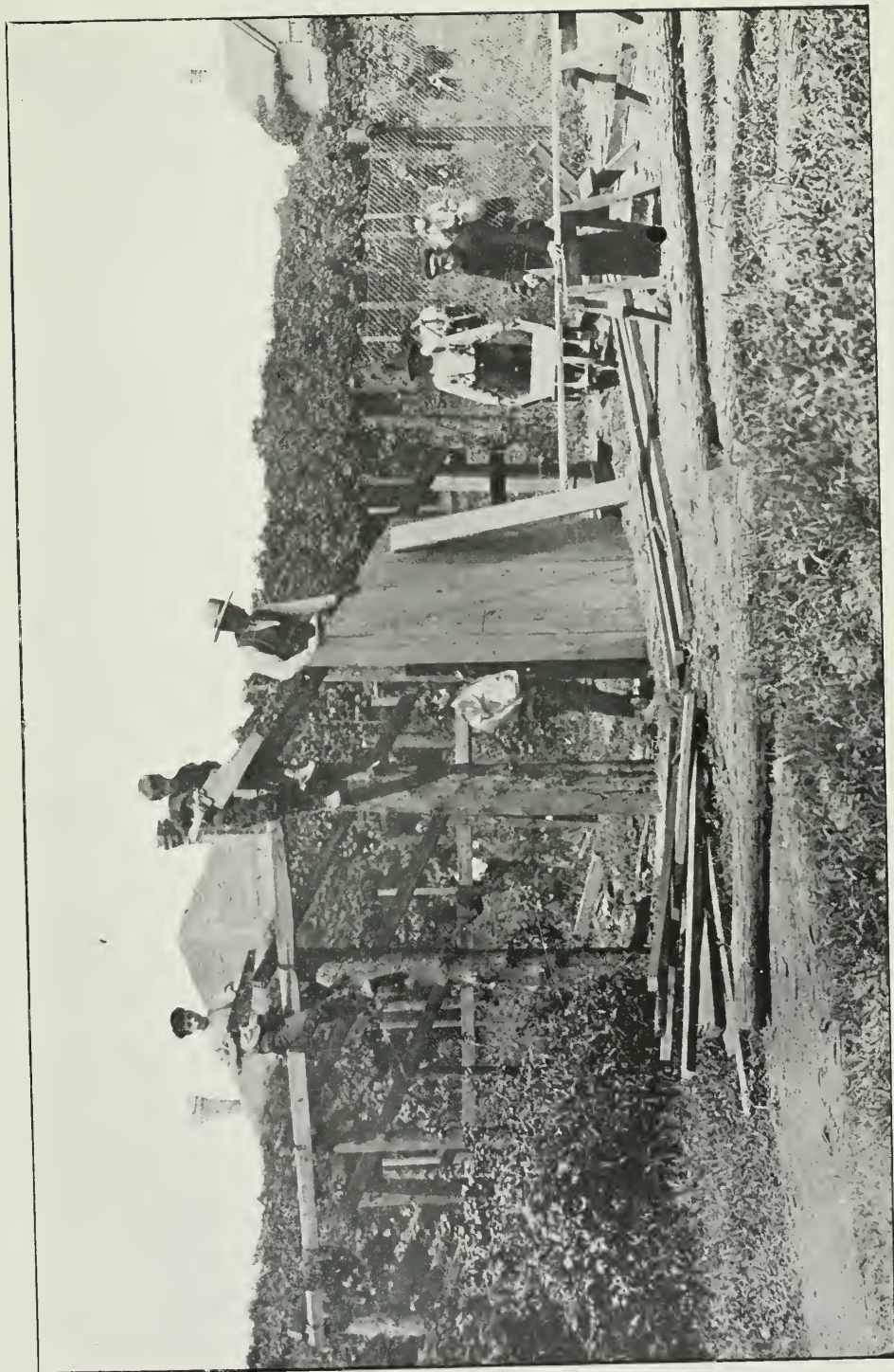
Respectfully submitted,

P. H. BRYCE,

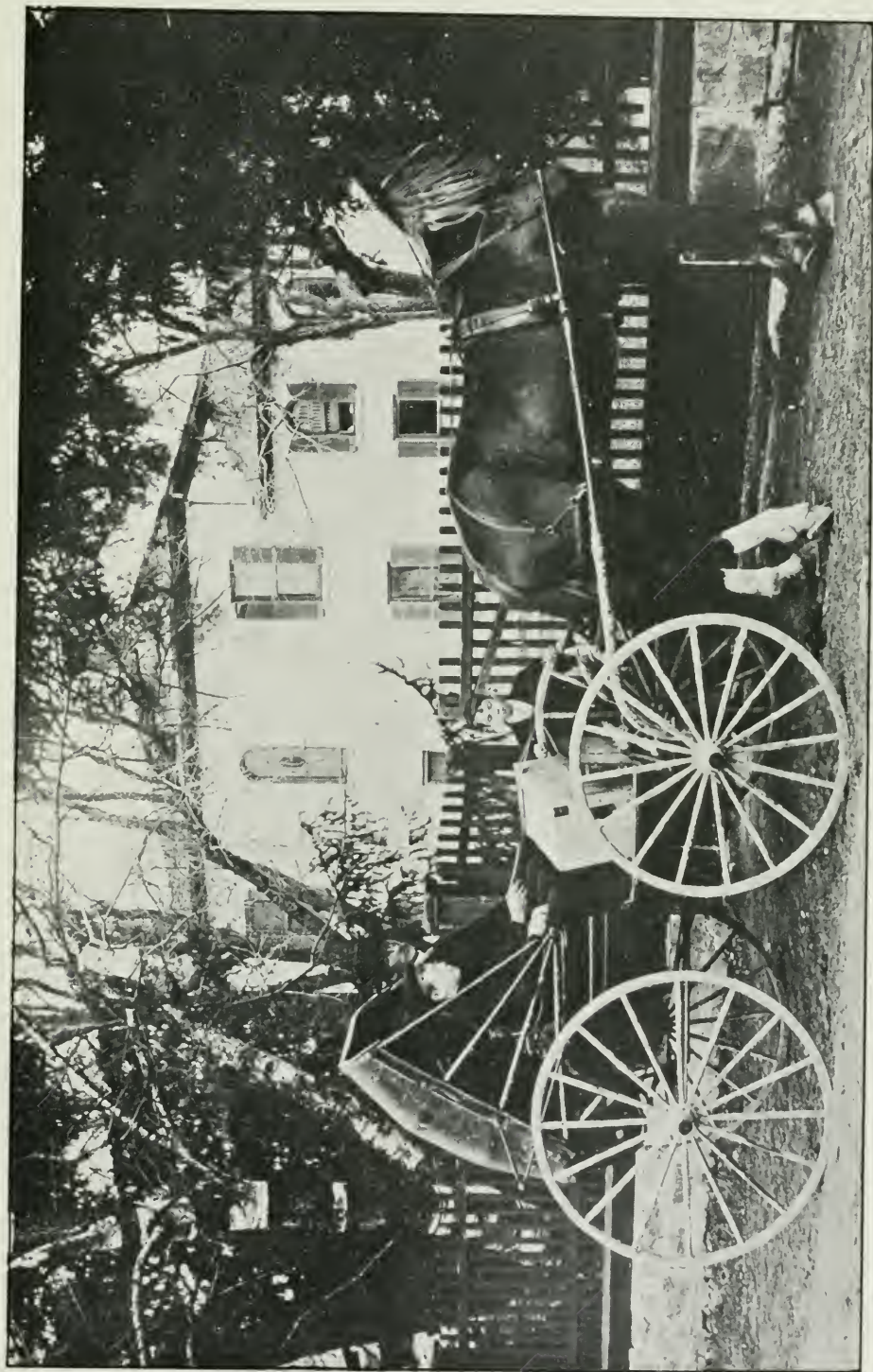
Chief Medical Officer.



THE COOMBE, HESPELER, ONTARIO, MISS SMYLY'S CANADIAN HOME FOR IRISH CHILDREN.



YOUNG BRITISHERS BUILDING A POULTRY HOUSE.



LEAVING FOR HIS NEW HOME.



A GROUP OF GIRLS RECENTLY ARRIVED IN CANADA FROM DR. BARNADO'S ENGLISH HOMES.



PLANTING POTATOES. IRISH LADS IN THEIR FIRST EXPERIENCE OF FARM LIFE.

PART III

SURVEYS

SURVEYS

REPORT OF THE SURVEYOR GENERAL.

DEPARTMENT OF THE INTERIOR,
TOPOGRAPHICAL SURVEYS BRANCH,
OTTAWA, September 16, 1907.

The Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report on the operations of the Topographical Surveys Branch for last year.

Heretofore the annual report has been for the fiscal year which ended June 30. Owing to the fact that June 30 came in the middle of the surveying season and the consequent difficulty of estimating the surveys made to that date, it has been the practice to make the statement and estimates of surveys in the field for the calendar year. Now that the end of the fiscal year has been changed to March 31, the fiscal year and the surveying season correspond fairly well, and it will be possible in future to have all statements for the fiscal year. In order, however, to bring this report to date, it is being made to cover the surveys for fifteen months, from January 1, 1906, to March 31, 1907.

SURVEYS FOR THE FIFTEEN MONTHS ENDING MARCH 31, 1907.

During this period, one hundred and forty-nine whole townships and eleven fractional townships were completely subdivided, while one hundred and forty-two townships were partially subdivided. Also, twenty-nine whole townships and one fractional township were completely re-surveyed while one hundred and twenty-three townships were partially re-surveyed. Sixty-four survey parties were employed, fifty-five being engaged on township surveys and nine on other surveys. Of the parties organized, thirty-five were paid by the day and twenty-nine were working under contract. Four of the parties under daily pay were located in Manitoba, eight in Saskatchewan, eight in Alberta, five in British Columbia, one in the Northwest Territories, and nine were part of the time in one province and part in another. Six contractors were located in Manitoba, seven in Saskatchewan, thirteen in Alberta, one in British Columbia and two part of the time in one province and part in another.

The contract surveys were inspected by Messrs. Geo. McMillan, P. R. A. Belanger, G. J. Lonergan, L. E. Fontaine, G. A. Grover and E. W. Hubbell, but with the exception of Mr. McMillan, their time was not entirely occupied with this work. The number of contracts examined was twenty-four.

TOWNSHIP SURVEYS.

The reports of the surveyors in charge of parties are given as appendices 13 to 45 inclusive; a perusal of these reports shows many instances of hard work and devotion to duty.

An illustration of what surveyors may have to contend with is afforded by the experience of Mr. J. N. Wallace, who established the fourteenth base line from the third to the second meridian, and the latter meridian northerly to the Saskatchewan river. The need of this survey was imperative; it was expected to prove a difficult undertaking, but the necessity of completing it had been impressed upon Mr. Wallace. Starting from Prince Albert in the latter part of May, difficulties at the beginning were only those usually met with in a bush survey, but after crossing the Saskatchewan, some of the endless muskegs of that northern country were encountered, and

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then the troubles of the party commenced. Mr. Wallace tried to find a way around, but there was none round these muskegs, and he had to go right through. After floundering nearly three months, in the fall of the year, through these half frozen swamps, he found himself, towards the end of December, at the foot of the Pasquia mountains, a rough stretch of country rising 1,400 feet above Carrot river. Five of his horses were dead, the remainder were rapidly failing, and he was far from supplies. 'We had been,' he says, 'through some hard work in the muskegs, but the experience of getting the line over these hills, or rather mountains, put all else in the shade. Not only had we the deep snow and the rough country, but being on the northerly slope of the mountains, we were exposed to the bitter winds coming in over the vast open areas to the north, and were deprived by the slope of the small amount of warmth in the sun, as it seldom rose, so far as the valleys are concerned, until ten o'clock, and set about half-past one or two.' The survey was finally completed on March 12; its success was due not only to pluck and energy displayed by Mr. Wallace, but also to his excellent arrangements for feeding his pack train and provisioning his party. Incidentally he discusses transportation by dogs and by pack horses, and he indicates the considerations which must guide a surveyor in adopting one or the other mode of transportation.

Another notable example of devotion to duty is furnished by Mr. A. W. Johnson, who is in charge of the surveys in the western half of the British Columbia railway belt. For the last three years, a considerable part of his time has been spent in marking upon the ground the limit of the belt. This line was laid down on the maps at a fixed distance of twenty-four miles from the railway, and as may well be imagined, it goes over some of the wildest parts of the mountains. The survey of such a line requires steady nerves and continuous hard work. Such luxuries as tents are not to be thought of, and the bill of fare must be reduced to bare necessities. The men take with them only what they can carry on their backs, and the heaviest load is for the surveyor. 'I cannot,' Mr. Johnson says, 'spend months grading trails up one mountain as they do on the international boundary south of Chilliwack, to save themselves the trouble of packing on their backs. People often say to me: 'Why do you pack on your back?' I have found that unless I do so, and lead when difficult, dangerous, or dirty work is to be done, the men will not do it either, or if they do, only in a slipshod, half-hearted way.'

Many other instances might be cited showing that the services of surveyors, as a class, deserve hearty appreciation.

The parties were distributed from the eastern boundary of Manitoba to the Pacific coast.

Mr. C. F. Aylsworth, D.L.S., who was making surveys and re-surveys in eastern Manitoba, speaks of the industrial possibilities of Beausejour. He reports that the peculiar quality of the sand in that district is especially adapted for the manufacture of glass. A company of Germans has been formed and a factory has been erected in a place convenient to the sand, which is found in unlimited quantities. Cement blocks and steam-dried white bricks are also manufactured there, and all three industries promise well.

Mr. Wm. Christie, D.L.S., was employed on re-survey work in eastern Manitoba, and Mr. W. J. Deans, D.L.S., on similar work as well as on some new surveys in the provinces of Manitoba and Saskatchewan.

Mr. Geo. A. Grover, D.L.S., was at work in Manitoba on re-surveys and the inspection of surveys made under contract. For some years Teulon has been the end of the Stonewall branch of the Canadian Pacific Railway, but this year the company is extending the line farther north, intending, Mr. Grover believes, to run eventually to Icelandic river on lake Winnipeg. This should prove a profitable line, for though the country is at present largely broken by marshes and swamps, these should gradually diminish with deforestation, and the soil in nearly all parts is excellent. This locality would seem to be well adapted for mixed farming and dairying, and the proximity of

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the great and rapidly growing market of Winnipeg would assure the settler good prices for his produce. The Canadian Northern Railway company also intends to extend its line along the shores of lake Manitoba from Oak Point. This also should prove a valuable extension, but there is a wide stretch between lakes Manitoba and Winnipeg that neither road seems desirous of entering, though the reason is not apparent, for it is a fertile country and fairly well settled, particularly when its distance from the railway and the difficulty of road travel are considered. Moreover, this should be a cheap country to build a railway through, there being no great engineering difficulties to overcome.

Oak Point is situated in a park-like piece of country, with oak clumps and prairie alternating, which faces on lake Manitoba. It has great natural beauty and Mr. Grover believes it is soon to be made into a summer resort. This neighbourhood has been settled for some time and the farmers all seem to be doing well. Cream is shipped to Winnipeg in large quantities, which will doubtless increase when better facilities for handling are provided.

Mr. David Beatty, D.L.S., made some correction surveys north of Prince Albert and east of Battleford.

Mr. E. W. Hubbell, D.L.S., was employed on re-survey work and inspection of surveys made under contract. Speaking generally of that portion of the province of Saskatchewan extending from Prince Albert in the north to Willow Bunch in the south, and from Milford in the east to Swift Current in the west, it may be said that of the thirty thousand square miles, twenty-five thousand are excellent agricultural land. It is being rapidly settled by a superior class of immigrants, many of whom may be designated as Canadian-Americans, men born in Canada, who emigrated to the United States, lived there many years, married, became possessed of property, and who now being persuaded that they can better their condition, have sold out and have taken up homesteads in the Canadian west. Mr. Hubbell estimates that, in the above mentioned district, for every square mile now under cultivation there are two hundred square miles of virgin soil.

Mr. W. R. Reilly, D.L.S., was employed on re-survey work in the province of Saskatchewan.

Mr. A. H. Hawkins, D.L.S., was engaged on surveys and re-surveys in the southern part of Saskatchewan and Alberta. On the way to make an examination of the third correction line he passed through Stirling and Lethbridge. Stirling is the centre of a new Mormon settlement and seems to be in a thriving condition. A large beet-root sugar factory at Raymond, some six miles west of Stirling, has created a very profitable industry. Irrigation schemes are being pushed in all directions, and the excellent produce of all kinds testifies to the fertility of the soil when properly watered. As one nears Lethbridge, several large irrigation canals are passed and the country assumes a still more settled aspect. Good buildings, larger stacks of grain and more fences mark the advance of civilization.

Similar surveys were made in central and southern Alberta by Mr. W. F. O'Hara, D.L.S.

Mr. A. W. Ponton, D.L.S., was employed during the early part of 1906 on block outline surveys in northern Alberta. Part of his work was in the vicinity of Lac la Biche. The country in this neighbourhood is generally wooded, poplar being found on the high land, and spruce in the swamps. The spruce timber available is sufficient to supply all lumber required for early settlement, but is too scattered for commercial purposes. A portable saw-mill would best meet local requirements. The soil is generally a good clay loam, becoming lighter and more of a sandy loam as the lake shore is approached. Lac la Biche has all the requisites for a summer resort, plenty of fish and game and beautiful scenery.

Mr. H. W. Selby, D.L.S., was in the vicinity of Lesser Slave lake, northern Alberta. The country is well suited for agriculture, but until there is nearer railway

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communication there will be no great influx of settlers, as there is no outlet for their produce.

Mr. Arthur Saint Cyr, D.L.S., ran some block lines in the Peace River district. In the vicinity of Prairie River settlement the quality of the soil is all that can be desired, and this section bids fair to become one of the most prosperous in the country. At Smoky river there has been much damage done by fires.

The settlers at Peace River Crossing and at Bricks settlement are at a great disadvantage on account of the scarcity of roads to their hay meadows. Coal is found in many places and the climate is better than that of the country to the south.

Mr. R. W. Cautley, D.L.S., who was surveying block outlines in Alberta, speaks of the great activity of the Edmonton district in railway construction, building, farming and lumbering. This has caused an unlimited and consequently an unsatisfied demand for labour and horses which has raised the wages of one, and the price of the other. In the vicinity of the important and growing town of Athabaska Landing there are several scattered settlements, but there yet remains much land that is suitable for occupation, and there is no doubt that a larger number of settlers will come into this country during the next year or two, particularly as it is served by the best wagon road out of Edmonton and Fort Saskatchewan, namely, the Athabaska Landing trail.

In Southern Alberta Mr. A. L. MacLennan, D.L.S., was employed in making subdivision surveys and Mr. C. F. Miles, D.L.S., on survey and re-survey work. In the greater portion of the district traversed, that is, in the wooded country, there is an abundance of game. This wooded portion is the chief hunting grounds for the Stony Indians, who kill deer in great numbers. Unless some restrictions are imposed to stop this indiscriminate slaughter, deer in this district will soon be exterminated. Nearly all the streams are well stocked with fish, the principal varieties being mountain, speckled and bull trout and grayling. There are also plenty of mountain grouse and partridge, and in certain localities a few prairie chicken.

Mr. C. C. Fairchild, D.L.S., was also working in southern Alberta.

Mr. L. E. Fontaine, D.L.S., was employed in southern and central Alberta in making surveys and re-surveys and in inspecting contracts. During the season he travelled over that part of Alberta lying between townships 37 and 52 between the fourth and fifth meridians. Great changes, he notes, have taken place in that district since 1898. Then a farm house or a ranch would be found every thirty or forty miles, but now the traveller is never out of sight of one or the other, and instead of vast wildernesses, beautiful fields of waving grain are now to be seen in every direction.

Mr. L. T. Bray, D.L.S., was engaged in subdivision and re-survey work in southern Alberta.

Mr. G. J. Lonergan, D.L.S., was employed in central Alberta in re-survey work and in the inspection of surveys made under contract. Following the Victoria trail northeast from Fort Saskatchewan, the country passed through is all well settled. Mixed farming is successfully carried on, considerable attention being devoted to hog raising. There is a splendid opening here for a large pork packing establishment. At present there is a small plant, but it is hopelessly inadequate. Contrary to the general idea, Stony plain is not a rough, rocky place. It is level, the soil is a rich sandy loam and it is known to grow the best No. 1 hard wheat in the Edmonton district. This plain was formerly part of the reservation for the Stony Indians, and hence its name. At St. Paul de Metis there is a Roman Catholic mission which was started eight years ago by the Rev. Father Therien. They have changed a scrub country into a profitable farm and beautiful garden, and have built a large church, a school and a convent. The mission has a steam thresher, a saw-mill, a shingle mill, a flour mill and a crusher, besides a full supply of farming machinery.

Mr. Jos. E. Ross, D.L.S., during the past season was making surveys in the railway belt, Kamloops district, British Columbia. Near Ashcroft the soil is of such an absorbent nature that irrigation has a tendency to cause slides. At Spatsum the land

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is stony, hilly and broken, and fit only for grazing. Gypsum deposits occur here, and some development has been made. The valley of Incomappleux river is bounded by mountains on each side. This valley is fit for settlement, with plenty of timber on the higher grounds. Valuable minerals have been found high up in the mountains, but cannot be worked at a profit, owing to the high cost of transportation.

Mr. A. W. Johnson, D.L.S., was in the western portion of the railway belt in British Columbia. During the season he made a re-survey of the townsite of Hope. All that is needed to make this place a resort for tourists, is a railway, because a pleasanter spot for a summer holiday could scarcely be found. There is splendid trout fishing close to the village, mountain climbing and big game shooting for those who care to take the risk of climbing after goats, or the trouble of forcing their way through the thick brush to the high open slides which are the feeding grounds of bears. Another place that would make an ideal summer resort is Chilliwak lake. It would be easy to build a good wagon road up to the lake and then it could be reached in a day from the town of Chilliwak. The fishing is good, the scenery magnificent and there is nearly always a good sailing breeze.

MISCELLANEOUS SURVEYS.

Mr. J. F. Richard, D.L.S., surveyed settlements at Cumberland House, The Pas and Big Eddy on Saskatchewan river. Cumberland House, including the Indian reserve, has about 600 inhabitants, two-thirds at least of which are of Indian origin. The language generally spoken is Cree, although several of the half-breeds understand English, and a few of them understand French. A considerable trade in furs is carried on.

Big Eddy settlement is situated to the north of the Saskatchewan river on the rear line of The Pas Indian reserve. There is no cultivable land unless extensive draining operations are carried out, the country being a plain covered with moss from twelve to twenty-four inches deep. The population, including the Indians, numbers about 500; they profess the Anglican religion. A branch of the Canadian Northern railway running towards Hudson bay will probably reach The Pas during the course of the summer.

Mr. J. B. Saint Cyr, D.L.S., made a survey of the settlements in the neighbourhood of Fort Vermilion, on Peace river. Large tracts are well adapted for farming and ranching; grain paid very well during recent years, the Hudson's Bay company paying as much as one dollar and fifty cents a bushel for wheat. Extensive beds of limestone have been found, as well as large deposits of salt near Salt river. There is a seam of good soft coal at a place called 'The Cliff,' fifteen miles north of Peace River Landing; it is about three to five feet thick. Fish and game are found in abundance.

While making various miscellaneous surveys and supervising some of the arrangements for transport, &c., Mr. P. R. A. Belanger, D.L.S., in the course of the season travelled several hundred miles across the different provinces, and found everywhere an activity greater than at any time in the past. In the Edmonton district the country is filling up fast, although there is still a large quantity of desirable land ready for settlement. This district is an ideal country for farmers from Ontario and Quebec who cannot be content to settle in open country where wood is not found for miles around.

On his way from Kamsack to the Touchwood hills and Prince Albert, he passed through three Doukhobor villages. Veregin, Buchanan and a village situated about two miles west of Buchanan. The houses are in rows a few feet distant from one another, are built with great symmetry and have a very neat, clean appearance. The Doukhobors, he says, are a very moral, quiet and industrious people, and, notwithstanding their occasional foolish pilgrimages, are undoubtedly desirable settlers. They

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have already cultivated a large proportion of their land, and their crops rank among the best in the locality.

At a short distance north of Touchwood Hills post office, there is a small settlement named Wishart established several years ago on the western edge of Round plain. This is a very rich country, the farmers are all well off and they carry on mixed farming with great success. Mr. Belanger saw there some of the best wheat that was grown in the west last summer. The adjoining land, the Round plain, is, however, mostly vacant, although the land is much the same. This is because speculators have acquired it with scrip and are holding it at a high price.

Mr. R. C. Laurie, D.L.S., made a re-survey of the townsite of South Battleford.

Mr. J. A. Macdonell was engaged in an exploration survey for the purpose of selecting three and a half million acres, a grant to the Dominion government in that portion of the Peace River district of British Columbia lying east of the Rocky mountains and adjoining the province of Alberta.

Mr. J. A. Kirk, D.L.S., made some miscellaneous surveys along Blueberry creek, in the railway belt in British Columbia. The valley of Blueberry creek is of no apparent value except for its timber. The soil is not favourable for timber of large size, hence the large cedar is usually hollow, and large healthy trees of any kind are rare. Still the valley produces fair timber, which with proper protection will prove a valuable asset.

Mr. P. A. Carson, D.L.S., continued the triangulation of the railway belt in British Columbia, the main object of this work being to furnish points of reference for the extension of subdivision surveys at a distance from the railway.

Mr. Arthur O. Wheeler, topographer, extended his photo-topographical survey of the Yoho Park in the Rocky mountains. Altogether forty-seven ascents were made and eighty-nine camera stations occupied, from which four hundred and seventy-one plates were exposed. The districts round Mts. Douglas and Drummond furnish a paradise for botanists and those fond of camping amidst beautiful scenery. The locality may be said to be one of the most attractive of the Rocky mountains.

Irrigation surveys were continued under the direction of Mr. John Stewart, D.L.S., Commissioner of Irrigation, Calgary, Alberta.

EXPLORATION SURVEYS.

Four parties under Messrs. J. W. McLaggan, P. G. Stewart, A. D. Moodie and W. Thibaudeau, were detailed to explore the country along the route of the proposed branch of the Canadian Northern Railway between Erwood and Fort Churchill, on Hudson bay. This line is to pass through The Pas, the part between Erwood and The Pas being now under construction.

Mr. J. W. McLaggan examined the country between The Pas, Paint lake and Burntwood river.

Messrs. P. G. Stewart and A. D. Moodie explored between Erwood and The Pas. Mr. Stewart being allotted the western portion and Mr. Moodie the eastern portion of this tract of country, while Mr. W. Thibaudeau examined the country lying between Fort Churchill and The Pas.

The object of these surveys was to get a detailed description of the country as to its general character, the nature of the soil, its fitness for agriculture, the value, quantity and location of the timber, the mineral resources and the climate.

Mr. J. W. McLaggan reported on the district between The Pas, Paint lake and Burntwood river. This is a sportsman's paradise. During the trip, he saw ten moose, six bears, one deer, one timber wolf, over a dozen lynx, a number of mink and other fur-bearing animals and ducks and geese innumerable. There are spots of good farming land and there should be no difficulty in raising good crops of all the hardy grains and vegetables, but the difficulty would be to make roads from one place to another, as the country between the spots of good land is rough and rocky.

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The whole country from Grass river to Burntwood river, with the exception of small areas along the lakes and rivers, has been swept by fire. There is a growth of young timber coming up since the fire, which may be of value in time. As a mineral country there is a wide field for prospectors; Mr. McLaggan saw indications of gold, silver, iron and limestone. The preliminary survey of the railway to Hudson bay has already been made from The Pas to the southeast of Reed lake; he thinks that from there the railway should cross Grass river between Reed and Wekusko lakes, and continuing down the north side of Grass river and Setting lake, pass to the north of Paint lake. This route would take the railway through the part of the country where there would be the most traffic.

Mr. P. G. Stewart explored the region northwest of Etoimami and of the Hudson Bay branch of the Canadian Northern Railway to The Pas. All through the country is well covered with timber of all kinds, but poplar and spruce are most plentiful. He estimates the amount of standing timber available in this tract at about 600,000,000 feet B.M. The country is much the same as that explored by Mr. J. W. McLaggan.

Mr. A. D. Moodie's exploration was along the right of way of the Canadian Northern Railway, between Erwood and The Pas. The part first examined was that section lying between Leaf lake on the east, and the Canadian Northern railway right of way on the west. The larger part of this section consists of mossy muskegs sparsely dotted with spruce and tamarack scrub, and of gravel ridges, with spruce and small poplar; it is consequently unfit for agriculture. The poplar is mostly small, and is good only for pulpwood. Spruce suitable for lumbering is scattered. Moose, caribou, bears and smaller fur-bearing animals are abundant.

The general character of the country from the north end of Leaf lake to The Pas and as far as thirty miles east of the grade, which is already constructed to the latter point, is very similar to that of the section just described, except that the timber is of better quality and is more plentiful.

The country lying to the east and north of Little Pasquia river is composed entirely of muskeg with spruce and tamarack scrub. Its character can be judged from the fact that for days together the party was compelled to wade in water to the knees.

The population of The Pas is about five hundred, including Indians. Most of the inhabitants belong to the Church of England, which has a mission under the charge of Mr. Edwards. The village consists of a few half-breed houses, two stores and the mission.

The branch of the Canadian Northern railway to Hudson bay runs through a muskeg country nearly the whole way from Etoimami to The Pas, a distance of eighty-nine miles. The engineers discovered that the muskeg of this particular section rested on a solid foundation of limestone gravel at a depth of three to six feet below the surface, and they claim that once the muskeg is drained a good road-bed will be obtained.

Mr. W. Thibaudeau, C.E., explored the country lying between Fort Churchill, on Hudson bay, and The Pas, on Saskatchewan river.

Churchill harbour has an entrance 2,000 feet wide and vessels drawing thirty-six feet of water may approach to within 200 yards of the west shore, while vessels drawing twenty-four feet may approach to within 150 yards of the east shore. No great difficulty will be experienced in keeping the harbour clear of ice all the year round. Churchill harbour lies between two peninsulas. On the west peninsula, sandstone, limestone and white quartzite are found. On the east peninsula there are splendid building sites and plenty of good limestone for building purposes.

Fort Prince of Wales, at the west of the entrance to the harbour, was built in 1733. The walls are thirty-four feet thick and sixteen feet high. It was originally mounted with forty cannon.

The present Fort Churchill is situated on the western shore about five miles from the mouth of Churchill river. This is the headquarters of the Hudson's Bay Co.

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Timber for fuel is plentiful along the river. Salmon trout and whitefish are to be had at all seasons. Potatoes and vegetables are successfully grown, and good hay is to be had in abundance on both sides of the river. Game of all kinds is plentiful.

Between Churchill and North river the ridges are overgrown with small spruce and tamarack, but for the most part the country is level; it is covered with moss and small ponds and is constantly frozen up.

The same description applies to the land between Churchill and Owl rivers.

About one-third of the country from Churchill to The Pas is marsh. The higher lands are covered with spruce and tamarack, suitable only for fuel and pulpwood. No minerals of any kind are to be seen. Water-power is available from Deer, North, Churchill, Nelson, Burntwood and Grass rivers. Whitefish abound in all the lakes, and some trout, pike and sucker are occasionally to be had. Moose and caribou may be seen in fair numbers and also some rabbits, spruce grouse and ptarmigan. The total distance covered by Mr. Thibaudeau on his exploration was 690 miles.

The following is a comparison of the mileage surveyed since 1904:—

	Fifteen months Jan. 1, 1906 to Mar. 31, 1907.	1905.	1904.
	Miles.	Miles.	Miles.
Township outlines.....	1,306	1,591	1,285
Section lines.....	8,962	10,544	24,488
Traverse.....	1,848	1,809	4,441
Re-survey.....	4,948	2,579	7,699
Total for season.....	17,064	16,523	37,913
Number of parties.....	56	46	80
Average miles per party.....	305	359	474

The following table shows the mileage surveyed by the parties under daily pay and by the parties under contract:—

Work of Parties Under Daily Pay.	Fifteen months, Jan. 1, 1906, to Mar. 31, 1907.	1905.	1904.
	Miles.	Miles.	Miles.
Township outlines.....	756	1,008	719
Section lines.....	1,035	939	235
Traverse.....	643	421	223
Re-survey.....	4,815	2,499	2,122
Total for the season.....	7,249	4,867	3,299
Number of parties.....	29	26	22
Average miles per party.....	250	187	150

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Work of Parties Under Contract.	Fifteen months. Jan. 1, 1906, to Mar. 31, 1907.	1905.	1904.
	Miles.	Miles.	Miles.
Township outlines.....	550	583	566
Section lines.....	7,927	9,605	24,253
Traverse.....	1,205	1,388	4,218
Re-survey.....	133	80	2,809
Total for the season.....	9,815	11,656	31,846
Number of parties	27	29	57
Average miles per party.....	364	583	559

NOTE.—Owing to the nature of their work, the parties under Messrs. P. A. Carson, R. C. Laurie, J. A. Macdonell, J. W. McLaggan, A. D. Moodie, P. G. Stewart, W. Thibaudau, and A. O. Wheeler, are not included in the statement of mileage for the fifteen months from January 1, 1906, to March 31, 1907.

DESCRIPTION OF TOWNSHIPS.

Descriptions of the townships subdivided have been compiled from the surveyors' reports received during the nine months ending March 31, 1907; they are given as appendix No. 46. The townships are put in order of township, range and meridian, and the descriptions are preceded by a list of all townships described.

Until the year 1893 such descriptions were published from time to time in separate volumes, but these volumes are now out of print and, moreover, are out of date, the last fifteen or twenty years not being included. As many applications are made for such information, the need of revised editions of these descriptions is becoming urgent, and it is hoped that they may be prepared at an early date.

SURVEY OF BLOCK OUTLINES IN THE PEACE RIVER DISTRICT.

The Peace River district having attracted considerable attention during recent years, a short account, such as may properly come within the scope of this report, of the initial surveys within the district may be opportune. A brief description of the method adopted in locating an initial point, with a passing notice of the difficulties encountered in a new field and a statement of the accuracy of the work performed as proven by later surveys, is all that will be attempted. For a description of the country, its resources, its climate, the fertility of its soil and the beauty of its scenery, other sources of information must be consulted.

The position of the sixth initial meridian in longitude 118° affects directly the location of the 120th meridian of longitude, which in the vicinity of Peace river forms the boundary line between the provinces of Alberta and British Columbia. It is, therefore, important that the position occupied by the sixth initial meridian, as surveyed on the ground, be established beyond reasonable doubt. Recent base line surveys in that district show that the posts on this meridian are about sixteen chains too far south, and the whole line about five chains too near to the fifth meridian.

This difference arose in the traverse survey by which an initial point on the sixth meridian was first established, but was not discovered until the spring of 1905, when the survey of the nineteenth base line between the fifth and sixth meridians was completed, affording the first check on the position of the sixth meridian.

The inception of the regular surveys in the Peace River district goes back to 1882, when it was decided to establish some block outlines. For this purpose a portion of the sixth initial meridian had first to be located. The nearest Dominion land

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survey line, at that time, was the fifth meridian, which, during the season of 1882 had been produced north across Athabaska river to the north boundary of township 71. The position of the sixth meridian was established by a cross country traverse from a point on the fifth meridian near its intersection with Athabaska river.

Mr. Wm. T. Thompson, D.T.S., who was entrusted with this survey, left Edmonton with his party on September 22, 1882, travelling by pack trail towards Lesser Slave Lake settlement, until the Pembina river was reached. At this point two scows were constructed of spruce lumber made by whip-sawing the large timber found in the river valley. The outfit and supplies were conveyed in these scows down the Pembina and Athabaska rivers to the mouth of Lesser Slave river, and up this to the foot of the lake. Here a number of sets of observations for latitude by transits over the prime vertical were taken by Mr. Thompson while waiting for ice to form before proceeding with the survey.

Early in December the geodetic traverse was commenced from the foot of Lesser Slave lake and continued easterly through the most favourable country. The general course of the river was followed for a distance of thirty miles to the junction of Lesser Slave and Athabaska rivers, where a point was established to be connected later with the fifth meridian by Mr. W. Ogilvie, D.L.S., when his survey of that line should cross Athabaska river. This point was indicated by a blazed tree marked 'Station O.' The traverse line was then run westerly across the lake and continued through the most open country by way of Stinking lake to Smoky river, where further observations for latitude were made. Care was taken to keep the line as nearly as possible in an east and west direction and the alignment was checked by frequent observations for azimuth.

From the foot of Lesser Slave lake to this point all transportation was necessarily by means of dog trains furnished by the natives, who had a considerable settlement at the head of the lake. Spring overtook the party at the crossing of Smoky river, and the method of transporting supplies which had been of such service during the winter months had to be abandoned. The dog trains were sent back to the lake and pack horses procured for bringing in supplies and moving the outfit.

In the meantime Mr. Ogilvie had established a connection between the fifth meridian and the point previously marked at the mouth of Lesser Slave river by Mr. Thompson. This point was found to be 186.03 chains west and 55.08 chains north of the northeast corner of section 13 in township 71, range 1, west of the fifth meridian. On receipt of this information Mr. Thompson continued his traverse line westerly the required distance to reach the sixth meridian. The differences of latitude and longitude between the initial and terminal points of the traverse line were carefully computed by means of geodetic formulæ and the latitude checked by further observations of transits over the prime vertical. The mean of four nights' observations made the latitude of the terminal point nearly seven seconds less than the latitude computed from the data furnished by the traverse line. Owing to the proximity of Birch hills to the north and the valley of Smoky river to the south, the location was not considered favourable for the determination of the latitude, which might be affected by abnormal deviations of the plumb line. As cloudy weather prevented observations later at more favourable points on the production of the meridian northerly, only a slight correction was made to the computed latitude before permanently planting the posts on the meridian. Practically the meridian was established from the traverse alone, no use being made of the latitude observations."

It is to be regretted that Mr. Thompson was not favoured with better weather so that a number of observations could have been taken at points suited for the accurate determination of the latitude. A difference of 16 chains in the position of the posting on the meridian represents a difference of 10 seconds in latitude. With good weather and a favourable location it is practically certain that the surveyor, by exercising his usual precautions, would have very materially reduced this discrepancy. Even then, had he trusted his latitude observations, the error would have been re-

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duced to a little over five chains. The position in longitude of the meridian line checks fairly close with the measurements made on the different base lines which have since been completed between the fifth and sixth meridians. According to the twentieth base line, which for some distance passes through the same locality as the traverse line, the position of the sixth meridian differs from its theoretic location by only 1.69 chains. Such agreement reflects credit on the chain-bearers engaged on the traverse.

The linear measurements were made by means of a steel band tape; the observations for azimuth and latitude and the production of the line were effected with a six-inch transit theodolite. When it is remembered that the length of the steel band tape is affected directly by the temperature and varies from other causes, that the surface irregularities and unequal elevation of the country, as well as the personal errors of the chain-bearers are factors which affect the accuracy of the surveyor's measurements, but the value of which cannot be satisfactorily determined, the result, in respect to longitude, is very creditable.

During the progress of the survey Mr. Thompson's assistant made a micrometer survey of Lesser Slave river and lake, ascertaining also the leading features of the adjacent country.

The fifth and sixth meridians are now connected by five consecutive base lines, which taken together, furnish the best available evidence as to the position which the sixth initial meridian occupies with respect to the 118th meridian of longitude with which it theoretically should coincide. The sixteenth base line was run by R. W. Cautley, D.L.S., in the summer of 1904, and winter of 1905; the seventeenth was surveyed in three sections by A. Saint Cyr, D.L.S., in 1904, A. Driscoll, D.L.S., in 1905, and A. Saint Cyr, D.L.S., in 1906, respectively; the eighteenth was also surveyed in three sections by A. Saint Cyr, D.L.S., in 1904, J. N. Wallace, D.L.S., in 1905, and A. Saint Cyr, D.L.S., in 1906, respectively; the survey of the nineteenth was commenced by E. Bray, D.L.S., in 1904, and completed by A. Saint Cyr, D.L.S., in 1905, while the twentieth was run by H. W. Selby, D.L.S., in 1905, with the exception of the most westerly eleven miles, which had been previously surveyed by C. C. Fairchild, D.L.S.

The closings of the different base lines show the sixth meridian as located on the ground, to be somewhat east of its theoretic position, and the posting thereon to be too far south. The following table summarizes the evidence furnished by these lines:—

Base line.	Mer. too far east.	Posting too far south.
16 th.	8.78 chs.	15.24 chs.
17 "	4.85 "	17.00 "
18 "	7.14 "	15.77 "
19 "	3.02 "	18.44 "
20 "	1.69 "	16.41 "

A number of base lines have also been run west from the sixth meridian, two of which have been established as far as the boundary between Alberta and British Columbia. Various other outline surveys, as well, have been projected within the district, so that the way is now fairly prepared for the prosecution of subdivision work in any locality where such surveys may appear desirable.

It is the intention to move all the posts to correct latitude when the subdivision surveys are proceeded with.

A diagram showing the closings on the base lines between the fifth and sixth meridians accompanies this report.

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THE WESTERN BOUNDARY OF THE CANADIAN PACIFIC RAILWAY BELT IN BRITISH COLUMBIA.

The Settlement Act of 1883 described the Canadian Pacific Railway belt as follows:—

‘The public lands along the line of the railway before mentioned wherever it may be finally located to a width of twenty miles on each side of said line as provided in the order in council, section 11, admitting the province of British Columbia into confederation.’

In the Dominion order in council, approved on May 27, 1887, the western boundary of the belt is described as follows:—

‘Commencing at the intersection of the international boundary with the waters of Semiahmoo bay, a branch of Boundary bay, an arm of the Pacific ocean; thence westerly and northerly following the shore of said Semiahmoo bay and also of Mud bay, another branch of said Boundary bay, to the easterly limit of a road known as Mud Bay road; thence northerly following the said limit of said road to the southern bank of the Fraser river; thence northerly to the point where the easterly limit of the north road touches the north bank of the Fraser river; thence northerly following the said limit of said north road to the southerly shore of Burrard inlet; thence north-westerly to Pt. Roche, being a point where the westerly shore of the north arm of Burrard inlet joins the northerly shore of the main arm of Burrard inlet; thence northerly following the westerly shore of the said north arm of Burrard inlet to the most northerly part of the same; thence due north to the north boundary of township 7, range 7, west of the 7th initial meridian according to the Dominion Lands system of surveys adopted in the survey of the railway belt in British Columbia.’

By the order in council approved on March 29, 1895, an agreement was to be concluded with the government of the province of British Columbia. Clause 1 of said order reads as follows: ‘The province shall accept as the boundary of the railway belt the limits laid down and marked out by the Dominion order in council approved on May 27, 1887, and by the map attached thereto (a copy of which is hereto annexed), or the nearest township line to the boundary of the belt which would be found by actual admeasurement, as may be found by the Minister of the Interior most convenient.’

In the order in council of the British Columbia government, dated December 6, 1895, clause 1 reads as follows:—

‘The province shall accept as the boundary of the railway belt the limits laid down and marked out by the Dominion order in council, approved on May 27, 1887, and by the map attached thereto (a copy of which is annexed to the said report of the Privy Council approved by His Excellency on March 29, 1895), or the nearest section line to the boundary of the belt which would be found by actual measurement as may be found by the Minister of the Interior most convenient.’

In a letter dated June 23, 1896, the Deputy Commissioner of Lands and Works, Victoria, B.C., was notified by the Deputy Minister of the Interior that it had been decided to adopt for the boundary the nearest section line to the boundary of the belt which would be found by actual measurement, and diagrams showing the section line in question were inclosed.

Attention was drawn to the fact that the boundary shown upon the diagrams stops at the creek flowing from the north into the head of the north arm of Burrard inlet, leaving the western boundary of the belt undefined, therefore, it appeared that another notification to the provincial government under the provisions of the provincial order in council of December 6, 1895, would be necessary to fix the western boundary of the belt.

In a letter dated April 9, 1903, the Deputy Commissioner of Lands and Works, British Columbia, was asked if the province would agree to accept for the western boundary the line described in the order of His Excellency the Governor General in Council, of May 27, 1887, to which a reply was received as follows:—

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'In reply I beg to say that the boundaries referred to in that order, with the exception of that part which follows the westerly shore of the north arm of Burrard inlet, have always been understood by this government as agreed to between the province and the Dominion; but instead of the westerly shore of the north arm of Burrard inlet we have always considered the eastern shore of the north arm to be the boundary line, and we have sold and otherwise alienated islands lying in the said north arm. I, therefore, beg to suggest that the description in the order in council above referred to may be altered so as to make the easterly shore of the north arm the boundary between the provincial and Dominion lands.'

By the order in council of July 8, 1904, the eastern shore of the north arm of Burrard inlet was accepted as part of the western boundary of the railway belt, subject to the ratification of parliament and of the legislature of British Columbia, the said boundary to be as follows:—

'Commencing at the intersection of the international boundary with the waters of Semiahmoo bay, a branch of Boundary bay, an arm of the Pacific ocean; thence westerly and northerly following the shore of said Semiahmoo bay and also of Mud bay, another branch of said Boundary bay, to the eastern limit of a road known as Mud Bay road; thence northerly following the said limit of said road to the southern bank of the Fraser river; thence northerly to the point where the eastern limit of the north road touches the north bank of the Fraser river; thence northerly following the said limit of said north road to the southern shore of the main arm of Burrard inlet; thence due north to the northern shore of the said main arm; thence westerly following upon the said northern shore of the main arm to the eastern shore of the north arm of Burrard inlet; thence northerly following upon the eastern shore of the said north arm to the most northerly point of the peninsula between Bedwell bay and the said north arm; thence northeasterly on a straight line to the point where the northern boundary of township thirty-nine, west of the coast meridian intersects the eastern shore of the north arm of Burrard inlet; thence northerly following upon the said eastern shore to the mouth of Mesliloet river, a stream flowing from the north into the head of the said north arm; thence northerly along the middle of the main channel of the said Mesliloet river to the point of its intersection with the north boundary of township seven, in range seven, west of the seventh meridian, according to the Dominion Lands system adopted in the survey of the railway belt in British Columbia.'

In a report of a committee of the executive council of the government of British Columbia, approved by the Lieutenant Governor on August 13, 1904, it is stated that 'The committee observe that the recommendation of the Minister of the Interior that, subject to the ratification of parliament and of the legislature of British Columbia, the eastern shore of the north arm of Burrard inlet be accepted as part of the western boundary of the railway belt, is approved.

'The committee advise that the Dominion government be informed that the provincial government approves and accepts the recommendation of the minister.'

The Secretary of State called the attention of the Lieutenant Governor of British Columbia to the fact that the provincial minute, approved on August 13, 1904, merely accepted the eastern shore of the north arm of Burrard inlet as part of the western boundary of the railway belt, not the whole western boundary as described by metes and bounds in the minute of the Privy Council approved by the Governor General on July 8, 1904.

The report of a committee of the executive council, approved by the Lieutenant Governor on March 3, 1905, was, therefore, substituted for that of August 13, 1904. This accepts the eastern shore of the north arm of Burrard inlet as part of the western boundary of the railway belt and approves and confirms the said boundary as further defined in the order in council of July 8, 1904.

In a report of the committee of the Privy Council, approved by the Governor General on July 15, 1905, it was recommended that, as the government of the Domin-

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ion and of the province of British Columbia had agreed to accept a certain line for the western boundary of the Canadian Pacific Railway belt, the Minister of Justice be asked to have prepared for submission to parliament at its next session a Bill containing the necessary provisions for an Act to ratify the boundary in question in so far as the Dominion of Canada is concerned, and it was further recommended that the Lieutenant Governor of British Columbia be asked to have the necessary action taken by his government to ratify such boundary in so far as the province of British Columbia is concerned, by an Act of the legislature of that province.

In a report of a committee of the executive council, approved by the Lieutenant Governor on August 10, 1905, it was recommended that the Attorney General be requested to prepare a Bill to be laid before the legislature at its next session to ratify the boundary in question so far as the province is concerned. Accordingly a Bill was introduced, but when it came up for discussion it was pointed out that the Mud Bay road mentioned in the order of the Governor General in Council of July 15, 1905, does not extend to Mud bay, and at its northern end joins what is known as the Yale road, which leads to the Fraser river at Brownsville, opposite New Westminster, and that instead of extending to the north bank of the Fraser river, the north road, mentioned in said order, ends at the northeasterly limit of the city of New Westminster. To meet this difficulty it was considered necessary to make some amendments in the description of the boundary contained in the said order of the Governor General in Council, and the Dominion government having signified its consent to the changes, the Bill received the sanction of the Lieutenant Governor of British Columbia on March 12, 1906.

The description of the western boundary of the railway belt as ratified by the Provincial Act is as follows:—

‘Commencing at the intersection of the international boundary with the waters of Semiahmoo bay, a branch of Boundary bay, an arm of the Pacific ocean; thence westerly and northerly, following the shore of the said Semiahmoo bay, and of Mud bay, another branch of the said Boundary bay, to a point on the shore of Mud bay at the intersection of the west boundary line of township two, New Westminster district, with the waters of said Mud bay; thence north along the said west boundary of township two, to the northwest corner of said township two; thence northerly along the eastern side lines of the Mud Bay (or Scott) road, and the Yale road, to the south bank of the Fraser river at Brownsville; thence northerly, crossing the Fraser river to a point on the north bank of the said river where the eastern side line of the north road produced south would intersect the north bank of the Fraser river; thence north to the eastern side line of said north road; thence north along the said eastern side line of said north road to its intersection with the south shore of Burrard inlet; thence north to the north shore line of Burrard inlet; thence westerly and northerly following the shore line of Burrard inlet to the most northerly point of the peninsula between Bedwell bay and the north arm of Burrard inlet; thence northeasterly on a straight line to the point where the northern boundary of township thirty-nine west of the coast meridian intersects the eastern shore of the north arm of Burrard inlet; thence northerly, following upon the said eastern shore to the mouth of the Mesliloet river, a stream flowing from the north into the head of said north arm; thence northerly along the middle of the main channel of the said Mesliloet river to the point of its intersection with the northern boundary of township seven, in range seven, west of the seventh meridian, according to the Dominion Lands system adopted in the surveys of the railway belt in British Columbia.’

A Bill to ratify the agreement between the government of the Dominion of Canada and the government of the province of British Columbia respecting the western boundary of the railway belt received the sanction of the Governor General on March 22, 1907.

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ASTRONOMICAL FIELD TABLES.

The astronomical field tables, as described in the report of 1906, are still being issued. These tables were formerly set up in type and printed in the ordinary way, but it was difficult to obtain them from the printers in time for issue to the surveyors. Inasmuch, however, as a great deal of the matter contained in the tables is the same from year to year, forms containing all those parts which never vary have been made, so that when a new set of tables is required, only those parts which vary have to be added to the forms. The forms themselves, as well as the variable data to be added, are stamped by means of type, and the titles, footnotes, &c., are printed by a small handpress and pasted on the form in the proper place. The finished table is then reduced and printed by photo-zincography, thus avoiding all delays in printing.

The diagram of the altitude and azimuth of the pole star, as described in the report of 1906, is issued periodically with the field tables.

A star map is now being constructed for the convenience of observers for latitude. It will facilitate the selection of pairs of stars for Talcott's method.

IMPROVEMENT OF SURVEYS.

The improvement in execution of fieldwork, mentioned in previous reports, is well illustrated by a remark made by one of our surveyors who was engaged in re-tracing old surveys and afterwards in making an inspection of some recent subdivisions. He writes: 'To change from retracing old lines run twenty years ago to inspecting present day contract work is, I fear, not in the interest of rigid inspections. There has been such an improvement, not in any particular, but in every detail of the surveys made in this country in the past twenty years that one would hesitate to speak of them as being the same class of work. In no way could the advantage of the numerous modifications in the Manual and in the field instruments used be more markedly illustrated than by this change which I was forced to make this season. The lines examined in contracts of 1906 were straight, the chainage good and the corners well marked, none of which could be said, as a rule, of the more ancient surveys in this country.'

CORRESPONDENCE.

The correspondence consisted of:

Letters received.....	7,300
Letters sent.....	8,209

The staff consists of the secretary, one clerk, two stenographers and typewriters and two messengers.

ACCOUNTS.

The accountant's record shows:

Number of accounts dealt with.....	493
Amount of accounts.....	\$515,040
Number of cheques forwarded.....	1,896

The staff consists of an accountant and an assistant accountant.

OFFICE STAFF.

A list of the office staff of the Topographical Surveys Branch at Ottawa is given in appendix No. 11.

A number of changes have taken place during the nine months ending March 31, 1907. In the Metcalfe Street office Mr. Percy Wilkinson has been appointed assistant accountant, and J. O'Leary messenger in place of F. T. Ellis, who was transferred to

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another branch. Mr. Geo. H. Watt, chief of the first division, has resigned to take a survey contract. Messrs. H. G. Barber, A. J. Elder, W. T. Green, F. W. Rice, E. E. D. Wilson and W. E. Weld have been absent all or part of the time, acting temporarily as assistants to surveyors. Mr. P. A. Carson, who is in charge of the trigonometrical survey, spent the summer in British Columbia. Miss G. B. Campbell and Messrs. H. A. Mackenzie, C. C. Smith, Wm. Crawford and H. L. Chilver of this office, and Messrs. M. W. Sharon and S. B. Roach, of the geographer's office, have resigned. Mr. L. J. Gleeson has been detailed to another branch and Mr. F. H. Mackie has been transferred to the office of the chief astronomer. Mr. H. J. Higgerty has been transferred from the lithographic office to the Timber and Mines Branch.

The additions to the staff during the past nine months are: A. Brown, E. L. Burkholder, J. C. Ball, E. E. Brice, C. Fitzgerald, J. B. Hutton, R. V. Heathcott, M. Kimpe, J. F. Moran, J. A. Macdonald, F. L. Marriott, J. W. Rochon, H. J. Smith, R. O. Spreckley, A. Tremblay, J. N. Goodall, who was re-appointed, and P. F. X. Genest, who was transferred from the Yukon office. Mr. E. Villeneuve was changed from the lithographic office to the office of the chief draughtsman. Those appointed to the lithographic office are: S. Boyle, J. Gagnon and S. H. Shore; the latter was recently transferred to the office of the chief draughtsman. Messrs. W. Anderson, W. Blue, J. Beveridge and F. B. Inkster were appointed to the geographer's staff; Mr. E. G. Ouimet to the photographer's staff, and Mr. N. Landry to the survey records office as messenger.

OFFICE OF THE CHIEF DRAUGHTSMAN.

A summary of the work executed in the chief draughtsman's office is given as appendix No. 6.

This part of the branch is divided into five divisions.

First Division—Instructions and General Information.

In this division instructions are prepared for all surveys to be performed in the field. When the surveyor has been selected, instructions are prepared for him giving any directions that may be necessary in connection with the survey. In the case of parties under day pay, the surveyor is also instructed as to the size of party, the place of organization, the nature of the transport outfit and the rate of pay to employees. Outline sketches are furnished to him showing the monuments, bearings and distances of the lines of Dominion land surveys already established in the vicinity of his work. He is also supplied with maps or plans of all Hudson's Bay Company reserves and Indian reserves in the neighbourhood. Field books, astronomical field tables, stationery, forms for accounts, statutory declarations, &c., are also furnished. During the nine months ending March 31, 1907, instructions were issued for eighty-six survey parties, involving the preparation of 798 sketches, and 328 maps and tracings.

In this division all returns of survey from the surveyors are received. They are dated, stamped, and posted in the various registers under the name of the surveyor. They are then sent to the second division for examination. The receipts during the nine months were 630 progress sketches, 390 books of field notes, 169 plans, 56 timber reports and 382 statutory declarations. After examination and the compilation of the plans, the books of field notes are returned to this division and forwarded to the survey records office. During the nine months 643 field books and the returns of 67 miscellaneous surveys were placed on record. Entries are also made in the registers for all township and other plans printed. Plans of 520 townships, 4 townsites, 49 miscellaneous surveys and 52 sectional sheets were printed during the nine months.

When the progress sketches sent in by the surveyor have been examined and found satisfactory, preliminary plans for the townships are issued, four copies for each township. One copy is placed on file in this office and one each furnished to the

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survey records office, the Land Patents Branch and the land agent. The object of these plans is to allow of the land being opened for entry at once, without waiting for the final examination of the surveyor's returns and the issue of the official plan. Preliminary plans of 179 townships were issued during the nine months.

At the close of each month a list of the surveys approved during the month is forwarded to the secretary of the department. Every six months another list of the whole townships, fractional townships and partially surveyed townships, the surveys of which have been approved, is sent to the secretary. Under the provisions of sub-clause 7 of clause 22 of the Dominion Lands Act, the governor of the Hudson's Bay Company is to be notified of the surveys approved, and the list is for the purpose of giving the notice called for by the Act.

Numerous communications on miscellaneous matters pertaining to surveys are dealt with in this division. To reply intelligently to many of these questions requires days of search for information among various sources, frequently in different branches of the department. During the nine months 743 such communications were dealt with, involving the preparation of 258 sketches, maps, &c.

Second Division—Examination of Surveyors' Returns.

A detailed description of the system of examining and dealing with surveyors' returns was given in the annual report for the year ending June 30, 1906. The same system is still in force, with some few improvements in the minor details.

The room formerly occupied by the geographer and his staff on the second floor of the Metcalfe Street office, having been vacated, the partition between it and the room occupied by the compiling and examining staff, and also an unused elevator shaft were removed, thus affording increased accommodation and better working facilities. Temporary quarters were procured in the Orme building on Wellington street, while this work was in progress, and the disadvantage of part of the staff being removed from registers, plans of former surveys and other sources of information, retarded the work to some extent. In addition to the removal of the partition, a ventilating system was installed, this being easily accomplished by utilizing part of the space formerly occupied by the elevator shaft. The value of this provision for ventilation is inestimable, as a plentiful supply of good fresh air is now available, whereas before, no provision whatever was made for ventilation.

The work has been materially increased by the passage of an Act respecting roads and road allowances in the provinces of Saskatchewan and Alberta (section 6 of chapter 100 of the Revised Statutes of Canada), which provides that where a survey is made of a road diversion, a duplicate copy of the plan of such survey, approved by the chief engineer of the Department of Public Works of such province, shall be forthwith transmitted by the said Department of Public Works to the Surveyor General, who, within one month from the receipt of it by him, may require the plan of such survey to be withdrawn from the land titles office by the Department of Public Works of such province.

Before patents issue for Dominion lands required by railway companies for the right of way of their lines, the plans of such railways must be examined and approved by the Surveyor General. A large number of these plans have accumulated and their examination involves considerable work. Although some progress has been made in re-issuing township plans out of print, the number of plans of which reprints are required has increased rather than diminished during the past nine months. The demand for township plans has become so great, that the stock of those issued years ago, of which only a small edition was printed, soon became exhausted. Larger editions are now printed, so that unless on account of additional surveys, plans recently issued are not likely to require re-issue for many years to come.

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The work of this division during the past nine months is as follows:—

Plans compiled.	409
Subdivision returns examined.	312
Outline returns examined.	122
Miscellaneous survey returns examined.	210
New editions of township plans.	72
Progress sketches examined—contractors.	205
Progress sketches examined—day men.	270
Memoranda sent to surveyors.	329
Memoranda received from surveyors.	342

Third Division—Drawing for Reproduction.

The third division of the draughting staff is engaged chiefly in making finished copies of township and other plans for reproduction by photo-zincography or lithography. During the nine months 527 plans of townships were prepared for printing. For part of this period, while the offices were being renovated, the staff was divided, a number of the draughtsmen remaining at the office on Metcalfe street, while the others were accommodated in temporary quarters on Wellington street. This separation of the staff impeded the progress of the work.

Seventy-nine drawings and plans of a miscellaneous nature were undertaken. Some of the most important of these were the astronomical field tables for the use of surveyors. The present method of preparing these and also the new star map, is described under a separate heading.

A map in colours, showing the route of the proposed Hudson Bay branch of the Canadian Northern Railway, was compiled and printed. This map shows the routes of explorers who recently visited the district, the main features of the country through which the railway will run, and the saving in rail transportation from the western provinces.

The original plans for photo-zincographing are carefully filed away; when new editions of any of them are required, it is only necessary to add the information obtained from later surveys and to photograph them again.

An improvement has been made in the attachment used in the stamp, for holding the type, while stamping a plan. The old holder (see fig. 1) consisted of a solid frame,

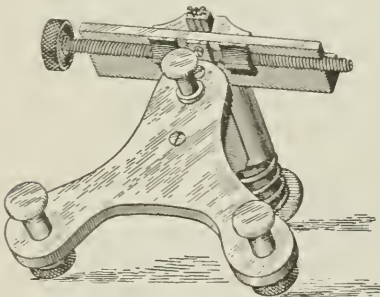


Fig. 2

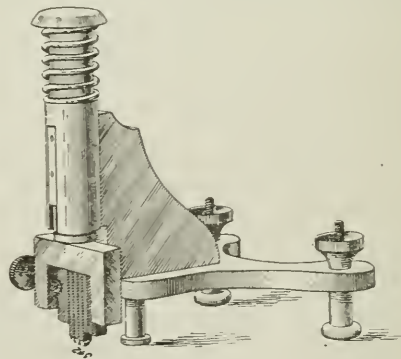


Fig. 1.

cut out in the front to receive the type, with a horizontal thumb screw passing through one side, by means of which the type was held securely in place. This necessitated the use of quads or other small pieces of metal, in order to fill up the extra space in the holder, after the type had been placed at the centre. Considerable time

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was required to adjust each setting of type and quads; also the action of the end of the thumb screw against the soft metal of the quad soon wore it away and created a tendency for the screw to work out of line, enlarging the threaded hole in the holder.

The new holder (see fig. 2) consists of a one-piece frame, having the front shaped out to receive two movable jaws. These jaws have each a projection on the back which slides in a slot in the back of the holder. Through these projections and in the rear of the holder, passes a thumb screw having a bearing at its centre, half in the back of the holder and half in a small cap attached to the back of the holder by screws. This bearing being smaller than the body of the threaded parts of the screw and being situated in the centre of the holder, keeps the screw from moving laterally. One-half of the screw is threaded with a right-hand thread, the other half with a left-hand thread, the holes in the movable jaws being also threaded right-hand and left-hand. The result of this arrangement is that when the thumb screw is turned in one direction the jaws open away from the centre of the holder; when it is turned in the opposite direction the jaws move towards the centre and are capable of coming together at that point. They can hold the thinnest object securely, and whatever is held between them is always in a central position in the holder, and the use of quads for this purpose is done away with.

For the colouring of maps and plans, an air brush has been procured. The air brush is especially useful for colouring photographic enlargements of maps, as the paper used in photographing is often of such a character that it is impossible to put on an even tint in the ordinary way.

Fourth Division—British Columbia Surveys.

Most of the surveys in British Columbia were made by the regular surveyors, Messrs. J. E. Ross and A. W. Johnson. Both worked in winter, as well as in summer, in order to take advantage of weather conditions favourable to surveying operations in the various localities.

In addition to the work of the regular surveyors, a few returns have been received of surveys made for private individuals and of other small surveys.

The British Columbia section of the staff which, for three years, occupied quarters on Sparks street separated from the main office, was this year transferred to the space in the Surveyor General's office formerly occupied by the geographer's staff. This facilitates the work of the staff, the returns and information required for reference being more readily accessible.

The British Columbia surveyors remained so long in the field that their returns were somewhat delayed, and those received entailed more work than usual. As most of the traverse surveys in British Columbia were made for the purpose of establishing section corners and land boundaries, this portion of the work, which will this year contain well over one thousand courses, has to be carefully checked by latitudes and departures.

Forty-five township plans have been compiled, and three hundred and four miscellaneous plans and tracings have been made.

Fifth Division—Mapping.

The work of this division is the compilation and drawing of any maps that may be required. The staff has been engaged principally on the 'sectional sheets,' adding new surveys and other information and preparing them for new editions. Much new compilation has been added to the sectional sheets covering the railway belt in British Columbia so as to show the topography, not only within the railway belt, but also outside of it to the full size of the sheet. The sheets which extend over the west boundary of Alberta into British Columbia are also being added to, in the same way.

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The compilation of the surveys of mineral claims in the Yukon Territory, showing their position on the general map on a scale of 40 chs. to an inch, has been kept up, but the number of lots so recorded has been very small compared with previous years.

SURVEY RECORDS' OFFICE.

A large portion of the survey records staff has been employed copying plans which have been out of print, and which were required by agents, land guides and companies in placing settlers on their lands.

Homestead maps, on a scale of one mile to an inch, showing the homesteads open for entry in the western provinces, have been completed and forwarded to the different sub-agents.

The amount of correspondence necessary to supply the largely increased demand for township plans was, on an average, between twenty-five and thirty letters per day.

The plans and files in connection with reservations of right of way for roads and railways in the provinces of Manitoba, Saskatchewan and Alberta, have greatly increased the work of this office. All these plans and files are recorded here. Every railway right of way plan is on file and the reservations for the right of way in the lands affected are noted. The correspondence in this connection, averaging between fifteen and twenty letters per day, goes through this branch.

The Eclipse Manufacturing company completed the cases, and finished all the other changes necessitated by their removal to their new quarters in the Canadian building. The printed plans of the parishes, settlements and town plots, were removed to their new places and re-indexed; this new arrangement does much to economize the time required for finding them.

A complete index of all the plans west of the fifth meridian, showing the character of the survey and the name of the surveyor for all original plans, has been compiled and has proved a valuable aid to ready reference.

The increase of work during the year has been so large that it is only by using the greatest care in indexing and arrangement that the present staff is able to keep pace with it.

PHOTOGRAPHIC OFFICE.

In presenting the report of the photographic office, it is interesting to note that the total amount of work executed during the nine months exceeded that executed during the twelve months ending June 30, 1906.

There is a large increase in the number of township plans, over one hundred having been reproduced in the month of January alone.

The dry plate work and the bromide enlarging have also greatly increased.

Hitherto the Geological Survey parties have, to a large extent, employed sketching for their surveys, but now they are beginning to use photography, which they find quicker and more satisfactory. Last season only one of their parties used photography, while this season it is expected that four or five will be equipped with the necessary photographic outfits. From the negatives, bromide enlargements are made in this office. This greater use of photography is the cause of the large increase in the number of bromide enlargements.

Considerable time has been spent on special work. The photo-lithographing of a section of Nelson river showing the proposed Hudson Bay railway, is a fair example of the use that can be made of photography in map making. This map was enlarged from a thirty-five mile scale to a twenty-five mile scale. Another interesting piece of work was the enlargement of part of Alberta, Saskatchewan and the Northwest Territories, from a thirty-five mile scale to a twelve mile scale. This work, which occupied only one week, would take at least three months if done by draughting.

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The staff consists of one photographer in charge, one general photographer with three assistants, and one photo-lithographer and photo-engraver with two assistants.

Besides the development, printing and enlargement of the views taken by surveyors in the field, they have to copy, reduce and enlarge to proper scale the plans and maps used in compilations, to photograph the plans and maps sent in for reproduction and to prepare zincplates or transfers of the same. The photographic work of the Geological Survey Department has also been done here. A schedule of the work executed is given as appendix No. 9.

LITHOGRAPHIC OFFICE.

There has been no change in the method of doing the work in this office.

The statement of the work executed, given as appendix No. 10 to this report, shows a decrease in the number of maps printed but a decided increase in the number of the township plans.

The number of the staff is the same as last year; it consists of one foreman, one transferer, one power press printer and one press feeder.

BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

The regular annual meeting of the board was held at Ottawa, beginning on the second Monday in February, 1907 (February 11), as directed by clause 101 of the Dominion Lands Act, and was continued until March 2. Special meetings were held on July 19, 1906, and March 21, 1907.

During the February meeting examinations were held simultaneously in Ottawa, Toronto, Winnipeg and Calgary. Professor L. B. Stewart, D.T.S., of the School of Practical Science, presided at the examination in Toronto; Mr. J. Lonsdale Doupe, D.L.S., in Winnipeg, and Mr. A. O. Wheeler, D.L.S., in Calgary.

It had also been arranged to hold a special examination at the same time in Vancouver, under Mr. E. B. Hermon, D.L.S., but the candidates did not present themselves.

Fifteen candidates passed the examination for admission as articled pupil, as follows:—

- M. H. Baker, St. Thomas, Ont.
- T. W. Brown, Alberton, Ont.
- L. S. Cokely, Lethbridge, Alta.
- A. S. Cram, Ottawa, Ont.
- G. H. Ferguson, Toronto, Ont.
- L. F. Heuperman, Edmonton, Alta.
- W. G. McElhanney, Ottawa, Ont.
- E. W. Murray, Seaforth, Ont.
- J. L. Rannie, Toronto, Ont.
- A. Roger, Ottawa, Ont.
- A. H. D. Ross, Ottawa, Ont.
- Alan Stewart, Ottawa, Ont.
- A. G. Stuart, Montreal, P.Q.
- A. H. Swinburn, Ottawa, Ont.
- E. O. Wheeler, Calgary, Alta.

Fourteen candidates passed the final examination for admission as surveyor, as follows:—

- N. A. Burwash, Toronto, Ont.
- C. A. Chilver, Walkerville, Ont.
- P. C. Coates, Toronto, Ont.

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S. R. Crerar, Toronto, Ont.
 C. H. Fullerton, New Liskeard, Ont.
 P. Gillespie, Toronto, Ont.
 W. T. Green, Ottawa, Ont.
 G. B. McColl, Winnipeg, Man.
 D. H. Nelles, Ottawa, Ont.
 D. T. Townsend, Toronto, Ont.
 J. E. Umbach, Ottawa, Ont.
 W. H. Waddell, Hamilton, Ont.
 J. Waldron, Pine Grove, Ont.
 E. W. Walker, Regina, Sask.

Oaths of office and of allegiance and bonds for the sum of one thousand dollars each, as required by clause 115 of the Dominion Lands Act, were received from eleven candidates who had previously passed the necessary examinations for commissions as Dominion land surveyors and had complied with the other requirements of the Act.

Ten commissions as Dominion land surveyors were issued, as follows:—

E. R. Bingham, Toronto, Ont.
 N. A. Burwash, Toronto, Ont.
 C. A. Chilver, Walkerville, Ont.
 S. R. Crerar, Toronto, Ont.
 W. T. Green, Ottawa, Ont.
 J. D. McLennan, Ottawa, Ont.
 G. B. McColl, Winnipeg, Man.
 D. H. Nelles, Ottawa, Ont.
 D. T. Townsend, Toronto, Ont.
 J. E. Umbach, Ottawa, Ont.

Every Dominion land surveyor is required by clause 125 of the Dominion Lands Act, to be in possession of a subsidiary standard measure furnished by the secretary of the board of examiners. Nine such standards were issued during the year.

A list of surveyors who have been furnished with standard measures up to March 31, 1907, will be found in appendix No. 3.

The correspondence of the board amounted to:

Letters, &c., received.	571
Letters sent.	435

The examination questions used at the examination in February, 1907, are submitted as appendix No. 12.

Synopsis of the Work of the Board.

The meeting of July 19, 1906, was a special meeting called to pass the necessary resolution admitting J. D. McLennan as a Dominion land surveyor, his commission having been withheld until the completion of his term of apprenticeship.

Previous to the annual meeting in February sets of question papers for the various examinations were prepared by the members of the board. At this meeting the answers of three candidates at the limited preliminary examination, seventeen at the full preliminary examination, nineteen at the final D.L.S. examination, and one at the D.T.S. examination were examined.

Some discussion took place on the regulation made at the meeting in May, 1906, whereby candidates obtaining 75 per cent or more on any subject are not required to write on such subject if they present themselves again. It was felt that from such candidates a higher percentage should be required than from those coming up for the first time. No action in the matter was taken at this meeting.

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The question of who are eligible for examination under clause 111 of the Dominion Lands Act, having come up, it was decided that in future the secretary should accept articles for one year's service only from graduates of colleges and universities who hold proper diplomas.

Considerable time was taken up in discussing the regulations governing the examination for certificate as Dominion topographical surveyor; and the schedule of studies was re-arranged. It was agreed that before the next meeting a brief statement should be prepared setting forth the work to be covered in each subject of this examination, and a list of the books to be used in preparing for it. The work was divided among the members of the board, Dr. Deville taking three subjects, and Dr. Klotz and Dr. King four subjects each.

A resolution was passed fixing the percentage of marks required to pass any examination at 50 per cent in each subject, and allowing candidates who obtain the required 50 per cent in certain subjects, but fail in other subjects, to take supplementary examinations.

A special meeting of the board was held on March 21, at which the curriculum of studies for the D.T.S. examination was further considered and a list of text books prepared.

A resolution was also passed allowing candidates whose term of service at the time of examination is within three weeks of completion to write on such examination, provided that field work is complete at the time of writing. Commissions in such cases will be withheld until the completion of the full term of apprenticeship of one year or three years, as the case may be.

The following documents are appended:--

APPENDICES.

Schedules and Statements.

.....

No. 1. Schedule of surveyors employed and work executed by them from July 1, 1906, to March 31, 1907.

No. 2. Schedule showing for each surveyor employed from Jan. 1, 1906, to Mar. 31, 1907, the number of miles surveyed of township subdivision lines, township outlines, traverses of lakes and rivers, and resurvey.

No. 3. List of Dominion land surveyors who have been supplied with standard measures.

No. 4. List of lots in the Yukon Territory surveys of which have been confirmed from July 1, 1906, to March 31, 1907.

No. 5. List of miscellaneous surveys in the Yukon Territory returns of which have been received during the nine months ending March 31, 1907.

No. 6. Statement of work executed in the office of the chief draughtsman.

No. 7. List of sectional maps revised, printed, reprinted and revised and reprinted from July 1, 1906, to March 31, 1907.

No. 8. Statement of work executed in the survey records office for the nine months ending March 31, 1907.

No. 9. Statement of work executed in the photographic office during the nine months ending March 31, 1907.

No. 10. Statement of work executed in the lithographic office during the nine months ending March 31, 1907.

No. 11. Names and duties of employees of the Topographical Surveys Branch at Ottawa.

No. 12. Examination papers of the Board of Examiners for Dominion land surveyors.

Nos. 13 to 45. Reports of the surveyors employed.

No. 46. Descriptions of surveyed townships submitted by Dominion land surveyors during the nine months ending March 31, 1907.

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MAPS.

The following maps accompany this report:—

1. Diagram showing closings on base lines between the fifth and sixth meridians.
2. Mr. P. G. Stewart's exploration on the west side of the Canadian Northern railway from Etoimami to The Pas; to accompany his report.
3. Sketch map showing country near fourteenth base line, province of Saskatchewan, to accompany the report of J. N. Wallace, D.L.S.
4. Map to accompany J. W. McLaggan's report of exploration in Saskatchewan and the Northwest Territories.
5. Mr. A. D. Moodie's exploration from Etoimami to The Pas; to accompany his report.
6. Topographical survey of Canada—trigonometrical section. Triangulation in British Columbia. To accompany the report of P. A. Carson, D.L.S.

I have the honour to be, sir,

Your obedient servant,

E. DEVILLE,

Surveyor General.

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SCHEDULES AND STATEMENTS.*

APPENDIX No. 1.

SCHEDULE of Surveyors employed and work executed by them from July 1, 1906 to March 31, 1907.

Surveyor.	Address.	Description of work.
Aylsworth, C. F....	Madoc, Ont....	Re-survey of township 10 range 7, township 14 range 8, parts of townships 14 and 16 range 7, and parts of townships 15 ranges 7 and 8, all east of the principal meridian.
Baker, J. C.....	Vermilion, Alta. ...	Contract No. 14 of 1906; subdivision of township 59 range 20, township 58 range 21, and townships 61 ranges 25, 26 and 27, all west of the fourth meridian.
Beatty, David	Parry Sound, Ont. ...	Correction survey in townships 51 ranges 27 and 28 west of the second meridian. Retracement surveys in the following townships west of the third meridian;—township 38 range 13, townships 45 ranges 9 and 10, townships 41, 42, 43 and 44 ranges 10 and 11, and townships 49 and 50 range 1. Retracement surveys in townships 50 ranges 26, 27 and 28 west of the second meridian.
Belanger, P. R. A....	Ottawa, Ont.....	Inspection of contracts No. 18 of 1905 and Nos. 11 and 12 of 1906. Restoration survey in the following townships west of the second meridian;—townships 24 ranges 1, 13, 14 and 15, townships 25 ranges 12, 14, 15 and 16, townships 26 ranges 12, 13 and 15, township 27 range 7, townships 28 ranges 6 and 13, townships 29 ranges 13, 14 and 15, township 30 range 13, townships 31 ranges 12 and 13 and townships 32 ranges 9, 10 and 11. Restoration survey in the following townships, west of the principal meridian;—township 5 range 34, townships 6 ranges 30, 32 and 34, townships 7 and 8 ranges 32 and 34, township 24 range 29, township 26 range 28 and townships 30 and 32 range 29.
Bolton, Lewis.....	Listowel, Ont.....	Contract No. 3 of 1906; subdivision of townships 3 and 4 ranges 13 and 14, east of the principal meridian.
Bourgeault, A.....	St. Jean Port Joli, Que.	Contract No. 11 of 1906; subdivision of townships 30 and 31 ranges 15 and 16, parts of township 30 range 14, and township 29 range 15, all west of the second meridian.
Bray, L. T.	Amherstburg, Ontario.	Re-survey in township 11 range 22, and subdivision in townships 1, 2, 3 and 4 range 30, west of the fourth meridian. Subdivision in townships 1 and 2 range 1, in township 5 range 2, in townships 6, 7, 8 and 9 range 3, in township 7 range 4, and in township 8 range 6, all west of the fifth meridian.
Carson, P. A	Ottawa, Ont....	Triangulation surveys in British Columbia, in connection with the Trigonometrical Section of the Topographical Survey of Canada.
Cautley, R. W.....	Edmonton, Alta.....	Survey of the seventeenth base line across ranges 17 to 27 inclusive, west of the fourth meridian.
Cautly, R. H	Edmonton, Alta	Contract No. 16 of 1906; sub-division in townships 57, 58, 59 and 60 range 5, west of the fifth meridian.
Christie, Wm.....	Chesley, Ont.....	Re-survey in township 17 range 1, in township 18 range 2, in townships 19 and 20 ranges 3, 4 and 5, and in township 20 range 6; re-survey of part of the outlines of township 16 range 1, of township 19 range 6, of township 18 range 3 and of township 17 range 2, all west of the principal meridian.

* Appendices Nos. 12 to 46 will appear in separate monograph form.

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APPENDIX No. 1.—Schedule of Surveyors employed and work executed by them from July 1, 1906, to March 31, 1907.—*Continued.*

Surveyor.	Address.	Description of work.
Deans, W. J.	Brandon, Man.	Subdivision in township 16 range 4, in townships 15, 16, 17 and 18 range 10, and in townships 14, 15, 16, 17 and 18 range 11, all west of the principal meridian. Re-survey of township 7 range 27, of townships 5, 6, 7 and 8 range 28 and of townships 5, 6, 7, 8 and 9 range 29, all west of the principal meridian. Re-survey of part of township 7 range 9, west of the second meridian. Miscellaneous surveys in township 17 range 21, west of the principal meridian.
Doupe, Jos.	Winnipeg, Man.	Re-survey in township 6, range 14 west of the second meridian.
Drummond, Thos.	Montreal, Que.	Contract No. 17 of 1906; subdivision of townships 57, 58, 59 and 60 range 6, west of the fifth meridian.
Dumais, P. T. C.	Hull, Que.	Contract No. 9 of 1906; subdivision of townships 26 ranges 12, 13 and 14, townships 25 and 26 range 10, and township 23 range 14, west of the principal meridian. Re-survey of townships 25 and 26 range 11, west of the principal meridian.
Edwards, Geo.	Ponoka, Alta.	Contract No. 13 of 1906; subdivision of townships 11 and 12 range 11; partial subdivision of townships 10 and 11 range 13, and townships 7, 8, 9, 10 and 11 range 1, west of the third meridian; survey of the east outline of townships 9 and 10 ranges 11 and 12 and of townships 5, 6, 7 and 8 range 2, west of the third meridian.
Fairchild, C. C.	Brantford, Ont.	Subdivision in townships 25, 26 and 27 range 11, in townships 25, 26, 27 and 28 range 12, and in township 24 range 8, all west of the fifth meridian. Miscellaneous work near Banff, Alta.
Fawcett, Thos.	Niagara Falls, Ont.	Contract No. 20 of 1906; subdivision of townships 56, 57, 58 and 59 range 4, west of the fifth meridian.
Fontaine, L. E.	Lévis, Que.	Re-survey of township 12 range 27, west of the third meridian. Miscellaneous surveys in townships 41 and 42 range 1, in township 43 range 3, in township 37 range 4, in township 47 range 5, in townships 43, 44 and 47 range 6, in township 49 range 8, in townships 41 and 42 range 9, in township 44 range 10, in township 38 range 14, and in townships 39 ranges 15 and 16, all west of the fourth meridian. Re-survey of township 50 range 3 west of the fifth meridian. Inspection of contracts Nos. 5 and 22 of 1906.
Grover, Geo. A.	Toronto, Ont.	Re-survey of township 18 range 1, east of the principal meridian. Re-survey of townships 19 and 20 ranges 1 and 2, and of townships 22 ranges 7 and 8, west of the principal meridian. Inspection of contracts Nos. 3, 4, 5, 6, 7, 8 and 10 of 1906.
Hawkins, A. H.	Listowel, Ont.	Subdivision of township 2 range 29 west of the third meridian. Re-surveys in townships 1 ranges 12 and 13, in township 2 range 13, in townships 6 and 7 range 17, in townships 10 and 11 range 22 and in township 13 range 29, all west of the fourth meridian. Re-survey of outlines of townships 1 and 2 range 8, of townships 1, 2, 3 and 4 range 9, of townships 1 ranges 10, 11 and 14, of township 2 range 14 and of township 10 range 24, all west of the fourth meridian. Survey of part of the south outline of township 3 range 29 west of the third meridian.
Holcroft, H. S.	Toronto, Ont.	Contract No. 10 of 1906; subdivision of township 7 range 9 and townships 6, 7, and 8 range 10, all east of the principal meridian. Subdivision of townships 7 and 8 ranges 27, 28, 29 and 30 west of the second meridian. Survey of the east outline of township 6 range 30, west of the second meridian.
Hopkins, M. W.	Edmonton, Alta.	Contract No. 23 of 1906; subdivision of townships 59 and 60 ranges 7, 8, 9 and 10, all west of the fourth meridian.
Hubbell, E. W.	Ottawa, Ont.	Re-survey in township 22 range 1, in townships 21 and 22 range 2, in townships 21, 22 and 23 range 3, in townships 21 and 22 range 4, in townships 21 and 22 range 5, in townships 21 ranges 6 and 7 and in townships 21 and 22 range 8, all west of the third meridian. Re-survey in township 27 range 24, in township 24 range 28, in townships 18 and 19 range 29, and in townships 26 and 29 range 25, all west of the second meridian. Inspection of contracts Nos. 13 and 25 of 1906.

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APPENDIX No. 1.—Schedule of Surveyors employed and work executed by them from July 1, 1906, to March 31, 1907.—*Continued.*

Surveyor.	Address.	Description of Work.
Jephson, R. J.	Winnipeg, Man.	Miscellaneous surveys in townships 44 and 45 range 28 west of the principal meridian and in township 44 range 3 west of the second meridian.
Johnson, A. W.	Kamloops, B. C.	Subdivision in townships 1, 2, 3, 4 and 5 range 26, in township 1 range 27, in townships 2 and 3 range 24, in townships 2 and 4 range 25, in township 3 range 23, in township 3 ranges 28 and 29, in township 4 range 28 and in township 15 range 27, all west of the sixth meridian. Subdivision in township 19 east of the coast meridian. Traverses in township 2 range 25, in townships 3 ranges 23, 24, 25 and 26, in townships 4 ranges 24, 25 and 26, in townships 5 ranges 25 and 26, in township 15 range 27, and in township 3 range 28, all west of the sixth meridian. Traverses in townships 19 and 20 east of the coast meridian.
Kirk, J. A.	Revelstoke, B. C.	Double traverse of Blaeberry creek valley from the mouth to the northern limit of the railway belt, and part subdivision of township 28 range 22 west of the fifth meridian.
Knight, R. H.	Edmonton, Alta.	Contract No. 21 of 1906; subdivision of townships 50 and 51 ranges 5 and 6, and townships 54 and 55 range 7, all west of the fifth meridian.
Loneragan, G. J. ...	Buckingham, Que.	Re-surveys in townships 51 ranges 2 and 3 west of the fifth meridian and in townships 56 ranges 22 and 24 west of the fourth meridian. Correction surveys in townships 58 and 59 range 22 west of the fourth meridian. Miscellaneous surveys in township 59 range 23, in townships 59 ranges 17 and 18, in township 52 range 12, in township 60 range 14 and in township 55 range 4, all west of the fourth meridian; and in township 53 range 28 west of the third meridian. Subdivision in township 51 range 20 west of the fourth meridian. Correction survey at Fort Saskatchewan. Survey of outlines of township 56 range 25, of township 49 range 1, of township 57 range 14, all west of the fourth meridian. Survey of outlines of townships 53 and 54 ranges 27 and 28 west of the third meridian. Inspection of contract No. 23 of 1906.
Laurie, R. C.	Battleford, Sask.	Re-survey of the townsite of South Battleford.
Macdonell, J. A.	Winnipeg, Man.	Exploration survey of three and a half million acres, grant to the Dominion Government "in that portion of the Peace river district of British Columbia lying east of the Rocky mountains and adjoining the province of Alberta."
MacLennan, A. L. ...	Toronto, Ont.	Subdivision in townships 11 and 12 range 3, and in townships 10 and 11 range 4, and survey of the east outline of township 12 range 4, all west of the fifth meridian.
McFarlane, W. G. ...	Toronto, Ont.	Contract No. 5 of 1906; subdivision of townships 34 and 35 range 22, townships 28 and 32 range 23, townships 24 and 35 range 25, and township 35 range 26, all west of the principle meridian. Subdivision of townships 7 and 8 ranges 14, 15 and 16, townships 6 ranges 13, 14, 15 and 16, township 7 range 13, and townships 3 ranges 12 and 13, all west of the fourth meridian.
McFee, A.	Innisfail, Alta.	Contract No. 22 of 1906: subdivision of township 28 range 18, and townships 35 ranges 14, 15 and 16, all west of the fourth meridian. Traverse in township 35 range 2 west of the fifth meridian.
McGrandle, Hugh. ...	Wetaskiwin, Alta.	Contract No. 18 of 1906; subdivision of townships 58 and 59 range 7; surveys of outlines in townships 57, 59 and 60 range 7, and in township 58 range 5; traverse in township 60 range 7, all west of the fifth meridian.
McLaggan, J. W.	Strathcona, Alta.	Exploratory survey in the province of Saskatchewan and in Keewatin territory northeasterly from The Pas.
McMillan, Geo.	Ottawa, Ont.	Inspection of contracts Nos. 12, 15, 17, 19 and 20 of 1905 and contracts Nos. 1, 14, 15, 16 and 21 of 1906. Traverses in townships 59 and 60 range 11, west of the fourth meridian.
Michaud, A.	Edmonton, Alta. (Since deceased)	Contract No. 19 of 1906; subdivision of townships 54, 55 and 56 range 5, west of the fifth meridian.

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APPENDIX No. 1.—Schedule of Surveyors employed and work executed by them from July 1, 1906, to March 31, 1907.—*Continued.*

Surveyor.	Address.	Description of work.
Miles, C. F.	Toronto, Ont.	Subdivision in township 15 range 1, in townships 13, 14 and 15 range 2, in townships 17, 18, 19 and 20 range 3 and in townships 21 and 22 range 4, west of the fifth meridian. Survey of outlines of townships 12 ranges 3 and 4, west of the fifth meridian. Traverse in township 21 range 27, west of the fourth meridian.
Molloy, John.	Winnipeg, Man.	Contracts Nos. 2 and 7 of 1906; subdivision of townships 1 and 2 range 10, townships 1, 2 and 6 range 11, townships 2, 3 and 6 range 12, townships 1, 5 and 6 range 13, townships 5, 6 and 7 range 14 and township 6 range 9; traverse in townships 13 and 14 ranges 12 and 13, all east of the principal meridian.
Montgomery, R. H..	Prince Albert, Sask.	Contract No. 12 of 1906; subdivision of townships 50 ranges 22, 23, 24, 25 and 26 and townships 51 ranges 22, 23 and 26 and survey of the east outline of townships 52 ranges 22, 23 and 24, all west of the second meridian. Subdivision of townships 50 ranges 2 and 3, and townships 51 ranges 1 and 2, all west of the third meridian.
Moodie, A. D.	Lakefield, Ont.	Exploration survey of the country between Erwood, Saskatchewan and The Pas, Keewatin along the right of way of the Canadian Northern railway.
O'Hara, W. F.	Ottawa, Ont.	Re-surveys in townships 32, 33 and 34 ranges 21 and 22, and in township 35 range 21 west of the fourth meridian. Miscellaneous surveys in township 38 range 28 west of the fourth meridian, and in township 38 range 1, west of the fifth meridian. Subdivision in township 5 range 3, west of the fifth meridian.
Parsons, J. L. R.	Winnipeg, Man.	Contracts No. 6 of 1906 and No. 3 of 1907; subdivision of townships 9 ranges 10 and 11, township 10 range 9 and townships 15 and 16 ranges 14 and 15, all east of the principal meridian; subdivision of townships 23 and 24 ranges 4, 6 and 7; subdivision in township 29 range 10, and survey of part of the outlines of township 28 range 10, all west of the principal meridian.
Reilly, W. R.	Regina, Sask.	Re-surveys in townships 33 and 34 ranges 1 and 2, in townships 38 ranges 1, 2 and 3, in township 37 range 1 and in township 35 range 6, all west of the third meridian. Re-surveys in townships 41 and 42 range 28, west of the second meridian. Partial re-surveys in township 34 range 6, west of the third meridian and in townships 41 and 42 range 28 west of the second meridian.
Richard, J. F.	Ste. Anne de la Pocatière, Que.	Settlement surveys at The Pas Cumberland House and Big Eddy.
Rinfret, R.	Montreal, Que.	Contract No. 24 of 1906; subdivision of townships 65, 66, 67 and 68 range 13, townships 65, 66, 67 and 68 range 14, and townships 66 and 68 range 15; survey of the east outline of township 65 range 16, all west of the fourth meridian.
Ross, Jos. E.	Kamloops, B. C.	Subdivision surveys in townships 22 ranges 26 and 27, west of the fifth meridian; also in townships 23 ranges 2 and 3, in townships 22 and 23 range 16, in townships 18 and 22 range 17, in townships 17 ranges 17, 18 and 19, in township 16 range 18, and in townships 19 ranges 16, 17 and 18, all west of the sixth meridian. Traverses in townships 19 ranges 16, 17 and 18, in townships 17 and 18 range 17, in township 17 range 18, in townships 22 and 23 range 2, and in townships 21 and 22 range 1, all west of the sixth meridian; also in township 21 range 29 west of the fifth meridian. Surveys on the shores of Shuswap and Mara lakes. Traverse of Columbia river from Beaver mouth to the north limit of the railway belt. Traverse of Incomappleux river and Boyd creek trail. Traverse of Huff lake and part of North Thompson river.
Roy, Geo. P.	Quebec, Que.	Contract No. 15 of 1906; subdivision of townships 58 and 59 range 27, west of the fourth meridian, and townships 60 ranges 3 and 4, west of the fifth meridian.

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APPENDIX No. 1.—Schedule of Surveyors employed and work executed by them from July 1, 1906 to March 31, 1907.—*Concluded.*

Surveyor.	Address.	Description of work.
Saint Cyr, A.	Ottawa, Ont.	Survey of the seventeenth base line across ranges 19 to 22 inclusive west of the fifth meridian, the eighteenth base line across ranges 1 to 8 inclusive west of the sixth meridian, the twenty-first base line across ranges 21 to 24 inclusive, the twenty-second base line across ranges 21 to 26 inclusive, and the eighteenth base line across ranges 20 to 22 inclusive, west of the fifth meridian.
Saint Cyr, J. B.	Ste. Anne de la Perade, Que.	Surveys of the Fort Vermilion, North Vermilion and Boyer settlements, in the Peace river district. Re-surveys in townships 6 ranges 25, 26 and 27 west of the principal meridian.
Saunders, B. J.	Edmonton, Alta.	Survey of the fourth base line across ranges 13, 14 and part of 15 and the fifth base line across ranges 13 to 17 inclusive, east of the principal meridian.
Selby, H. W.	Toronto, Ont.	Subdivision in township 76 range 15, in townships 74, 75 and 76 range 16 and in townships 73, 74 and 75 range 17, west of the fifth meridian. Survey of part of the outlines of townships 73 ranges 16 and 18 and of township 75 range 15 west of the fifth meridian. Traverse of the southerly boundaries of lots in Heart River and Big Prairie settlements, Alta.
Stewart, P. G.	Britannia Bay, Ont.	Exploration survey of the country between Erwood, Saskatchewan and The Pas, Keewatin along the Canadian Northern railway right of way.
Teasdale, C. M.	Concord, Ont.	Contract No. 25 of 1906; subdivision of townships 9, 10 and 11 ranges 28, 29 and 30 west of the second meridian. Partial subdivision of township 10 range 4, west of the third meridian.
Thibaudeau, W.	Ottawa, Ont.	Exploration survey of the country lying between Fort Churchill on Hudson bay and The Pas on Saskatchewan river.
Tyrrell, J. W.	Hamilton, Ont.	Contracts Nos. 4 and 27 of 1906; subdivision of townships 7 ranges 11, 12 and 13, township 8 range 11, and townships 16 and 17 ranges 9 and 10, all east of the principal meridian. Survey of the east outline of townships 16 and 17 range 8 and of the north outline of township 15 range 9, all east of the principal meridian.
Wallace, J. N.	Calgary, Alta.	Survey of the fourteenth base line between the third and second meridians, and of the second meridian as far north as Saskatchewan river. Survey of lines to connect with "Red Earth" and "Shoal Lake" Indian reserves.
Warren, Jas.	Walkerton, Ont.	Re-surveys in townships 21 and 22 ranges 27 and 28, west of the third meridian. Retracement surveys in townships 11 and 12 ranges 25 and 26, in townships 14 ranges 19 and 30, in township 16 range 15 and in township 19 range 24, all west of the second meridian.
Watt, Geo. H.	Ottawa, Ont.	Contract No. 8 of 1906; subdivision of townships 14 and 15 range 10, and township 14 range 9; partial subdivision of township 15 range 9, all east of the principal meridian.
Wheeler, A. O.	Calgary, Alta.	Topographer of the Department of the Interior. Phototopographical surveys from Mts. Douglas and Drummond near Red Deer river, to the Beaverfoot range.

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APPENDIX No. 2.

SCHEDULE showing for each surveyor employed from January 1, 1906, to March 31, 1907, the number of miles surveyed, of township section lines, township outlines, traverses of lakes and rivers and re-survey; also the cost of same.

Surveyor.	Miles of Section Lines.	Miles of Outlines	Miles of Traverse.	Miles of Re-survey.	Total Mileage.	Total Cost.	Cost per Mile.	By Day Work or by Contract.
						\$ cts.	\$ cts.	
Aylsworth, C. F.				239	239	7,143 00	29 88	Day.
Baker, J. C.	234	18	56	...	308	8,270 27	26 85	Contract.
Beatty, David.				484	484	6,700 00	13 84	Day.
(b) Belanger, P. R. A.				48	48	5,847 72	...	"
Bolton, Lewis.	199		26	...	225	6,334 00	28 15	Contract.
Bourgeault, A.	198	11	36	30	275	7,133 00	25 94	"
Bray, L. T.	87	12	...	70	169	6,052 61	35 81	Day.
Cautley, R. W.		120	...	...	120	7,528 91	62 74	"
Cautley, R. H.	192	25	58	...	275	7,284 00	26 49	Contract.
Christie, Wm.			142	339	481	6,825 81	14 19	Day.
Deans, W. J.	201	32	20	551	904	7,023 88	7 77	"
Doupe, Jos.	4			...	4	...	...	"
Drummond, T.	194	24	67	...	285	7,586 60	26 62	Contract.
Driscoll, A.	33	24	14	...	71	2,243 85	31 60	"
Dumais, P. T. C.	66	6	...	...	72	2,533 00	35 18	"
Edwards, Geo.	535	49	...	...	584	4,434 00	7 59	"
Fairchild, C. C.	68	12	27	3	110	5,905 48	53 63	Day.
Fawcett, T.	185	12	61	...	258	6,956 00	26 96	Contract.
(b) Fontaine, L. E.			10	73	83	8,189 03	...	Day.
(b) Grover, Geo. A.			7	179	186	7,019 61	...	"
Hawkins, A. H.		18	3	305	326	5,903 66	18 11	"
Holerft, H. S.	575	42	...	...	617	10,506 00	17 03	Contract.
Hopkins, M. W.	383	12	152	...	517	11,875 56	21 71	"
(b) Hubbell, E. W.				703	703	9,048 26	...	Day.
Jephson, R. J.	16		13	...	29	579 00	19 97	Contract.
Johnson, A. W.	61		60	17	138	12,242 97	88 72	Day.
Kirk, J. A.	3		49	...	52	629 00	12 10	Contract.
Knight, R. H.	165	2	62	...	229	6,462 00	28 22	"
(b) Lonergan, G. J.	27	2	13	219	261	8,409 13	...	Day.
MacLennan, A. L.	14	6	11	...	31	2,816 00	90 84	"
MacLennan, A. L.	29	5	20	...	54	1,296 00	24 00	Contract.
McFarlane, W. G.	837	6	...	...	843	10,839 00	12 86	"
McFee, A.	153	1	61	...	215	1,806 00	8 40	"
McGrandle, H.	79	36	6	...	121	3,325 00	27 48	"
(a) McMillan, Geo.			4	...	4	7,037 06	...	Day.
Michaud, A.	235	8	43	...	286	8,184 00	28 62	Contract.
Miles, C. F.	212	19	1	...	232	8,020 57	34 58	Day.
Molloy, John.	838	60	51	12	961	27,957 00	29 09	Contract.
Montgomery, R. H.	507	60	23	1	591	17,297 00	29 27	"
O'Hara, W. F.	12			217	229	7,631 88	33 33	Day.
Parsons, J. L. R.	697	24	104	54	879	23,458 00	26 67	Contract.
Ponton, A. W.		110	...	...	110	7,385 35	67 14	Day.
Reilly, W. R.			92	710	802	7,560 30	9 43	"
Richard, J. F.			25	...	25	2,000 00	80 00	"
Rinfret, R.	294	63	159	...	516	10,320 00	20 00	Contract.
Ross, J. E.	103	16	104	28	251	7,705 79	30 70	Day.
Roy, G. P.	294	28	75	...	397	9,424 00	23 74	Contract.
Saint Cyr, A.		146	...	...	146	16,434 00	112 56	Day.
Saint Cyr, J. B.			106	50	156	3,951 50	25 33	"
Saunders, B. J.		46	...	...	46	9,034 00	196 39	"
Selby, H. W.	246	84	7	...	337	10,867 00	32 25	"
Teasdale, C. M.	394		59	...	453	3,603 00	7 95	Contract.
Tyrrrell, J. W.	502	30	8	24	564	17,162 00	30 43	"
Wallace, J. N.		133	6	13	152	16,764 69	110 29	Day.
Warren, Jas.			5	467	472	3,850 63	8 16	"
Watt, G. H.	90	4	2	12	108	3,222 72	29 84	Contract.
Total	9,862	1,306	1,848	4,948	17,064	435,618 32	24 72	

(a) Inspector of contract surveys. (b) Inspecting contract surveys a portion of the season.

Total cost.....	\$435,618 32
" Mileage.....	17,064 00
Cost per mile.....	\$ 24 72

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APPENDIX No. 3.

List of Dominion Land Surveyors who have been supplied with Standard Measures.

Name.	Address.	Date of Appointment.	Remarks.
Anstin, G. F.	Dewdney, Alta.	April 14, '72..	
Aylen, J.	Aylmer, Que.	May 29, '85..	
Aylsworth, C. F.	Madoc, Ont.	" 17, '86..	
Baker, J. C.	Vermilion, Alta.	" 18, '06..	
Barwell, C. S. W.	Dawson, Yukon Territory.	Aug. 21, '94..	
Bayne, G. A.	Winnipeg, Man.	April 14, '72..	
Beatty, D.	Parry Sound, Ont.	" 14, '72..	
Beatty, W.	Delta, Ont.	" 14, '72..	
Belanger, P. R. A.	Ottawa, Ont.	May 17, '80..	Topog. Surveys Branch Dept. of Interior.
Belleau, J. A.	"	" 15, '83..	Topog. Surveys Branch Dept. of Interior.
Bigger, C. A.	"	Mar. 30, '82..	Astronomer, Dept. of Interior.
Bolton, L.	Listowel, Ont.	April 14, '72..	
Boswell, E. J.	Winnipeg, Man.	Feb. 18, '03..	
Bourgeault, A.	St. Jean Port Joli, Que.	Mar. 29, '83..	
Bourgault, C. E.	"	Feb. 21, '88..	
Bourget, C. A.	Levis, Que.	May 14, '84..	
Bowman, H. J.	Berlin, Ont.	Feb. 16, '88..	
Brabazon, A. J.	Ottawa, Ont.	May 12, '82..	
Brady, J.	Golden, B.C.	April 14, '72..	
Bray, S.	Ottawa, Ont.	Nov. 14, '83..	Dept. of Indian Affairs.
Bray, E.	Oakville, Ont.	April 14, '72..	
Bray, L. T.	Amherstburg, Ont.	Feb. 18, '03..	
Bridgland, M. P.	Calgary, Alta.	Mar. 10, '05..	Topog. Surveys Branch Dept. of Interior.
Brodie, S.	Fort Qu'Appelle, Sask.	April 14, '72..	
Brownlee, J. H.	Victoria, B. C.	" 15, '87..	
Burke, W.	Minnedosa, Man.	" 14, '72..	
Burnet, H.	Victoria, B.C.	June 22, '85..	
Burwash, N. A.	Whitehorse, Yukon Territory..	Mar. 6, '07..	
Burwell, H. M.	Vancouver, B.C.	Feb. 17, '87..	
Carbert, J. A.	Medicine Hat, Alta.	May 12, '80..	
Carpenter, H. S.	Regina, Sask.	Feb. 20, '01..	Dept. of Public Works for Saskatchewan.
Carroll, C.	Prince Albert, Sask.	April 14, '72..	
Carson, P. A.	Ottawa, Ont.	Feb. 22, '06..	Topog. Surveys Branch Dept. of Interior.
Cantley, R. H.	Edmonton, Alta.	May 1, '05..	
Cantley, R. W.	"	Sept. 2, '96..	
Cavana, A. G.	Orillia, Ont.	Nov. 16, '76..	
Charlesworth, L. C.	Edmonton, Alta.	Feb. 27, '03..	Dept. of Public Works for Alberta.
Christie, W.	Chesley, Ont.	Mar. 22, '06..	
Cleveland, E. A.	Vancouver, B.C.	June 27, '99..	
Côté, J. A.	Quebec, Que.	May 14, '84..	
Côté, J. L.	Edmonton, Alta.	Mar. 21, '90..	
Cotton, A. F.	New Westminster, B.C.	May 11, '80..	
Craig, J. D.	Ottawa, Ont.	Feb. 24, '02..	Boundary Surveys, Dept. of Int.
Cummings, J. G.	Calgary, Alta.	" 17, '04..	
Dalton, J. J.	Weston, Ont.	April 17, '79..	Dominion Topographical Surveyor.
Deans, W. J.	Brandon, Man.	May 13, '86..	
Dennis, J. S.	Calgary, Alta.	Nov. 19, '77..	Dominion Topographical Surveyor, Inspector of Irrigation and British Columbia Land Commissioner, C.P.R.
Denny, H. C.	"	April 1, '82..	
Dickson, H. G.	Whitehorse, Yukon Territory..	May 19, '89..	
Dickson, J.	Fenelon Falls, Ont.	April 14, '72..	
Dobie, J. S.	Regina, Sask.	Mar. 22, '06..	Dept. of Public Works for Saskatchewan.

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APPENDIX No. 3.—List of Dominion Land Surveyors who have been supplied with Standard Measures.—*C ntinued.*

Name.	Address.	Date of Appointment.	Remarks.
Doupe, J.	Winnipeg, Man.	April 14, '72..	Asst. Land Commissioner C.P.R.
Doupe, J. L.	"	Oct. 6, '88..	
Drewry, W. S.	New Denver, B.C.	Nov. 14, '83..	
Driscoll, A.	Edmonton, Alta	Feb. 23, '87..	Dominion Topographical Surveyor, Swamp Land Commissioner.
Drummond, T.	Montreal, Que.	June 24, '78..	
Ducker, W. A.	Winnipeg, Man.	Mar. 30, '83..	
Dumais, P. T. C.	Hull, Que.	" 29, '82..	Dominion Topographical Surveyor.
Edwards, Geo.	Ponoka, Alta.	April 14, '72..	
Ellacott, C. H.	Regina, Sask.	Feb. 22, '99..	
Fairchild, C. C.	Brantford, Ont.	" 20, '01..	Dominion Topographical Surveyor.
Farncomb, A. E.	Red Deer, Alta.	Mar. 12, '02..	
Fawcett, T.	Niagara Falls, Ont	Nov. 18, '76..	
Fawcett, A.	Gravenhurst, Ont.	Feb. 22, '93..	City Surveyor, Winnipeg.
Fontaine, L. E.	Levis, Que.	Aug. 13, '92..	
Foster, F. L.	Toronto, Ont.	" 14, '72..	
Francis, J.	Poplar Point, Man.	June 17, '75..	City Surveyor, Winnipeg.
Garden, J. F.	Vancouver, B. C.	May 13, '80..	
Garden, G. H.	Lethbridge, Alta.	April 14, '72..	
Garden, C.	Winnipeg, Man.	" 14, '72..	City Surveyor, Winnipeg.
Gauvreau, L. P.	Riviere du Loup, Que.	" 14, '72..	
Gibbon, J.	Dawson, Yukon Territory	Feb. 12, '91..	
Gordon, M. L.	Toronto, Ont.	" 18, '04..	City Surveyor, Winnipeg.
Gordon, R. J.	Stirling, Alta.	Mar. 12, '02..	
Gore, T. S.	Victoria, B.C.	April 19, '79..	
Green, T. D.	Dawson, Yukon Territory	May 19, '84..	City Surveyor, Winnipeg.
Grover, G. A.	Toronto, Ont.	Feb. 18, '04..	
Harris, J. W.	Winnipeg, Man.	April 14, '72..	
Harvey, C.	Indian Head, Sask.	Feb. 17, '04..	City Surveyor, Winnipeg.
Hawkins, A. H.	Listowel, Ont.	Mar. 6, '06..	
Henderson, W.	Chilliwack, B.C.	Nov. 17, '83..	
Holerof, H. S.	Toronto, Ont.	Feb. 18, '03..	City Surveyor, Winnipeg.
Hopkins, M. W.	Edmonton, Alta.	" 20, '01..	
Hubbell, E. W.	Ottawa, Ont.	May 19, '84..	
Irwin, J. M.	Kenora, Ont.	April 14, '72..	City Surveyor, Winnipeg.
James, S.	Toronto, Ont.	" 14, '72..	
Jephson, R. J.	Winnipeg, Man.	May 12, '80..	
Johnson, A. W.	Kamloops, B.C.	Mar. 12, '02..	Dominion Topographical Surveyor, Chief Astronomer, Dept. of Interior.
King, W. F.	Ottawa, Ont.	Nov. 21, '76..	
Kirk, J. A.	Revelstoke, B.C.	May 11, '80..	
Klotz, O. J.	Ottawa, Ont.	Nov. 19, '77..	Dominion Topographical Surveyor, Astronomer, Dept. of the Interior.
Knight, R. H.	Edmonton, Alta.	Feb. 18, '04..	
Latimer, F. H.	Detroit, Mich.	" 13, '85..	
Laurie, R. C.	Battleford, Sask.	April 27, '83..	Chief Engineer Transcontinental Railway.
Lawe, H.	Ottawa, Ont.	" 14, '72..	
Lemoine, C. E.	Quebec, Que.	Mar. 31, '82..	
Lendrum, R. W.	Strathcona, Alta.	May 15, '80..	Director of Surveys Y. T. Dominion Topographical Surveyor, Land Commissioner, Alberta Railway and Coal Co.
Loneragan, G. J.	Buckingham, Que.	Feb. 28, '01..	
Lumsden, H. D.	Ottawa, Ont.	April 14, '72..	
Macpherson, C. W.	Dawson, Yukon Territory	Mar. 7, '00..	District Surveyor and Town Engineer.
Magrath, C. A.	Lethbridge, Alta.	Nov. 16, '81..	
Malcolm, L.	Blenheim, Ont.	April 14, '72..	
Meadows, W. W.	Maple Creek, Sask.	Feb. 23, '05..	District Surveyor and Town Engineer.
Miles, C. F.	Toronto, Ont.	April 14, '72..	
Moberly, H. K.	Innisfail, Alta.	Feb. 27, '03..	
Molloy, J.	Winnipeg, Man.	April 14, '72..	District Surveyor and Town Engineer.
Montgomery, R. H.	Prince Albert, Sask.	Feb. 23, '05..	
Moore, H. H.	Calgary, Alta.	" 17, '04..	
McArthur, J. J.	Ottawa, Ont.	" 17, '79..	

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APPENDIX No. 3.—List of Dominion Land Surveyors who have been supplied with Standard Measures.—*Continued.*

Name.	Address.	Date of Appointment.	Remarks.
McColl, G. B.	Winnipeg, Man.	Mar. 20, '07.	
McFadden, M.	Neepawa, Man.	Feb. 14, '72.	
McFarlane, W. G.	Toronto, Ont.	May 19, '05.	
McFee, A.	Innisfail, Alta.	Feb. 19, '79.	
McGrandle, H.	Wetaskiwin, Alta.	May 30, '83.	
McKenna, J. J.	Dublin, Ont.	April 14, '72.	
McKenzie, J.	New Westminster, B.C.	Nov. 18, '88.	Dominion Lands Agent, New Westminster.
McLatchie, J.	Nelson, B.C.	April 14, '72.	
McLean, J. K.	Ottawa, Ont.	" 1, '82.	Dept. of Indian Affairs.
MacLennan, A. L.	Toronto, Ont.	Feb. 23, '05.	
McMillan, G.	Ottawa, Ont.	" 22, '06.	Inspector of Surveys, Dept. of Interior.
McPherson, A. J.	Dawson, Yukon Ter.	" 21, '01.	
McPhillips, G.	Windsor, Ont.	June 17, '75.	
McVittie, A. W.	Blairmore, Alta.	Mar. 30, '82.	
Nash, T. S.	Ottawa, Ont.	Feb. 18, '04.	Topographical Surveys Branch, Dept. of Interior.
Ogilvie, W.	"	April 14, '72.	
O'Hara, W. F.	"	Feb. 19, '95.	
Ord, L. R.	Winnipeg, Man.	April 1, '82.	
Parsons, J. L. R.	"	Feb. 23, '05.	
Patrick, A. P.	Calgary, Alta.	Nov. 19, '77.	Dominion Topographical Surveyor.
Pearce, W.	"	May 10, '80.	
Phillips, E. H.	Ottawa, Ont.	Feb. 24, '02.	Topographical Surveys Branch, Dept. of Int.; Sec.-Treas. D.L.S. Association.
Ponton, A. W.	Macleod, Alta.	May 18, '81.	
Proudfoot, H. B.	Saskatoon, Sask.	Mar. 28, '82.	
Rainboth, E. J.	Ottawa, Ont.	May 19, '81.	
Rainboth, G. C.	Aylmer, Que.	April 14, '72.	Boundary Surveys, Dept. of Int.
Reid, J. L.	Ottawa, Ont.	" 14, '72.	Dept. of Indian Affairs.
Reilly, W. R.	Regina, Sask.	Nov. 17, '81.	
Richard, J. F.	Ste. Anne de la Pocatière, Que.	May 13, '82.	
Rinfret, R.	Montreal, Que.	Feb. 20, '00.	
Ritchie, J. F.	Nelson, B.C.	Jan. 7, '89.	
Robertson, H. H.	Montmagny, Que.	April 14, '72.	
Roberts, S. A.	Victoria, B.C.	May 16, '85.	
Roberts, V. M.	Sturgeon Falls, Ont.	" 17, '86.	
Robinson, F. J.	Regina, Sask.	Feb. 22, '09.	Dept. of Public Works for Saskatchewan.
Rombough, M. B.	Morden, Man.	April 14, '72.	
Rorke, L. V.	Toronto, Ont.	Aug. 13, '91.	
Ross, G.	Welland, Ont.	Nov. 21, '82.	
Ross, J. E.	Kamloops, B.C.	Feb. 12, '01.	
Roy, G. P.	Quebec, Que.	Nov. 17, '81.	
Saint Cyr, J. B.	Ste. Anne de la Pérade, Que.	Feb. 17, '87.	
Saint Cyr, A.	Ottawa, Ont.	" 17, '87.	
Saunders, B. J.	Edmonton, Alta.	Nov. 16, '84.	
Seager, E.	Kenora, Ont.	April 14, '72.	
Selby, H. W.	Toronto, Ont.	Nov. 15, '82.	
Sewell, H. de Q.	"	May 16, '85.	
Shaw, C. A. E.	Victoria, B.C.	" 10, '80.	
Smith, C. C.	West Selkirk, Man.	Feb. 22, '06.	
Speight, Thos.	Toronto, Ont.	Nov. 16, '82.	
Starkey, S. M.	Starkey's P.O., N.S.	April 14, '72.	
Stewart, G. A.	Calgary, Alta.	" 14, '72.	
Stewart, L. B.	Toronto, Ont.	Nov. 22, '82.	Dominion Topographical Surveyor; Professor of Surveying, School of Practical Science.
Stewart, E.	Ottawa, Ont.	April 14, '72.	
Talbot, A. C.	Calgary, Alta.	May 13, '80.	
Teasdale, C. M.	Concord, Ont.	Mar. 9, '06.	
Thompson, W. T.	Fort Qu'Appelle, Sask.	Nov. 19, '77.	Dominion Topographical Surveyor.
Tracy, T. H.	Vancouver, B.C.	April 14, '72.	City Engineer, Vancouver.
Tremblay, A. J.	Les Eboulements, Que.	Feb. 18, '96.	
Towle, C. E.	Magog, Que.	April 14, '72.	
Turnbull, T.	Winnipeg, Man.	Mar. 29, '82.	

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APPENDIX No. 3.—List of Dominion Land Surveyors who have been supplied with Standard Measures.—*Concluded.*

Name.	Address.	Date of Appointment.	Remarks.
Tyrrell, J. W.	Hamilton, Ont.	Feb. 16, '87..	Dept. of Public Works for Saskatchewan.
Vaughan, J. W.	Vancouver, B.C.	June 11, '78..	
Vicars, J.	Kamloops, B.C.	May 17, '86..	
Walker, E. W.	Regina, Sask.	Mar. 27, '07..	
Wallace, J. N.	Calgary, Alta.	Feb. 20, '00..	Topographer of the Dept. of Int. Dominion Topographical Surveyor.
Warren, J.	Walkerton, Ont.	April 14, '72..	
Watt, G. H.	Ottawa, Ont.	Feb. 24, '02..	
Weekes, A. S.	Clinton, Ont.	" 11, '92..	
Weekes, M. B.	Ottawa, Ont.	" 18, '03..	
Wheeler, A. O.	Calgary, Alta.	Nov. 21, '82..	
White-Fraser, G. W. R.	Ottawa, Ont.	Feb. 21, '88..	
Wiggins, T. H.	Regina, Sask.	" 18, '96..	
Wilkins, F. W.	Norwood, Ont.	May 18, '81..	
Wilkinson, W. D.	Toronto, Ont.	Feb. 22, '93..	
Woods, J. E.	Frank, Alta.	Nov. 14, '85..	Dominion Topographical Surveyor.
Young, W. B.	Winnipeg, Man.	Mar. 23, '05..	

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APPENDIX No. 4.

List of lots in the Yukon Territory surveys of which have been confirmed from July 1st, 1906, to March 31st, 1907.

Lot No.	Area in Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.
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GROUP No. 1.

35	160.00	C. S. W. Barwell...	1906	Nov. 24, 1906..	Messrs. Simer, McRae, Boggs & Carlsen
36	80.00	"	1906	" 24, 1906..	" " " "
37	159.00	"	1906	" 24, 1906..	" " " "
38	20.00	"	1906	" 24, 1906..	" " " "
39	20.00	"	1906	" 24, 1906..	" " " "

GROUP No. 2.

265	15.80	T. D. Green.....	1906	Nov. 12, 1906..	The Klondike Mines R. R. Co.
279	28.01	"	1906	July 5, 1906..	Dawson City Quartz Mining Co. Ltd.
280	45.80	"	1906	" 9, 1906..	" " " "
296	51.52	"	1906	Oct. 19, 1906..	Peter Anderson.
297	51.65	"	1906	" 19, 1906..	" " " "
343	47.33	"	1906	" 30, 1906..	Mrs. M. J. Mitchell.
344	57.65	"	1906	" 30, 1906..	" " " "
365	51.65	"	1905-06	" 19, 1906..	Mrs. L. D. Schmidt.

APPENDIX No. 5.

List of miscellaneous surveys in the Yukon Territory returns for which have been received during the nine months ending March 31st, 1907.

Year.	Surveyor.	Description of Survey.
1906	H. G. Dickson.....	Reference traverse from the B. C. Boundary at Windy. Arm to Carcross, at Caribou Crossing.

APPENDIX No. 6.

STATEMENT of work executed in the office of the chief draughtsman.

Returns of surveys examined:—

Township subdivision..	354
Township outline..	122
Mineral claims..	17
Correction and other miscellaneous surveys..	256
Township plans completed for printing..	451
Preliminary township plans prepared..	179
Proofs of plans examined..	541
Sketches made..	946
Tracings and miscellaneous plans made..	718
Applications for various information dealt with..	1,026
Instructions to surveyors..	86
Files received and returned..	940
Progress sketches received and filed..	630
Field books received from surveyors..	365
Plans received from surveyors..	169
Plans of Yukon lots received..	13
Plans of miscellaneous Yukon surveys received..	1
Sectional maps revised but not reprinted..	5

Sectional maps revised and reprinted:—

3 miles to 1 inch..	22
6 miles to 1 inch..	24

Sectional maps printed:—

3 miles to 1 inch..	2
6 miles to 1 inch..	3
Sectional maps reprinted 3 miles to 1 inch..	6
Declarations of settlers received and filed..	382
Reference traverses drawn on group plans of Yukon Territory..	1
Mineral claims reduced to 40 chains to an inch and plotted on group plans of Yukon Territory..	2
Books sent to record office to be placed on record..	649
Plans, other than township plans, sent to record office to be placed on record..	81
Books received from record office and used in connection with office work..	3,446
Books returned to record office..	3,586
Volumes of plans received from record office and used in connection with office work..	38
Volumes of plans returned to record office..	54
Plans received from record office and used in connection with office work..	372
Plans returned to record office..	303

APPENDIX No. 7.

LIST of sectional maps revised, printed, reprinted, and revised and reprinted from July 1, 1906, to March 31, 1907.

1. Sectional maps revised but not reprinted:—

Port Moody.	Rosebud.
Cypress.	Duck Mountain.
Fairford.	

2. Sectional maps compiled and printed.

(a) On a scale of 6 miles to 1 inch:—

Lake of the Woods.

(b) On scales of 3 miles and 6 miles to 1 inch:—

Cross Lake.	Mossy Portage.
-------------	----------------

3. Sectional maps reprinted on a scale of 3 miles to 1 inch:—

Macleod.	Rocky Mountain House.
Blackfoot.	Humbolt.
Rush Lake.	Pasquia.

4. Sectional maps revised and reprinted.

(a) On a scale of 3 miles to 1 inch:—

Wood Mountain.	Portage la Prairie.
Willow Bunch.	Red Deer Forks.
Souris.	Regina.
Dufferin.	Qu'Appelle.
Swift Current.	Riding Mountain.
Moosejaw.	Manitoba House.
Moose Mountain.	Fort Alexander.
Brandon.	Sounding Creek.
Bad Hills.	Fort Pitt.
Yorkton.	Shell River.
Carlton.	Prince Albert North.

(b) On a scale of 6 miles to 1 inch:—

Wood Mountain.	Winnipeg.
Souris.	Spillimacheen.
Turtle Mountain.	Blackfoot.
Dufferin.	Red Deer Forks.
Emerson.	Rush Lake.
Macleod.	Regina.
Moose Mountain.	Qu'Appelle.
Portage la Prairie.	Riding Mountain.
Manitoba House.	Yorkton.
Fort Alexander.	Rocky Mountain House.
Sounding Creek.	Humbolt.
Bad Hills.	Pasquia.

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APPENDIX No. 8.

STATEMENT of work performed in the survey records office for the nine months ending
March 31, 1907.

Files received and dealt with.. . . .	5,307
Letters drafted.. . . .	3,118
Reports, drafts, memos to council.. . . .	.....
Plans, tracings, &c., copied or compiled.. . . .	315
Statutory declarations, copied and mailed.. . . .	356
Plans sent to agents, registrars, &c.. . . .	19,911
Pages of field notes copied.. . . .	875
Prints of plans received and stored.. . . .	87,112
Original plans received and recorded.. . . .	657
Original field notes received and recorded.. . . .	540
Letters written to agents.. . . .	958
Registered parcels mailed.. . . .	1,281

Work done for Topographical Surveys and other branches.

Books searched for.. . . .	5,028
Books sent.. . . .	3,394
Books returned.. . . .	3,920
Plans searched for.. . . .	1,789
Plans sent.. . . .	1,421
Plans returned.. . . .	514
Volumes searched for.. . . .	86
Volumes sent.. . . .	55
Volumes returned.. . . .	45

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APPENDIX No. 9.

STATEMENT of work executed in the photographic office during the nine months ending
March 31, 1907.

FOR THE DEPARTMENT OF THE INTERIOR.

—	4 x 5.	5 x 7.	8 x 10.	10 x 12.	11 x 14.	16 x 18.	18 x 20.	24 x 30.	30 x 36.	36 x 42.	42 x 48.	Total.
Dry plate negatives	328	204	6	.....	.....	.....	.....	.....	.....	.....	.....	538
Bromide prints....	375	317	127	.....	571	12	91	131	14	12	.....	1,650
Vandyke prints....	.....	.....	49	3	79	5	27	27	8	3	13	214
Silver prints.....	906	692	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,598
Photo-lithographs..	.....	.....	.....	.....	6	.....	648	.....	.....	.....	.....	654
Wet plate negatives	.....	.....	66	.....	82	616	94	.....	.....	.....	.....	858
Total.....	1,609	1,213	248	3	738	633	860	158	22	15	13	5,512

FOR THE GEOLOGICAL SURVEY.

—	4 x 5.	5 x 7.	8 x 10.	10 x 12.	11 x 14.	16 x 18.	18 x 20.	24 x 30.	30 x 36.	36 x 42.	42 x 48.	Total.
Dry plate negatives	30	135	.....	.....	.....	.....	.....	.....	.....	.....	.....	165
Bromide prints....	.....	.....	4	.....	232	6	.....	.....	.....	.....	.....	242
Silver prints.....	19	249	.....	.....	.....	.....	.....	.....	.....	.....	.....	268
Wet plate negatives	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Total.....	49	384	4	.....	233	7	.....	.....	.....	.....	.....	677

SESSIONAL PAPER No. 25

APPENDIX No. 10.

STATEMENT of work executed in the lithographic office during the nine months ending March 31, 1907.

Month.	Maps.		Townships.		Forms.	
	No.	Copies.	No.	Copies.	No.	Copies.
1906.						
July	5	2,150	60	6,000	1	140
August	4	1,200	35	3,500	9	5,925
September	5	2,300	55	5,500	6	925
October	19	6,250	73	7,300	5	1,280
November	6	1,950	63	6,300	6	4,580
December	3	1,950	59	5,900	9	5,760
1907.						
January	7	3,800	105	10,500	5	2,026
February	9	6,300	55	5,500	7	824
March	3	662	35	3,500	8	3,950
Totals	64	26,562	540	54,000	56	25,410

SUMMARY OF WORK FOR THE NINE MONTHS.

	Number of Jobs.	Number of Copies.	Number of Impressions.	Cost.	Cost per map or form.
				§ cts.	§ cts.
Maps	64	26,562	45,686	1,319 40	20 61
Townships	540	54,000	54,500	3,715 20	6 88
Forms, &c.	56	25,460	28,670	631 40	11 27
Totals	660	106,022	128,856	5,666 00	

APPENDIX No. 11.

Names and duties of employees of the Topographical Surveys Branch at Ottawa.
(Metcalf street, corner of Slater street).

Deville, E., D.T.S., LL.D., Surveyor General.

CORRESPONDENCE AND ACCOUNTS.

Brady, M., secretary.
Hunter, R. H., accountant.
Wilkinson, Percy, assistant accountant.
Percival, M. F., stenographer and typewriter.
Cullen, M. J., stenographer and typewriter.
Pegg, A., messenger.
O'Leary, James J., messenger.

OFFICE OF THE CHIEF DRAUGHTSMAN.

Symes, P. B., chief draughtsman.
Shanks, T., B.A.Sc., D.L.S., assistant to chief draughtsman.

First Division—Instructions and General Information.

Brown, T. E., B.A., in charge of division.
Stacey, A. G., B.A., D.L.S., O.L.S.
Sylvain, J.
Green, W. T., B.A., D.L.S.
Durnford, F. G. D.
Weekes, M. B., B.A.Sc., O.L.S., D.L.S.
Mudie, J. M., Grad. R.M.C.
Carroll, M. J., Grad. S.P.S.
Cumming, A. L., B.Sc.
Seymour, H. L., Grad. S.P.S., D.L.S., O.L.S.
Umbach, J. E., Grad. S.P.S., D.L.S.
Dodge, G. B.
Burkholder, E. L.
Fitzgerald, C. C.
Kimpe, M.

Second Division—Examination of Surveyors' Returns.

Phillips, E. H., Grad. S.P.S., D.L.S., in charge of division.
Nash, T. S., Grad. S.P.S., D.L.S.
Empey, J., B.A.Sc., D.L.S., O.L.S.
Henderson, F. D., Grad. S.P.S., D.L.S.
Barber, H. G., Grad. S.P.S.
Burgess, E. L., Grad. S.P.S., O.L.S., D.L.S.
Hill, S. N., Grad. S.P.S.

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Dennis, E. M., B.Sc.
Elder, A. J., Grad. S.P.S.
Morrier, J. E.
Chilver, H. L., Grad. S.P.S.
McClennan, W. D.
Cram, A. S.
Owens, R. B., B.A., B.E.
Davies, T. A., D.L.S.
Elwell, W., Grad. S.P.S.
Roger, A.
Clunn, T. H. G.
Robertson, D. F., Grad. S.P.S.
Goodall, J. N., Grad. S.P.S.
Heathcott, R. V.
Rochon, J. W.
Macdonald, J. A.
Spreckley, R. O.
Marriott, F. L.
Brice, E. E.
Smith, C. C., B.A., D.L.S., O.L.S.

Third Division—Drawing Plans for Printing.

Engler, Carl, B.A., D.L.S., in charge of division.
O'Connell, J. R.
May, J. E.
Archambault, E.
Helmer, J. D.
Moule, W. J.
Bergin, W.
Hutton, J. B.
Moran, J. F.
Villeneuve, E. J.
Brown, A.
Tremblay, A.
Ball, J. C.
Shore, S. H.
Williams, E. R.

Fourth Division—British Columbia Surveys.

Rowan-Legg, E. L., in charge of division.
Gillmore, E. T. B., Grad. R.M.C.
Lawe, H., D.L.S.
Morley, R. W.
MacIlquham, W. L., B.Sc.
Weld, W. E.
Wilson, E. E. D.
Carson, P. A., B.A., D.L.S.

Fifth Division, 185 Sparks street—Mapping.

Smith, Jacob, in charge of division.
Bégin, P. A.
Lepage, J. B.

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Blanchet, A. E.
 Grey, G. A.
 Davies, T. E. S.
 Belleau, J. A., D.L.S.
 Taggart, C. H.
 Perrin, V.
 Smith, H. J.
 Genest, P. F. X.

OFFICE OF THE GEOGRAPHER.

(Woods building, Slater street).

White, J., geographer.
 Baine, H. E.
 Chalifour, J. E.
 Dumouchel, G. E.
 Taché, H.
 Darrach, M.
 Wilson, H. W.
 Akerlindh, A.
 Anderson, W.
 Blatchley, H. M.
 Bennie, J.
 Wood, C. G.
 Craig, R. W.
 Chandler, S.
 Groulx, A.
 Gagnon, J. S.
 Inkster, F. B.
 Blue, W.

SURVEY RECORDS OFFICE.

(Canadian building, Slater street).

Steers, C. J., clerk in charge.
 Currie, P. W., B.A., B.Sc., D.L.S., assistant clerk in charge.
 Surtees, W. S., draughtsman.
 Sowter, T. W. E., draughtsman.
 Smith, F. W., draughtsman.
 Routh, C. F., draughtsman.
 Ashton, A. W., draughtsman.
 Lecourt, Eugène, draughtsman.
 Moore, R. T., draughtsman.
 Lambart, O. H., draughtsman and typewriter.
 Belleau, Eugène, draughtsman.
 Yielding, Miss A., typewriter.
 Landry, Narcisse, messenger.

LITHOGRAPHIC OFFICE.

(Metcalf street, corner of Slater street).

Moody, A., foreman.
 Thicke, H., power press printer.
 Bergin, J., transferrer.

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Boyle, S., stone polisher.
Gagnon, J., press feeder.
Thicke, C., engraver and lithographer.

PHOTOGRAPHIC OFFICE.

(Metcalf street, corner of Slater street).

Topley, H. N., photographer in charge.
Carruthers, H. K., photo-lithographer and photo-engraver.
Woodruff, J., photographer.
Whitecomb, H. E., photographer.
Morgan, W. E., photographer.
Kilmartin, A., photographer.
Devlin, A., photographer.
Ouimet, Geo., photographer.

GEOGRAPHIC BOARD.

(Woods building, Slater street).

Whitcher, A. H., D.L.S., secretary.

PART IV

REGISTRARS

REGISTRARS.

No. 1.

REPORT OF THE REGISTRAR AT BATTLEFORD.

STATEMENT of transactions at the Land Titles Office for the West Saskatchewan Land Registration District, Battleford, Sask., from July 1, 1906, to September 7, 1906.

Year and Month.	Free Certificates Issued.	Total Certificates Issued.	Total Instruments Registered.	FEES COLLECTED.				TOTAL FEES.
				For Certificates of Title.	For Registration of Instruments.	For Searches, Abstracts, Copies, &c.	For Assurance Fee.	
1906.				\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	64	93	122	114 50	87 00	90 85	110 75	403 10
August.....	24	66	83	157 00	42 50	54 40	109 10	363 00
Sept. (1st 7 days)	7	16	23	39 00	11 50	17 50	35 85	103 85
Totals... ..	95	175	228	310 50	141 00	162 75	255 70	869 95
1905 (same period).....	5	49	66	165 00	24 00	49 50	124 97	363 47
Increase	90	126	162	145 50	117 00	113 25	130 73	506 48

J. W. HANNON,
Registrar.

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No. 2.

REPORT OF THE REGISTRAR AT CALGARY.

COMPARATIVE STATEMENT of registrations, &c., &c., in the Land Titles Office, South Alberta Land Registration District, Calgary, from July 1, to September 7, 1906.

Year and Month.	Number of Instruments Registered.	Free Certificates Only.	Aggregate Number of Certificates.	Assurance Fees.	Total Fees.
1906.				\$ cts.	\$ cts.
July.....	1,011	284	778	1,802 35	4,894 45
August.....	1,335	333	1,036	1,263 95	4,573 15
September.....	212		116	260 30	869 05
	2,558	617	1,930	3,326 60	10,336 65
1905.					
July.....	598	132	415	459 20	1,886 50
August.....	670	154	482	658 65	2,245 55
September.....	115		75	160 65	502 85
	1,383	286	970	1,278 50	4,624 90

W. ROLAND WINTER,

Registrar.

CALGARY, ALBERTA.

No. 3.

REPORT OF THE REGISTRAR AT DAWSON.

LAND TITLES OFFICE,
DAWSON, Y.T., April 8, 1907.

The Secretary,
Department of the Interior,
Ottawa, Ont.

SIR,—According to your circular of March 18, 1907, I have the honour to acknowledge the same. and to inclose at your request the report of the transactions of my branch of the department for the fiscal nine months ending March 31, 1907.

Your obedient servant,

A. DUGAS,
Deputy Registrar.

STATEMENT of fees received at the Land Titles Office for the Yukon Land Registration District, from July 1, 1906. to March 31, 1907.

Year and Month.	Deeds Recorded.	Certificates of Title Issued.	Fees.	Assurance Fund.	Total Fees.
			\$ cts.	\$ c s.	\$ c s.
1906, July... ..	72	39	320 75	46 80	367 55
" August... ..	54	37	271 48	19 82	291 30
" Sept.	74	38	313 40	28 20	341 60
" October ..	47	26	204 15	13 00	217 15
" Nov.	36	19	173 85	2 60	176 45
" Dec.	18	14	102 60	4 55	107 15
1907, Jan.	20	4	65 80	2 10	67 90
" Feb.	23	30	86 65	4 05	90 70
" March.	90	55	466 10	10 65	476 75
	434	262	2,004 78	131 77	2,136 55

Certified true and correct.

A. DUGAS,
Deputy Registrar.

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No. 4.

REPORT OF THE REGISTRAR AT EDMONTON.

NORTH ALBERTA LAND REGISTRATION DISTRICT,
EDMONTON, ALBERTA, July 27, 1907.

The Secretary,
Department of the Interior,
Ottawa, Ont.

SIR,—I have the honour to inclose herewith statement covering returns of this office from June 30, 1906, up to and including September 7, 1906, the latter being the date at which this office passed under the provincial government of Alberta.

I have the honour to be, sir,

Your obedient servant,

GEO. ROY,
Registrar.

STATEMENT of fees received by the Registrar of the North Alberta Land Registration District, from July 1, 1906, to September 7, 1906.

Month.	Amount.	Total.
	\$ cts.	\$ cts.
July.. .. .	5,102 15	
August.....	4,326 65	
1st to 7th September.....	1,003 10	
		10,431 90

NOTE.—The sum of \$107, due by the City of Edmonton for searches made during the above period, was received on the 24th July, 1907, and will appear in Statement of 1907-08.

GEO. ROY,
Registrar.

No. 5.

REPORT OF THE REGISTRAR AT PRINCE ALBERT.

REPORT of the East Saskatchewan Land Registration District, from July 1, 1906,
to September 7, 1906, inclusive.

Month.	No. of Instruments	No. free Certificates Issued.	Total No. Certificates Issued	Assurance Fees.	General Fees.	Total Fees.
				\$ cts.	\$ cts.	\$ cts.
July.....	488	30	280	422 10	1,357 00	1,779 10
August.....	670	167	466	484 05	1,496 45	1,980 50
7 days, September ..	96	19	71	97 15	249 75	346 90
Total	1,254	216	817	1,003 30	3,103 20	4,106 50

This shows an increase over the corresponding period of 1905 of \$584.70 in the insurance fund fees, \$1,968 in the total fees.

Certified correct, .

S. BREWSTER,

Registrar.

No. 6.

REPORT OF THE REGISTRAR AT REGINA.

REGISTRATION DISTRICT OF ASSINIBOIA, LAND TITLES OFFICE,
REGINA, SASK., March 25, 1907.

The Secretary,
Department of the Interior,
Ottawa, Ont.

SIR,—I beg to report as follows regarding the work of the Land Titles Office for the Assiniboia Land Registration district for the portion of the year between June 30, 1906, and September 8, 1906, both dates exclusive, being the final report of the work of this office to the Department of the Interior, and embracing the period not included in previous reports. The following is a statement of fees received during the said period:—

July.	\$8,538 30
August.	8,049 60
To September 8.	1,654 75
	<hr/>
	\$18,242 65

In connection with this total, there has already been sent to your department the usual detailed monthly, and in this case, also a portion of the monthly statement, which will be found to verify these details and will give such details as to the amount of the assurance fund, &c., that may be required by you.

During this portion of time the average number of free certificates were issued, besides which the volume of free work done for the then territorial government, kept constantly increasing, with the result that the Registrar found it almost impossible to keep up the work as it should have been kept up.

I have the honour to be, sir,

Your obedient servant,

F. F. FORBES,

Registrar.

PART VI

ROCKY MOUNTAINS PARK OF CANADA.

ROCKY MOUNTAINS PARK OF CANADA.

REPORT OF THE SUPERINTENDENT.

BANFF, ALBERTA, August 1, 1907.

The Hon. FRANK OLIVER,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit for your consideration my annual report as Superintendent of the Rocky Mountains Park of Canada for the fiscal year ending March 31, 1907.

Owing to the change in the ending of the fiscal year from June 30 to March 31, we have only had nine months during the past year, and out of this have only had about four months during which work of construction and repairs could be carried on in the park. The time during which this work could be carried on with profit extended from July 1 to October 31, though during the winter months a number of men were employed in making sewer and water connections.

The increasing popularity of the park is evidenced by the largely increased number of tourists who have visited it, the travel for the nine months of the fiscal year showing an increase over that of the preceding twelve months. The revenue of the park also shows a marked increase over the corresponding nine months of the previous year.

ROADS, BRIDGES, ETC.

After the work on the waterworks and sewer systems was completed last fall, the streets were left in such a condition as to necessitate regrading in almost the entire town limits. The main street in Banff has all been regraded and gravelled and boulevards eight feet in width have been constructed on each side of the street for two blocks, and seeded with Kentucky blue grass and clover, which makes it present a much more attractive appearance than formerly.

As a large number of cottages and residences were erected during the past year, this necessitated the opening up and grading of new streets, so that the work of 1906-7 consisted largely of repairs and construction of new streets in the village.

The road leading from the Canadian Pacific Railway station to the Canadian Pacific Railway hotel, a distance of one and a half miles, has been newly graded. New culverts have been put in of vitrified sewer pipes to replace the old structures of logs, which had been in use for a number of years and were in such a decayed condition as to be unfit for further use. The bridge leading over the Bow river, 360 feet in length, was newly planked the entire distance, and both the Bow and Spray River bridges have been repainted.

At Laggan, two miles of new road was added to the road leading from Lake Louise to Moraine lake, or the Valley of the Ten Peaks. This road is now completed and in good condition for a distance of nine miles from Lake Louise, and has been very extensively used the entire length during the past season. It has been described by many tourists as one of the most picturesque drives in the whole of the National Park. There is still a gap of about four miles to complete this drive to Moraine lake, which we hope to carry to completion during the next year, provided the funds are available. A portion of the road from the railway station at Laggan to the Chalet

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at Lake Louise was gravelled during the year, but owing to the heavy rainfall and the large amount of traffic on it, it was necessary to do considerable repairs, an addition having been made at the Chalet, necessitating the hauling of the material over this road during the rainy season.

The road in the eastern portion of the park, or what has been described as the Coaching Road, between Calgary and Banff, has received particular attention during the past year. The principal work done was at what is known as 'The Gap,' or the entrance of the mountains, where for a distance of half a mile the road had to be constructed out of the solid rock. Consequently the distance constructed constituted nearly the whole season's work at this point. The most difficult part of this work has been completed, and with a good appropriation next year we hope to have the park portion of the road in good condition.

In Yoho Park, the principal work done was a continuation of the carriage drive up the Yoho valley to Takakaw falls. This road has now been completed for a distance of about seven miles. About two miles were constructed during the present year. Owing to the nature of the ground, it being covered with boulders, a great deal of blasting had to be done, which made progress very slow.

A portion of the Emerald Lake road had to be cribbed, in consequence of erosion by high water in the Kicking Horse river. Considerable work had also to be done on the Ottertail carriage road, caused by washouts during the spring when the snow slides were coming down.

All the roads and bridges in the park have been carefully attended to and are in first-class condition. During the year there have been no delays or accidents reported or complaints made as to the condition of the roads, owing to a careful and frequent inspection.

THE CAVE AND BASIN. AND UPPER HOT SPRINGS.

Notwithstanding the additions that have been made in past years to the cave and basin and the opening of the bath-houses at the upper hot springs, we have found it necessary to make additions to both during the year. Twelve additional dressing rooms have been added to each of these places, making in all fifty-six dressing rooms now in use. This accommodation has proved, during the past year, entirely inadequate, as intending bathers have in some cases been compelled to wait for hours before they could secure dressing accommodation. The question of providing increased bathing accommodation is one which will have to be carefully considered in the near future, as it will necessarily involve considerable expense.

For the month of July last year there were nearly eight thousand baths taken, which goes to show the increasing popularity of these baths. This also shows the absolute necessity of increased bathing facilities. The revenue which is being derived from this source will warrant the government in making a very liberal grant for this purpose. The revenue from baths during the past nine months will show an increase of about 25 per cent over that of any previous year in the history of the park. I would suggest that a competent architect who is familiar with the construction of other bathing health resorts, be sent here to prepare up-to-date plans for a large addition at the upper hot springs, for a building that would be suitable for ten or fifteen years hence, and that a complete bathing establishment be erected at as early a date as possible. A new pool will also be required to be added at the cave and basin. This can be supplied with the surplus water at the cave which now flows down the bank to the river. As the revenue from these sources has increased so rapidly, I feel that the government would be justified in expending a reasonable amount of money in providing additional accommodation for what has always been one of the chief attractions of the park.

I reproduce for ready reference the analysis made by A. McGill, government analyst, of the water from the springs:—

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	Millegrammes per litre.	Grains per gallon.
Chlorine (in chloride)	6.0	0.42
Sulphuric acid (SO)	550.0	38.50
Silica (SiO)	33.0	2.31
Lime (CaO)	355.0	24.85
Magnesia (MgO)	69.5	4.87
Alkalies (expressed in terms of Na ₂ O)	8.9	0.62
Lithium	A decided trace. Trace.	
Sulphuretted hydrogen (H ₂ S)	4.3	0.30
Temperature of water	115.5° F.	
Albuminoid nitrogen	None.	None.

MUSEUM.

During the past year the number of visitors who registered at the museum was over eight thousand, besides a great many others who visit it without registering. These visitors, as will be seen by the table of registration, come from almost every part of the globe. A number of additions have been made to the collection during the past year. About 150 varieties of bird specimens have been added, besides several animal specimens. A large amount of work has been done in connection with levelling and clearing the grounds. Rustic seats have been placed at intervals among the trees, and the wisdom of providing this accommodation is evidenced by the large number of people who are seen daily enjoying the cool breezes and genial shade along the Bow river. The museum and grounds form one of the most attractive and interesting spots in the park for visitors, and many are the expressions of admiration heard at the fine collection of specimens in the museum.

THE AVIARY.

All the pheasants have done remarkably well during the past year, and no loss has occurred, notwithstanding the severe weather of last winter. A satisfactory increase has been made by each variety. There are at present eight varieties, including Japanese golden, Japanese copper, Mongolians, English silver, English ringnecks, Prince of Wales, Reeves, Lady Amherst and common. It is also intended to add a complete collection of the grouse family, native to western Canada, arrangements for which have already been made. A new aviary for the accommodation of these birds will be built, as the expense of caring for these is so slight in comparison to the interest which they are to travellers and visitors to the park.

The new eagle cage recently completed is considered one of the finest on the continent, and visitors say that it is superior to anything of its kind in any of the parks of New York or Chicago. The two golden eagles in the cage are very fine specimens of the kind and are a source of attraction to visitors.

Three specimens of wild geese have been secured and are doing well, but so far have failed to increase.

THE FAUNA OF THE PARK.

The diary kept by the caretaker for the nine months shows that no less than 12,000 persons passed through the gates of the animal paddock during that time. This is a greater number than passed through the gates during any previous twelve months. This section of the park is becoming yearly an ever increasing attraction. The only additions made during the year, outside of natural increase, were a pair of raccoons, a pair of lynx, one porcupine and one kit fox. The herd of buffalo now numbers 79, an increase of 18 during the year. They are all in a healthy and thriving condition,

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and there has been no loss during the year. The elk and moose, as will be seen by the table below, have made a very satisfactory increase. In fact, all the animals in the paddock have done particularly well during the year. There has been no loss whatever except among the mule deer, the loss in which was seven, due to the extreme cold and deep snow of last winter, allowing the coyotes to destroy that number. We were, however, successful in poisoning and trapping seven coyotes which had got within the inclosure, and it is hoped that in future no further depredations will be made by these animals. As already pointed out by last year's report, arrangements are being completed by which the transfer of all the caged animals now in the buffalo inclosure will be made to permanent cages constructed of iron and cement, within the museum grounds. These cages are well under construction, and the animals will all be transferred before next winter sets in, when they will receive much better care and attention than in the past, as the sanitary conditions in regard to their cages will be greatly improved by water and sewer connections.

The whole of the fence around the animal inclosure for a distance of three miles has been renewed with new posts during the year, the old posts having become decayed and considered unsafe, after nine years of use. During the year two wolves were donated to the Brandon Agricultural Society.

The total number of animals, with the increase, now in captivity in the park is as follows:—

Buffalo.. . . .	79	Increase for year.. . . .	18
Moose.. . . .	15	" " " " " " " "	3
Elk.. . . .	11	" " " " " " " "	3
Mule deer.. . . .	7	Decrease " " " " " " " "	7
Persian sheep.. . . .	4	Increase " " " " " " " "	0
Angora goats.. . . .	6	" " " " " " " "	1
Mountain lions.. . . .	2	" " " " " " " "	0
Bears.. . . .	3	" " " " " " " "	1
Wolves.. . . .	2	" " " " " " " "	0
Coyotes.. . . .	3	" " " " " " " "	0
Badgers.. . . .	2	" " " " " " " "	0
Foxes.. . . .	3	" " " " " " " "	0
Great horned owl.. . . .	1	" " " " " " " "	0
Raccoons.. . . .	2	" " " " " " " "	0
Lynx.. . . .	2	" " " " " " " "	0
Porcupine.. . . .	1	" " " " " " " "	0
Total.. . . .	143		33

THE FLORA OF THE PARK.

During the past year a large number of botanical students have visited the park and have been greatly attracted by the profusion and variety of the flora found here. There is no place on the continent which offers a greater field for botanical research, as the wild flowers to be found in different parts of the park include almost every known flower to be found in this latitude. Lovers of nature find here an almost endless variety of colour and perfume, which to them is both a pleasure and a delight. The season for flowers is short and commences as soon as the snow disappears in the spring. Change succeeds change with bewildering rapidity, for in a few days you pass through as many climates and floras, ranged one above another, as you would in walking along the low lands to the Arctic ocean, some in dry, breezy situations, others sheltered and kept moist by lakes, streams and wafting of waterful spray, making comfortable homes for plants widely varied.

Even the majestic canyon cliffs, seemingly absolutely flawless for thousands of feet, and necessarily doomed to eternal sterility, are cheered with happy flowers on invisible niches and ledges, wherever the slightest grip for a root can be found, as if nature, like an enthusiastic gardener, could not resist the temptation to plant flowers everywhere. Many interesting ferns are distributed over the park from the foothills to a little above the timber line. Thousands of the most interesting gardens in the park are never seen, for they are small and lie far up in ledges and terraces of the

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sheer canyon walls, wherever a strip of soil however narrow and shallow can rest. The birds, winds and down-washing rains have planted them with all sorts of hardy mountain flowers, and where there is sufficient moisture they flourish in profusion within eight or ten feet of a snow bank. You may see belated ferns unrolling their fronds in September, on ground that has been free from snow only eight or ten days and likely to be covered again within a few weeks. Again, under favourable conditions, Alpine gardens three or four thousand feet higher than the last are in their prime in June, while at a distance of a few hundred yards would be found a heavy avalanche of snow, showing flowery summer on one side and winter on the other. At Lake Louise the *trollius laxus* with its white or pink petals and its delicate green leaves, springs forth in the early spring. At Glacier the beautiful yellow erythranium is seen pushing its way through several inches of snow. The crimson Calypso, the prettiest orchid on earth, may be seen above the pine needles in the forests at Banff in the first week of June, and Lyell's larch, which buds and blooms at an altitude of 8,000 feet during May and June, is one of the most beautiful flowering trees in the world. A few of the other varieties which bloom in the spring are the primulas, anemones, rhododendrons, menziesia, pink garlics and harebells. These are all gone by August, leaving only stray asters and amicas to tell of the parting beauties of the flora of the park.

In the museum at Banff a large and fairly complete collection of the flora has been pressed, named and placed on exhibition, and is of great benefit to the botanical students who every year visit this interesting place.

FISH AND FISH HATCHERY.

Since my last report fishing in the park has attracted a greatly increased number of people to enjoy the sport. I must, however, draw your attention to the fact that the big catches which were common in former years are becoming almost unknown. The only conclusion to arrive at, more especially with regard to the more accessible lakes and streams, is that they are being rapidly fished out, and that it will be necessary in the near future, either to restock many of them or to curtail or even abolish the open season for some time. In 1906 the Fisheries Department for some reason extended the open season, making it from April 1 to October 1, instead of from May 15 to September 15, as formerly. This, in my opinion, was a grave error, especially as it affected the park, as it is a well known fact that fish are more easily caught in early spring before the time of high water than at any other time of the year. During the summer months when the tourists, many of whom have come thousands of miles and in fact some of them from across the ocean with the sole object of fishing, arrive here, they are very much disappointed to find that the streams have been in a measure depleted in the early spring, before their arrival. I would urgently recommend that the open season in the Rocky Mountains park should be very much curtailed rather than extended, and that no person be allowed to fish without first having obtained a license. A small license fee might be collected from non-residents of Canada. A limit should also be placed on the number of fish allowed to be taken by any one person in any one day. These are among the enactments which, as a result of my experience, I think should be made for the proper regulation of trout fishing in the park. I might add that I have already submitted a draft of regulations as stated above to the Commissioner at Ottawa, which, if approved, would render the National Park independent of the general fishery regulations of the country.

In connection with the above I have strongly recommended the establishment of a properly equipped fish hatchery at some one of the many suitable locations to be found within the limits of the park. We would then be in a position to supply not only our own requirements, but those of the provinces of Alberta and Saskatchewan as well. The cost of the building in connection with a moderate sized hatchery would not be very great, the cost of maintenance is comparatively small, one or two

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men being all that would be required to oversee the work, and in this way millions of small fish could be transplanted into the various streams, not only in the park, but in the provinces surrounding it, besides adding one more to the many attractions now existing.

PRESERVATION OF GAME.

I find great difficulty in enforcing the laws in regard to the preservation of game within the park limits, as game is generally killed in the more remote districts, and offenders are careful to see that their actions are unobserved. There is great difficulty in securing evidence regarding unlawful killing other than the possession of the game. Among the offenders against the game laws, the Indians are by far the worst. They come to the National Park at all seasons of the year and slaughter any animal that they may see, without regard to age or sex.

I would recommend that the department should, without delay, instruct all Indian agents in the west to notify the Indians in their charge that they are not permitted to shoot any game of any kind at any time in the Rocky Mountains Park, and that if convicted they would be subject to the maximum penalty allowed by the law. I would also recommend that no further mining or timber licenses be granted in the park, for the reason that I have found by experience that the establishment of large camps of men invariably leads to trapping and snaring, and in fact to almost every possible breach of the laws for the protection of game.

A game warden has been patrolling the park during the year, but found no offenders. The fact of the appointment of such an official having become known has had a most salutary effect, and little, if any, poaching has been done during the year. Owing to the large extent of territory embraced in the Rocky Mountains Park, it is impossible for one man to make anything like a satisfactory patrol, and it is only after information has been received, that hunting parties are already out in the mountains, that we are able to trace their movements. As you may be aware, I have submitted during the past year what I consider would be suitable regulations to have in force in the park in regard to hunting parties. These suggestions include among others that all guides and camp helpers shall pay an annual license, and each be held responsible for the good behaviour of his assistants and of the parties in his charge, and shall have the powers of a game warden to enforce the laws in that respect; the illegal possession of each and every head of game to be a separate offence; the game wardens or persons in whom the proper authority is vested to have the power to search the premises of any person suspected of having game or fish in his possession unlawfully; and also that the game warden shall have power to at once confiscate such game or fish and arrest such person or persons and bring them before the proper authority for dealing with the case; all guns or firearms of any sort carried by persons travelling through the park to be sealed in the proper manner, and such seals not to be broken within the park limits; the head guide in charge of the party to be provided with one extra seal for each gun or firearm and a sealer to be given to the guide; and on return to the park boundary the head guide shall again seal all guns and firearms in his party, such seals to remain until broken by the proper authorities at Banff; the penalty for violation of any of these regulations to be not less than \$20 nor more than \$200 for each and every head of game illegally killed, or to a term of imprisonment of not less than two months nor more than one year; the license of the head guide of any party that illegally shoots or kills game to be cancelled for two years, and he will not be allowed to accompany any of the parties through the park in any capacity for such period of two years.

The adoption of the above regulations would, in my opinion, greatly facilitate the carrying out of the laws and regulations for the preservation of game in the Rocky Mountains Park.

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PREVENTION OF FOREST FIRES.

During the year there was one fire in the month of August near Lake Louise, which destroyed some four or five miles of beautiful young forest, but which we were able to get under control without further damage being done. The establishment of a twice a day patrol along the line of railway from Morley to Laggan during the dry period has had the effect of preventing to a great extent what would otherwise be very serious fires.

THE BANKHEAD MINES.

The mines of the Pacific Coal Company, Limited, at Bankhead in the Rocky Mountains Park have been in steady operation since last year's report, with the exception of about two weeks, during which time the employees laid off, pending an agreement between the coal companies of Alberta and British Columbia and their employees. The tonnage being produced is now more than twice that being taken out at this time last year.

The briquetting plant, which was in course of construction at the time of last year's report, has been working continuously since March 1, and is producing 250 tons of briquettes every twenty-four hours. The demand for briquettes has been far in excess of the company's most sanguine expectations, so that the plant was put on two twelve-hour shifts on May 22, and has been running 24 hours per day since that time. These briquettes have been found to be a very desirable fuel for household use, as well as having given satisfactory results in passenger locomotives, and they are at present being used on the Pacific division of the Canadian Pacific Railway for the purpose. The machinery is now in order for an additional unit, after the installation of which the daily production of briquettes will be 500 tons.

Two additional boilers of 150 horse-power capacity each have been installed during the past year, and another one is now in order, which makes the capacity of the boiler plant 1,350 horse-power.

THE ALPINE CLUB OF CANADA.

The second annual camp of the Alpine Club of Canada was held in Paradise valley, from July 4 to July 11, last, and was a very successful meeting. The following is a description of the club's outing this year:—

The location of the camp was carved from the virgin forest directly at the base of Mount Aberdeen. A mountain torrent, fed by the Horseshoe glacier at the extreme head of the valley, flowed swiftly through the encampment. On the right hand side, directly below the towering battlements and precipices of Mount Temple, were the gentlemen's quarters, the numerous tents being connected by little paths cut through the bush. On the left-hand side of the torrent, along which lay the pony trail, were the ladies' quarters, the official residences, staff headquarters and dining pavilions. Herein might be noticed a distinct difference from last year's assembly. There, all tents were in the open. Here, they were shaded 'y giant spruce and balsam. In all about 45 tents were pitched, those used for sleeping purposes being thickly brushed with balsam boughs.

To the left of the camp rose Mount Aberdeen, height 10,340 feet above sea level, and to the right, Mount Temple, 11,626 feet. Both these mountain masses were used as climbs on which to qualify aspiring graduates for active membership in the club. It will be remembered that to become an active member it is necessary to have made a climb of 10,000 feet above sea level. Aberdeen is the easier and shorter climb, presenting as a most attractive feature a snow slide, or glissade, of over 2,000 feet for the return journey. Temple proved unattractive as a climb, being chiefly a long snow grind. But the view from this great altitude of the highest peak in the vicinity,

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reaching over a hundred miles in all directions, more than compensated for the difficulties and monotony of the way.

In all 150 persons were at the camp; of these 66 graduated for active membership, 50 on Mount Aberdeen, 15 on Mount Temple, and one on Mount Fay (No. 1 of the Ten Peaks). Fully half the number were ladies. A full programme was posted on the bulletin board each day, and many trips over the adjacent mountain passes and to picturesque features in the vicinity were undertaken, as many as nine parties being sent out in one day. From 4 a.m. to 10 a.m. it was a busy time getting the expeditions off, but from then on the camp was deserted until night, when life and merriment were in full swing around the camp fire.

The most attractive item of the official programme was a two-days trip of about twenty miles, traversing four glaciers and crossing five mountain passes. The night was passed at Lake O'Hara, one of the most strikingly picturesque lakes in the entire region, with a setting of snow peaks, rock precipices and wildly tumbling glaciers that rivals, if it does not surpass, the far-famed Lake Louise. This trip was well patronized, but only three ladies attempted it, owing to the very strenuous nature of the work and the difficulties and dangers encountered. It was pronounced by all as well worthy of achievement.

There were visitors to the camp from points in Canada reaching from Prince Edward Island to Vancouver Island, and many points in the colonies and United States were represented. The American Alpine Club, The Appalachian Mountain Club of Boston, and The Mazamas Mountain Club of Portland, Oregon, sent delegates. The Alpine Club's membership now extends to Cape Town, South Africa; to Melbourne, Australia; to Paris, London, Dublin, New York, and many of the leading cities of the United States.

A unique feature of the camp was the first art exhibit. In a tent in the forest at the summit of the range, almost on the very divide, was displayed an exhibition of mountain views that would grace an exhibition of this nature in the most cultured city of the world. There were nine exhibits, one from Toronto, two from Vancouver, one from New York, one from Winnipeg, one from Michel, B.C., one from Banff, and two from Calgary.

A feature of the nightly camp fire was the production of the first issue of *The Alpine Herald*, a little sheet begun in fun and ending in earnest, for it has been decided to publish it in newspaper form in Toronto, and make it available to the public. It showed clearly that wit and intellect go hand in hand with the mountaineering pastime.

Throughout the feeling was most enthusiastic and a desire for hard work shown. There was a snap and eagerness apparent throughout, that was most gratifying and shows clearly that the club has taken root and will grow.

An incidental feature is a very important one, viz., that the people who attend the camp are still moving about through the mountains, spending considerable money in these regions enjoying their holidays.

It means that these people will preach and promulgate the idea among Canadians, that they have in their own country a far better holiday land than can be had anywhere else abroad.

The following letter received from Prof. Charles E. Fay, Principal of Tuft's College, Massachusetts, and also President of the American Alpine Club, will be of interest and will tend to show that the work already done and now being carried on to bring before the notice of the outside world the attractions of the Rocky Mountains. Park in the matter of mountain climbing is being appreciated. It also goes to show the advisability of making accessible many hitherto unexplored portions of the park, which will in many cases outrival any of the hitherto frequented portions of the park.

Prof. Fay has made yearly visits to the park since 1904, and in every visit has found new attractions in this line:—

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'TUFT'S COLLEGE, MASS., December 21, 1906.

'HOWARD DOUGLAS, Esq.,

'Superintendent of the Rocky Mountains Park,
'Banff, Alta.

'DEAR SIR,—I desire to express to you my great gratification at the character of the work of developing the noble National Park of the Dominion of Canada now being carried forward under your supervision.

'As one of the earliest and most frequent visitors to the Canadian Rockies,—my first visit was made in 1890, and I have made thirteen other visits since 1894,—my chance has been unusually good for observing the increase of opportunity for the ordinary tourist to enjoy scenery known in those earlier days only to the pioneer and explorer.

'This is especially true of the regions about Laggan and Field, which as recently as 1900, were practically unknown territory except within a comparatively short radius of the hotels, that as yet accommodate but a small number of tourists. The opening of the Yoho valley and the completion of an excellent trail to Lake O'Hara, and the yet larger enterprise of a carriage road to the wonderful valley of the Ten Peaks now well under way, are notable instances of a care for the higher interests of the travelling public for which it cannot be too grateful.

'As one deeply interested in the extension of the work, I may perhaps be permitted a few suggestions touching possible future improvements.

'I would chiefly urge the desirability of opening a short side trail from the present trail to Lake O'Hara, in order to render accessible another beautiful, yet little known lake, situated directly at the base of the sheer cliffs of Mount Odaray, and for which the name Lake Linda has been adopted by the Geographic Board. It is entirely surrounded by forests and meadowy glades, and is an excellent spot for prolonged camping. From its western shore across the water a magnificent view is afforded of the loftiest peaks of the Bow range, Mounts Victoria, Lefroy, Hungabee, Deltaform and Biddle. Nearer at hand in the north, spring the butting crags of Cathedral Peak and Mount Stephen, while in the west a great amphitheatre is completed by spurs of this latter mountain and Mount Duchesnay. Not far away in this direction lie several other interesting smaller lakes.

'Such a small trail would probably leave the main one at or slightly beyond the bridge which crosses the O'Hara stream, and would seek the easiest way to a crossing to the north side of the branch of Cataract creek, which comes in from the west. The timber is apparently much more open on this side of the stream, and a very easy way may be found nearly all of the distance to where the stream from Lake Linda enters from the south. An easy crossing may here be made, and from this point open glades may be followed for the remaining half mile to the fine camping ground on the south-west shore of the lake. Nothing save to mark the way would be necessary for this portion of the trail. The entire distance from the bridge on the O'Hara stream to Lake Linda is scarcely three miles, of which not over one mile would require much labour to construct.

'A very interesting addition would be another link in the same system of trails by which Lake O'Hara could be reached by a short cut from Lake Linda, passing yet another series of pretty lakelets in an intervening valley. Starting from the camp ground just mentioned, such a trail would pass over the curious morainial mounds on the southern shore and ascend by a grassy slope to the highest point of the wooded ridge reaching out from Mount Odaray. It would descend on the other side, still in the open, by zig-zag down the more precipitous slope to the edge of a glacial lake, which I have seen partly frozen over late in July. A game trail at present skirts its north shore. Lesser lakes are along its outlet near at hand. The trail would climb in the open to the crest of the ridge intervening between this valley and that of Lake O'Hara, and enter the trail joining this latter to Lake McArthur. (It may not be

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amiss to observe that this portion of the existing trail—that is where it crosses this meadow—is much in need of clearer marking.) Pedestrians visiting Lake McArthur from Lake O'Hara can make a direct and easy trip to Lake Linda by way of an interesting pass close under Odaray. Thus a round trip from the camp at Lake Linda, taking in the other two lakes, is even now easily feasible for good walking in a single day. The supplementary trail here advocated should make it a popular excursion.

'The trail first suggested—that from the bridge and Lake Linda—would have an additional value in connection with a fine Alpine trip easily made from Field to which I would like to call your attention. So far as I know it has been made only by my own party in 1903.

'I refer to the crossing of the high pass (about 9,400 feet) between Cathedral Peak and Mount Stephen. Starting from the railway just east of the tunnel, one shortly passes an interesting cascade and comes to a considerable valley-glacier, over which one makes his way and climbs, chiefly over snow, to the pass itself. From here there is a superb view of the entire Yoho valley in one direction, and of the magnificent Mount Goodsir in the other. It well deserves to be better known; and with the construction of the trail suggested, this route would offer a way of approach to Lake O'Hara from Field worthy of mention with the at present matchless excursion to that lake from Lake Louise over Abbot Pass.

'Hoping that year by year new beauties will be rendered accessible by the work under your control, I am, with great respect,

'Yours very truly,

'CHAS. E. FAY.'

HOTEL ACCOMMODATION.

The ever increasing number of visitors to the park is still a puzzle to the hotel managers, as at all points of interest such as Banff, Laggan, Field and Glacier the problem of handling the crowds of travellers taxes the hotel accommodation to the utmost. During the months of July and August many are turned away through lack of accommodation, notwithstanding that large additions are being made yearly. As will be noticed, the register at the Banff Springs Hotel for the nine months ending March 31, was 9,804 people, an increase of 200 over the preceding twelve months, and all the other hotels show a corresponding increase. During the past year an addition of forty rooms was made to the Chalet at Lake Louise; also large additions to the King Edward Hotel, Alberta Hotel and Park Hotel in the village of Banff. There is also a large new hotel of 100 rooms under construction at Banff, which, however, will not be completed in time for this season's travel. Notwithstanding all this additional accommodation, travel appears to increase faster than building operations can be carried on; all of which goes to show the increased popularity of the National Park of Canada.

REVENUE.

The revenue of the park still continues to increase, and for the nine months ending March 31 will show an increase of over 25 per cent over that of the corresponding nine months of the previous year. It is now far in excess of the ordinary current expenses for salaries and maintenance. The constantly increasing popularity of the park and the prospect of still larger revenues which may be derived from different sources, would seem to justify a still larger expenditure in opening up new sources of interest and attraction, necessary to keep pace with growing requirements. A great deal of work has already been accomplished, but there is an enormous amount yet to be done before the people of Canada will be in a position to properly appreciate even a small portion of the splendours of their National Park. I feel confident, from interviews with prominent members of the government and with leading private

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citizens, that neither the government nor the people of Canada would object to a considerably increased expenditure in connection with the development and maintenance of the park. On the contrary, the government would be entitled to the gratitude of the people for the continuation of a policy which hitherto has contributed so largely to the enjoyment of not only our citizens but of visitors from almost every part of the world, who thus have been enabled for the first time to form some idea of the magnitude and magnificence of the Canadian Rockies.

In conclusion it gives me pleasure to acknowledge once again the loyal support which I have received from the employees under me; also the valuable assistance given by the Royal Northwest Mounted Police stationed at different points throughout the park in the maintenance of law and order.

Your obedient servant,

HOWARD DOUGLAS,

Superintendent.

VISITORS.

CANADIAN PACIFIC RAILWAY COMPANY'S HOTEL.

Canada.. . . .	3,357
United States.. . . .	5,726
Bahama Islands.. . . .	1
England.. . . .	294
Scotland.. . . .	44
Ireland.. . . .	29
Greenland.. . . .	1
Japan.. . . .	37
Cuba.. . . .	2
India.. . . .	36
Hungary.. . . .	7
Hawaii.. . . .	9
New Zealand.. . . .	44
New South Wales.. . . .	13
Germany.. . . .	26
Denmark.. . . .	3
Australia.. . . .	59
Siam.. . . .	1
China.. . . .	41
Italy.. . . .	7
Switzerland.. . . .	8
Gibraltar.. . . .	3
Egypt.. . . .	4
France.. . . .	16
Norway.. . . .	1
Portugal.. . . .	6
Transvaal.. . . .	11
Jamaica.. . . .	5
Argentine Republic.. . . .	2
Fiji.. . . .	2
Belgium.. . . .	4
Austria.. . . .	2
Russia.. . . .	1
Sweden.. . . .	2
Total.. . . .	9,804

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SANITARIUM HOTEL, BANFF.

Canada.. . . .	3,600
United States.. . . .	802
England.. . . .	167
Scotland.. . . .	78
Ireland.. . . .	13
Australia.. . . .	50
Straits Settlement.. . . .	1
Honolulu.. . . .	6
New Zealand.. . . .	10
Jamaica.. . . .	1
Ceylon.. . . .	1
France.. . . .	6
India.. . . .	12
Germany.. . . .	14
Japan.. . . .	15
Total.. . . .	<u>4,776</u>

ALBERTA HOTEL, BANFF.

*Canada.. . . .	2,576
United States.. . . .	960
England.. . . .	63
Scotland.. . . .	57
Ireland.. . . .	6
New Zealand.. . . .	8
Australia.. . . .	18
South Africa.. . . .	6
China.. . . .	6
India.. . . .	2
Sweden.. . . .	9
Japan.. . . .	5
Russia.. . . .	4
Total.. . . .	<u>3,720</u>

KING EDWARD HOTEL, BANFF.

Canada.. . . .	3,429
United States.. . . .	815
England.. . . .	15
Scotland.. . . .	4
Ireland.. . . .	24
New Zealand.. . . .	12
Australia.. . . .	13
Palestine.. . . .	2
Japan.. . . .	1
Yukon.. . . .	3
Germany.. . . .	1
Sweden.. . . .	1
Barbary Coast.. . . .	1
Total.. . . .	<u>4,321</u>

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GRAND VIEW VILLA, BANFF, ALBERTA.

Canada.. . . .	745
United States.. . . .	108
England.. . . .	19
Germany.. . . .	2
Australia.. . . .	1
New Zealand.. . . .	4
Scotland.. . . .	4
Ireland.. . . .	2
Philippines.. . . .	1
Belgium.. . . .	1
<hr/>	
Total.. . . .	887

PARK HOTEL, BANFF.

Canada.. . . .	1,367
<hr/>	

HOT SPRINGS HYDROPATHIC.

Canada.. . . .	487
United States.. . . .	163
Scotland.. . . .	19
England.. . . .	11
<hr/>	
Total.. . . .	630

SUMMARY.

Canadian Pacific Railway Company Hotel.. . . .	9,804
Sanitarium Hotel.. . . .	4,776
Alberta Hotel.. . . .	3,720
King Edward Hotel.. . . .	4,321
Grand View Villa.. . . .	887
Park Hotel.. . . .	1,367
Hot Springs Hydropathic.. . . .	630
Excursionists not registered.. . . .	1,730
Summer visitors residing in cottages.. . . .	1,500
<hr/>	
Total.. . . .	28,735

CAVE AND BASIN, BANFF.

Canada.. . . .	3,701
Newfoundland.. . . .	2
England.. . . .	196
Scotland.. . . .	83
Ireland.. . . .	8
Australia.. . . .	57
South Africa.. . . .	8
India.. . . .	5
Ceylon.. . . .	2
Hawaiian Islands.. . . .	3

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United States.. . . .	2,506
Mexico.. . . .	2
Honolulu.. . . .	5
Bermuda.. . . .	4
Samoa.. . . .	2
China.. . . .	16
Japan.. . . .	8
France.. . . .	11
Germany.. . . .	16
Russia.. . . .	2
Sweden.. . . .	3
Switzerland.. . . .	5
Total.. . . .	<u>6,645</u>

EMERALD LAKE CHALET, FIELD.

Canada.. . . .	195
United States.. . . .	496
England.. . . .	78
Ireland.. . . .	6
Japan.. . . .	4
India.. . . .	3
Hungary.. . . .	2
South Africa.. . . .	2
Germany.. . . .	4
Australia.. . . .	6
France.. . . .	9
Total.. . . .	<u>805</u>

CANADIAN PACIFIC RAILWAY HOTEL, FIELD, B.C.

Canada.. . . .	948
United States.. . . .	1,302
England.. . . .	120
Ireland.. . . .	7
Scotland.. . . .	15
Wales.. . . .	2
British West Indies.. . . .	2
South Africa.. . . .	3
Australia.. . . .	40
New Zealand.. . . .	10
India.. . . .	1
France.. . . .	4
Germany.. . . .	9
Hawaii.. . . .	2
Russia.. . . .	2
Hungary.. . . .	1
China.. . . .	9
Total.. . . .	<u>2,477</u>

SESSIONAL PAPER No. 25

THE MUSEUM.

Visitors from July 1, 1906, to June 30, 1907, inclusive.

Canada.. . . .	5,725
United States.. . . .	1,843
England.. . . .	439
Scotland.. . . .	126
Australia.. . . .	81
New Zealand.. . . .	50
China.. . . .	28
Italy.. . . .	21
Ireland.. . . .	20
France.. . . .	19
India.. . . .	15
Germany.. . . .	11
Queensland.. . . .	11
New South Wales.. . . .	10
Japan.. . . .	9
Austria.. . . .	8
Newfoundland.. . . .	8
Hawaiian Islands.. . . .	7
West Indies.. . . .	6
Belgium.. . . .	6
Wales.. . . .	6
South Wales.. . . .	4
Switzerland.. . . .	4
Philippines.. . . .	4
Norway.. . . .	3
Denmark.. . . .	3
Africa.. . . .	3
Hungary.. . . .	3
Spain.. . . .	3
Mexico.. . . .	2
Channel Islands.. . . .	2
Isle of Wight.. . . .	2
Indian Territory.. . . .	2
Tasmania.. . . .	2
Russia.. . . .	2
Egypt.. . . .	2
North Wales.. . . .	2
Transvaal.. . . .	2
West Coast Africa.. . . .	2
Dresden.. . . .	2
Sweden.. . . .	1
Federated Malay Straits.. . . .	1
Holland.. . . .	1
Ceylon.. . . .	1
Siam.. . . .	1
Alaska.. . . .	1
Total.. . . .	8,504

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The number of visitors was not far behind 1905-6. Many do not register, and others may visit the museum several times after once registering, so that the total will exceed the number given. There have been as many as from 300 to 450 visitors in a day.

A few mammals, plants, fossils, birds have been added to the collection.

I collected many insects which it is hoped will shortly be ready for a well-made cabinet recently received.

Donations and loans have not as yet become very plentiful, but what we have received during the time the museum has been in existence are quite valuable.

What is most needed at present are specimens of the larger four-footed mammals, also a suitable press for what books we have already acquired and that we do require.

I herewith add the usual yearly weather report.

I am, sir,

Your obedient servant,

N. B. SANSON,

Curator and Observer.

H. DOUGLAS, Esq.,

Supt. Rocky Mountains Park.

SESSIONAL PAPER No. 25

METEOROLOGICAL TABLES.

ROCKY MOUNTAINS PARK.

MAXIMUM and Minimum Temperatures and the General State of the Weather between
July 1, 1906, and June 30, 1907.

		THERMOMETER READINGS.				
Date.		Maximum.		Minimum.		Weather.
		6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1906.		°	°	°	°	
July	1....	64.7	80.7	43.3	44.0	Fair; perfect day
"	2....	76.9	82.1	40.8	41.7	Fair "
"	3....	77.6	83.5	42.9	46.8	Fair "
"	4....	77.3	90.5	45.2	46.9	Fair "
"	5....	85.6	85.5	45.8	46.2	Fair; thunder and lightning; fine sunset; light rain.
"	6....	63.8	89.4	51.2	51.6	Fair; rainbow.
"	7....	81.2	85.1	48.7	50.3	Fair; thunder; rainbow; light rain.
"	8....	68.6	84.5	50.1	50.2	Fair; thunder; rain.
"	9....	71.0	85.0	51.2	52.4	Fair; thunder; lightning.
"	10....	75.9	70.4	57.2	56.9	Cloudy; rain.
"	11....	67.0	79.2	49.0	51.0	Fair.
"	12....	76.0	72.3	50.3	52.3	Fair; Bow River very high; rain.
"	13....	59.4	61.5	48.6	49.2	Cloudy; fine sunset; rain.
"	14....	58.9	78.2	37.8	39.8	Fair.
"	15....	75.5	81.3	42.3	42.6	Fair; perfect day.
"	16....	80.0	83.5	44.2	44.4	Fair; thunder; rain.
"	17....	68.0	80.9	47.2	47.5	Fair; vivid lightning.
"	18....	72.8	78.3	45.2	45.2	Fair.
"	19....	74.7	74.9	48.6	48.6	Fair; rain.
"	20....	67.0	76.9	51.2	51.0	Fair.
"	21....	69.9	78.5	44.2	43.9	Fair.
"	22....	74.1	81.8	43.7	44.5	Cloudy; thunder and lightning.
"	23....	79.2	78.7	47.2	47.0	Fair; swamps dried up.
"	24....	70.7	70.4	43.7	43.7	Cloudy.
"	25....	65.0	79.4	40.1	40.5	Fair; thunder very heavy and very vivid lightning.
"	26....	72.3	62.5	47.5	47.5	Cloudy.
"	27....	61.0	78.9	38.2	38.8	Fair; perfect day.
"	28....	75.1	84.4	40.6	40.2	Fair "
"	29....	79.0	85.0	46.8	51.3	Fair; thunder; lightning; rain.
"	30....	74.5	82.2	44.4	44.1	Fair; thunder and lightning; rain.
"	31....	63.0	72.4	42.5	42.2	Fair; squally wind.
Aug	1....	65.0	71.0	38.7	38.3	Cloudy; Bow River dropping; rain.
"	2....	61.0	57.3	39.6	39.9	Fair.
"	3....	57.8	74.4	30.7	30.2	Fair; frost
"	4....	70.7	76.9	32.1	32.1	Fair "
"	5....	70.0	71.5	47.1	46.8	Cloudy; thunder; fine sunrise and sunset.
"	6....	62.0	79.9	35.2	35.1	Fair; fine sunrise and sunset.
"	7....	75.0	82.3	41.8	41.7	Fair; forest fire; fine sunrise and sunset.
"	8....	75.4	82.2	48.8	49.7	Fair "
"	9....	76.8	79.9	40.0	40.2	Fair "
"	10....	74.8	85.4	44.3	44.2	Fair "
"	11....	80.2	85.5	45.4	44.9	Fair "
"	12....	82.0	70.6	44.3	44.9	Fair; rain; forest fire.
"	13....	67.3	67.9	50.2	53.9	Cloudy; rain "
"	14....	56.3	65.4	50.2	51.4	Cloudy.
"	15....	61.8	59.8	49.2	48.7	Cloudy; rain.
"	16....	57.0	71.3	34.8	34.5	Fair.
"	17....	67.0	72.5	33.9	33.9	Fair; fine sunset.
"	18....	67.7	53.0	47.1	46.2	Cloudy; rain.
"	19....	47.0	60.7	34.4	33.8	Fair; fog; rain.
"	20....	57.9	46.2	43.8	43.3	Cloudy; rain.
"	21....	44.2	40.2	38.2	38.0	Cloudy; fog; rain; snow on mountains.

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MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.		THERMOMETER READINGS.				Weather.
		Maximum.		Minimum.		
		6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1906.		°	°	°	°	
Aug.	22....	40·9	54·3	39·7	40·2	Cloudy; rain; fog.
"	23....	52·1	66·0	36·1	36·8	Fair.
"	24....	63·0	64·9	34·9	35·1	Cloudy; rain; thunder and lightning.
"	25....	46·3	63·4	24·0	34·8	Fair; rain.
"	26....	59·8	69·4	39·3	39·2	Fair; smoke.
"	27....	66·0	69·4	42·5	41·9	Fair.
"	28....	63·0	64·4	45·2	46·5	Fair.
"	29....	56·9	72·5	40·5	40·8	Fair.
"	30....	68·0	77·0	39·9	39·5	Fair.
"	31....	71·1	71·4	50·1	49·8	Fair; smoke.
Sept.	1....	66·1	66·4	37·5	35·8	Fair.
"	2....	59·8	68·5	38·2	37·8	Fair.
"	3....	62·2	68·2	34·3	33·3	Fair.
"	4....	62·9	68·2	38·0	37·3	Fair; smoke.
"	5....	64·0	64·8	56·0	55·8	Cloudy; smoke; squally wind.
"	6....	59·4	66·8	55·3	58·8	Cloudy.
"	7....	64·9	67·3	52·4	51·3	Cloudy; light rain.
"	8....	65·2	60·6	54·4	46·0	Cloudy; rain; lightning; thunder.
"	9....	46·3	51·4	35·8	36·2	Fair; light rain.
"	10....	49·0	52·4	29·8	30·1	Fair; ice in places.
"	11....	47·0	53·0	27·4	26·0	Fair.
"	12....	49·0	45·8	24·8	23·5	Cloudy; ice in places.
"	13....	44·7	53·9	37·5	37·3	Cloudy.
"	14....	50·3	55·8	30·8	29·4	Fair; frost.
"	15....	52·0	60·2	28·3	27·4	Fair "
"	16....	54·0	62·3	40·2	41·8	Fair; fine sunrise.
"	17....	59·1	63·8	50·8	50·6	Cloudy; rainbow.
"	18....	59·9	72·2	56·8	58·3	Fair; squally wind.
"	19....	67·0	75·0	50·5	46·9	Fair; perfect day.
"	20....	59·9	58·8	34·8	33·3	Fair; squally wind.
"	21....	51·0	51·9	36·1	35·8	Cloudy.
"	22....	46·0	61·3	40·2	40·2	Fair.
"	23....	54·8	69·6	33·4	31·9	Cloudy; squally wind; thunder and lightning.
"	24....	55·1	52·4	42·0	42·2	Cloudy; rain.
"	25....	45·2	48·8	34·4	35·2	Fair; soft hail.
"	26....	44·3	61·2	30·8	32·7	Fair; fine sunrise.
"	27....	56·0	55·3	28·8	44·0	Cloudy; light rain.
"	28....	48·1	54·6	32·0	30·8	Fair; frost; perfect day.
"	29....	49·1	66·5	25·2	26·9	Fair; frost.
"	30....	61·0	66·2	31·3	31·3	Fair.
Oct.	1....	59·0	60·8	32·2	44·4	Cloudy.
"	2....	49·7	56·8	31·7	31·3	Cloudy.
"	3....	44·8	48·3	35·9	38·7	Cloudy.
"	4....	45·1	45·8	30·9	30·6	Cloudy.
"	5....	43·9	54·4	40·2	42·2	Cloudy.
"	6....	52·4	59·7	45·9	46·7	Cloudy; very squally wind.
"	7....	56·9	55·3	49·2	40·4	Cloudy; squally wind; rain.
"	8....	40·5	46·0	29·0	29·3	Cloudy.
"	9....	44·9	67·2	30·0	30·9	Fair; perfect day; fine sunset.
"	10....	58·0	67·4	37·9	37·2	Fair.
"	11....	61·2	58·0	44·7	43·8	Cloudy; rain.
"	12....	51·8	50·4	42·7	43·6	Cloudy.
"	13....	47·8	54·3	37·7	41·2	Fair; fine sunrise.
"	14....	49·0	48·1	42·0	40·9	Cloudy; fine sunrise.
"	15....	44·1	47·8	28·2	27·3	Cloudy; light rain.
"	16....	38·0	47·0	34·9	35·9	Cloudy; rain.
"	17....	42·2	45·8	36·0	35·9	Cloudy.
"	18....	40·0	44·9	30·1	29·8	Cloudy; rain and snow.
"	19....	39·3	36·6	31·2	30·0	Cloudy; snow remaining on ground.
"	20....	30·2	38·6	23·0	19·1	Fair; ice on still water.

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MAXIMUM and Minimum Temperatures, &c.—Continued.

THERMOMETER READINGS.					
Date.	Maximum.		Minimum.		Weather.
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1906.	°	°	°	°	
Oct. 21....	31.7	43.2	16.0	14.7	Fair; perfect day; snow birds; fine sunset.
" 22....	35.2	48.8	20.2	18.8	Fair.
" 23....	36.2	49.5	26.1	26.5	Fair; fine sunrise.
" 24....	45.2	48.4	43.7	38.3	Cloudy; rain; squally wind.
" 25....	39.2	36.3	35.8	32.7	Cloudy; rain and snow.
" 26....	32.9	38.3	28.8	29.2	Fair; snow; fine sunset.
" 27....	34.2	46.2	26.6	34.1	Cloudy.
" 28....	43.1	40.3	35.2	33.9	Fair.
" 29....	35.2	43.3	22.8	24.1	Fair.
" 30....	39.3	47.4	29.1	34.3	Fair.
" 31....	39.0	40.5	29.2	26.6	Fair; first skating.
Nov. 1....	32.3	36.1	27.7	27.2	Fair; geese flying E.
" 2....	31.2	32.0	14.0	14.0	Cloudy.
" 3....	28.0	40.2	24.9	25.4	Cloudy.
" 4....	34.0	28.2	23.2	25.1	Cloudy; light snow.
" 5....	34.4	41.3	25.2	30.8	Cloudy.
" 6....	37.0	39.4	32.0	31.1	Cloudy; light snow.
" 7....	37.7	35.2	28.5	26.2	Fair.
" 8....	29.1	30.1	9.7	5.8	Fair.
" 9....	23.0	35.2	17.6	20.0	Cloudy.
" 10....	33.8	41.6	31.5	30.8	Cloudy; rain and snow.
" 11....	39.5	38.3	26.4	25.9	Cloudy; fine sunrise; squally wind.
" 12....	37.3	40.7	33.3	35.7	Cloudy; rain.
" 13....	41.0	37.9	34.3	34.0	Cloudy; fine sunrise.
" 14....	35.6	37.7	28.8	29.2	Cloudy.
" 15....	35.0	30.8	28.7	19.3	Cloudy; snow.
" 16....	19.7	17.7	8.8	3.6	Fair; sleighing but bad.
" 17....	13.0	15.9	8.0	7.0	Cloudy; fine sunset; skating on river.
" 18....	10.3	10.2	-8.1	-10.4	Fair; good sleighing.
" 19....	9.8	21.2	2.0	1.8	Cloudy.
" 20....	21.3	23.1	10.1	5.8	Fair; English sparrows.
" 21....	19.3	24.7	9.7	10.8	Cloudy; fine sunset.
" 22....	16.7	21.7	-1.8	-0.9	Fair; fine sunrise and sunset.
" 23....	17.2	26.7	12.4	15.4	Fair; squally wind.
" 24....	25.1	32.0	16.7	16.5	Cloudy.
" 25....	25.7	30.3	22.2	22.6	Fair.
" 26....	24.0	23.4	6.7	5.9	Fair.
" 27....	15.0	27.7	7.4	7.9	Fair.
" 28....	21.2	26.1	7.5	5.2	Fair; sleighing bad in places.
" 29....	17.2	22.2	2.2	2.7	Cloudy.
" 30....	19.0	19.7	2.5	1.4	Fair.
Dec. 1....	24.4	29.4	19.0	22.2	Cloudy; ice on river about 6 inches.
" 2....	30.2	33.4	25.2	27.0	Fair; chinooking.
" 3....	45.2	46.6	33.0	29.1	Cloudy "
" 4....	33.0	38.1	11.0	7.3	Fair.
" 5....	7.7	2.8	2.4	-8.7	Cloudy; snow.
" 6....	-2.4	24.0	-9.5	-3.2	Cloudy "
" 7....	21.2	-4.3	-9.0	-12.0	Cloudy; sleighing good; snow.
" 8....	-9.2	1.8	-25.5	-27.0	Fair; aurora.
" 9....	0.8	16.7	-11.2	-5.3	Cloudy.
" 10....	15.3	18.2	5.3	2.8	Fair.
" 11....	32.8	34.4	16.0	28.8	Cloudy; light snow; squally wind
" 12....	29.0	4.2	2.2	-5.1	Cloudy; snow.
" 13....	-5.0	8.3	-19.7	-15.6	Fair.
" 14....	0.5	15.3	-9.4	-8.8	Fair.
" 15....	11.7	17.0	5.0	4.8	Cloudy.
" 16....	16.0	21.2	5.0	5.7	Fair.
" 17....	22.4	27.7	17.2	20.8	Fair; squally wind.
" 18....	34.4	38.3	25.8	30.2	Cloudy.
" 19....	32.2	33.8	25.8	23.0	Fair.

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MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.		THERMOMETER READINGS.				Weather.
		Maximum.		Minimum.		
		6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1906.		°	°	°	°	
Dec.	20....	29.7	27.7	12.9	14.6	Cloudy.
"	21....	25.1	20.0	8.8	8.2	Cloudy.
"	22....	27.9	40.8	19.0	26.3	Cloudy; squally wind; thaw.
"	23....	41.3	42.5	31.8	31.2	Cloudy.
"	24....	35.2	27.8	21.6	19.8	Cloudy; snow and rain.
"	25....	25.0	20.9	18.5	14.2	Cloudy; snow.
"	26....	17.5	12.6	-11.4	-13.4	Fair; fine sunset.
"	27....	18.8	25.6	12.2	16.8	Cloudy; squally wind.
"	28....	28.0	31.5	21.6	24.8	Cloudy.
"	29....	29.2	28.7	19.1	13.2	Cloudy; snow.
"	30....	13.7	-2.9	-3.3	-8.8	Cloudy; squally wind.
"	31....	-7.8	-9.0	-12.9	-20.1	Fair.
1907.						
Jan.	1...	-20.0	-17.0	-32.3	-32.3	Fair.
"	2....	-23.4	6.7	-28.7	-26.7	Fair.
"	3....	2.0	4.6	-8.3	-5.0	Cloudy; snow.
"	4....	-4.8	-10.1	-16.5	-16.4	Fair.
"	5....	-11.8	-3.8	-24.2	-26.4	Fair.
"	6....	-7.8	-4.0	-19.0	-21.6	Fair.
"	7...	-9.0	5.1	-26.7	-15.0	Fair; fine sunset.
"	8....	-6.0	9.9	-22.4	-16.1	Fair; fine sunrise.
"	9....	8.8	15.3	-1.3	6.8	Fair; fine sunrise and sunset; very squally wind.
"	10....	13.0	18.7	1.8	5.6	Cloudy; snow.
"	11....	18.2	4.5	4.9	-2.5	Cloudy.
"	12....	-2.2	-19.7	-31.1	-37.8	Fair.
"	13....	-28.0	-24.7	-46.2	-47.7	Fair.
"	14....	-30.3	-14.7	-48.2	-48.2	Fair.
"	15....	-13.7	-7.8	-30.8	-31.3	Fair.
"	16....	-18.0	3.9	-23.9	-20.4	Fair.
"	17....	0.8	8.2	-12.4	-11.1	Fair.
"	18....	7.9	10.9	-1.5	-3.4	Cloudy.
"	19....	7.9	-4.0	-21.0	-21.6	Fair.
"	20....	7.6	23.7	-23.6	6.8	Cloudy; squally wind.
"	21....	30.0	40.8	22.3	30.0	Cloudy; chinooking.
"	22....	38.7	43.2	33.5	36.3	Fair.
"	23....	39.7	38.6	33.4	9.9	Cloudy; very squally wind; snow.
"	24....	10.2	6.0	-13.0	-19.5	Fair.
"	25....	-3.0	10.6	-11.9	-13.9	Fair.
"	26....	10.7	7.8	6.6	1.8	Cloudy.
"	27....	2.0	-9.3	-24.2	-30.4	Fair.
"	28....	-18.5	-12.2	-30.7	-18.9	Cloudy.
"	29....	-14.0	4.2	-15.3	-14.3	Cloudy.
"	30....	4.0	-4.4	-14.2	-14.3	Cloudy.
"	31...	15.8	20.9	4.2	-1.3	Cloudy; snow.
Feb.	1....	-1.0	-8.0	-12.2	-14.2	Fair.
"	2....	-14.0	-17.2	-36.0	-38.5	Fair; aurora.
"	3....	-26.2	-16.9	-45.6	-46.3	Fair.
"	4....	-23.0	8.3	-32.2	-28.7	Fair; squally wind.
"	5....	6.0	17.2	-11.3	-1.3	Cloudy.
"	6....	22.3	37.6	12.3	22.8	Cloudy; squally wind; thaw.
"	7....	36.0	36.0	31.1	30.9	Cloudy; snow; thaw.
"	8....	36.0	40.1	32.2	32.7	Cloudy.
"	9....	37.8	40.5	26.7	26.7	Fair; aurora; thaw; fine sunset.
"	10....	36.2	36.4	24.9	28.2	Cloudy; squally wind; fine sunrise and sunset.
"	11....	34.0	38.9	20.7	15.7	Fair; squally wind; fine sunset.
"	12....	34.3	44.2	20.5	20.5	Fair; squally wind.
"	13....	37.3	39.0	18.8	15.7	Fair; fine sunset.
"	14....	34.0	42.2	16.0	16.2	Fair; squally wind; fine sunset; aurora.

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MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.		THERMOMETER READINGS.				Weather.
		Maximum.		Minimum.		
		6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1907.		°	°	°	°	
Feb.	15....	37.2	45.2	27.2	25.8	Fair; squally wind; fine sunset.
"	16....	42.8	42.1	22.4	19.3	Fair; fine sunset.
"	17....	38.0	37.6	25.9	31.3	Cloudy; squally wind.
"	18....	31.8	36.0	27.3	29.6	Cloudy "
"	19....	32.8	37.2	29.9	30.8	Cloudy "
"	20....	39.0	40.2	32.1	25.7	Cloudy; rain and snow.
"	21....	30.0	42.4	23.4	22.8	Cloudy.
"	22....	38.3	46.3	26.3	26.3	Fair; sleighing bad.
"	23....	42.2	35.4	31.9	29.1	Fair; sleighing good.
"	24....	31.2	34.7	27.8	26.8	Cloudy.
"	25....	33.8	8.3	4.1	2.5	Cloudy.
"	26....	6.8	28.8	-11.5	-9.9	Fair.
"	27....	27.7	32.0	17.6	15.7	Fair.
"	28....	27.0	32.7	- 3.3	- 4.0	Fair.
Mar.	1....	28.3	30.1	15.7	20.8	Cloudy.
"	2....	30.0	34.2	17.2	12.8	Fair.
"	3....	28.0	33.4	9.5	5.2	Fair; sleighing bad.
"	4....	27.2	33.8	1.2	- 0.2	Fair; ice on river about 23 inches.
"	5....	30.8	40.7	3.7	2.8	Fair.
"	6....	36.0	39.0	26.5	24.8	Fair.
"	7....	34.2	39.2	18.6	17.7	Fair.
"	8....	34.0	27.3	19.9	21.2	Cloudy.
"	9....	22.0	34.7	0.7	- 1.0	Fair.
"	10....	30.0	32.2	8.4	5.0	Fair; aurora.
"	11....	28.1	22.2	13.5	12.5	Cloudy "
"	12....	15.8	29.8	- 6.1	- 6.1	Fair; squally wind.
"	13....	25.2	26.3	12.2	13.1	Cloudy.
"	14....	24.2	28.2	14.8	15.7	Cloudy; snow.
"	15....	25.2	28.6	17.9	18.0	Cloudy; squally wind; sleighing good.
"	16....	23.2	25.2	14.2	15.0	Fair.
"	17....	21.5	31.5	- 9.8	-10.4	Fair.
"	18....	28.2	29.2	16.4	15.8	Cloudy; snow.
"	19....	27.0	40.6	4.0	6.2	Fair.
"	20....	38.3	38.9	33.9	30.2	Fair.
"	21....	35.8	36.1	24.3	21.1	Fair.
"	22....	31.3	29.9	22.4	21.4	Cloudy; snow.
"	23....	26.2	35.7	12.2	17.9	Cloudy; light snow.
"	24....	29.0	31.0	5.8	6.9	Cloudy; fine sunrise.
"	25....	23.0	21.2	3.2	2.2	Fair.
"	26....	16.0	41.7	- 9.9	-10.8	Fair; fine sunrise.
"	27....	37.0	38.1	18.8	26.8	Fair.
"	28....	32.5	25.4	22.4	16.8	Cloudy; snow.
"	29....	21.7	28.6	2.7	2.2	Cloudy.
"	30....	25.2	41.4	2.3	6.0	Cloudy; fine sunrise.
"	31....	39.2	48.2	36.1	38.1	Cloudy; rain with snow; sleighing bad.
April	1....	40.0	38.6	25.8	25.7	Cloudy; ice on river about 22 inches.
"	2....	34.0	41.2	20.0	19.2	Fair; snow.
"	3....	33.0	38.0	21.8	22.4	Cloudy; snow.
"	4....	35.2	45.0	23.8	22.3	Fair.
"	5....	40.8	37.2	29.8	30.1	Cloudy; snow.
"	6....	32.0	37.0	23.2	22.2	Fair.
"	7....	35.6	40.3	21.6	21.3	Fair; junco.
"	8....	35.0	41.3	30.7	30.9	Cloudy; rain and snow.
"	9....	39.1	48.2	34.7	36.2	Cloudy; rain; geese.
"	10....	41.0	36.1	28.6	28.1	Fair; rain; river risen.
"	11....	33.2	42.0	18.2	17.7	Fair; perfect day; juncos.
"	12....	40.0	47.8	16.4	16.0	Fair; perfect day; no sleighing.
"	13....	47.2	54.4	21.0	20.8	Fair.
"	14....	52.0	45.7	32.8	41.7	Cloudy; rain; thunder.
"	15....	45.0	45.7	30.3	29.9	Fair.

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MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	THERMOMETER READINGS.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1907.	°	°	°	°	
April 16....	41·8	47·7	26·8	26·8	Cloudy ; rain and snow.
" 17....	33·5	37·5	28·5	27·0	Cloudy.
" 18....	36·8	38·8	16·2	16·6	Cloudy ; river open.
" 19....	33·3	43·3	21·0	20·8	Fair ; perfect day.
" 20....	41·2	56·3	25·8	27·9	Fair ; perfect day ; fine sunset.
" 21....	51·5	52·5	29·7	31·4	Cloudy ; anemones out.
" 22....	47·0	45·0	33·6	33·7	Cloudy ; snow.
" 23....	38·2	33·7	24·7	24·4	Cloudy ; light snow.
" 24....	31·3	41·6	20·8	20·4	Fair ; flicker ; varied thrush.
" 25....	38·2	39·3	24·3	24·3	Cloudy ; snow ; white crowned sparrow ; Bohemian wax-
" 26....	26·0	20·8	14·6	14·7	Cloudy. [wings.
" 27....	17·8	24·4	12·2	12·2	Cloudy.
" 28....	23·2	41·8	3·2	3·7	Fair.
" 29....	39·2	51·0	19·5	19·2	Fair ; perfect day.
" 30....	48·0	50·0	21·2	20·9	Fair ; snow.
May 1....	41·0	42·8	25·8	25·7	Cloudy.
" 2....	37·0	45·6	19·2	20·8	Cloudy.
" 3....	39·4	48·8	21·1	21·2	Fair.
" 4....	48·0	50·2	23·0	24·0	Cloudy.
" 5....	49·0	42·0	27·8	30·0	Cloudy ; rain and snow.
" 6....	36·5	54·8	25·5	21·0	Cloudy.
" 7....	53·0	62·1	29·0	50·5	Fair.
" 8....	55·5	65·0	28·5	32·2	Fair.
" 9....	42·2	48·0	29·5	29·0	Cloudy ; snow.
" 10....	35·2	57·6	27·2	29·0	Cloudy ; rain and snow.
" 11....	47·9	52·3	34·5	35·8	Fair.
" 12....	46·7	48·9	26·0	27·0	Cloudy ; catkins on poplars ; light rain.
" 13....	41·8	55·9	31·2	32·0	Cloudy ; swallows ; frogs piping.
" 14....	53·7	63·5	33·2	38·8	Cloudy.
" 15....	58·3	60·9	49·8	51·0	Cloudy ; light rain ; river rising.
" 16....	51·0	55·3	39·2	39·2	Cloudy ; butterflies.
" 17....	51·8	55·3	36·8	37·1	Fair ; light rain.
" 18....	52·4	52·6	38·7	39·9	Cloudy ; Audubon's warbler.
" 19....	51·0	40·2	39·4	35·3	Cloudy ; rain and snow ; juncos building.
" 20....	36·5	41·4	33·0	32·8	Cloudy ; rain and snow.
" 21....	38·8	43·4	30·2	30·2	Cloudy ; rain and snow ; tanagers.
" 22....	39·0	39·2	32·5	33·3	Cloudy.
" 23....	37·7	44·0	33·0	33·7	Cloudy ; light rain and snow ; fly catchers.
" 24....	41·5	50·3	28·4	31·0	Cloudy.
" 25....	49·2	55·0	29·7	31·8	Cloudy ; chipping sparrows.
" 26....	52·0	60·0	31·2	32·5	Cloudy.
" 27....	56·2	67·4	32·8	32·9	Fair.
" 28....	61·2	64·3	32·2	35·8	Fair.
" 29....	59·7	65·5	34·1	34·4	Cloudy ; arctostaphylos uva-ursi in flower.
" 30....	60·0	65·4	36·9	38·2	Cloudy ; populus tremuloides leafing.
" 31....	59·1	71·4	37·3	37·8	Cloudy ; light rain.
June. 1....	54·9	56·4	40·6	41·4	Cloudy ; light rain ; robins hatching.
" 2....	52·0	53·1	28·1	29·4	Fair ; thaspium cordata in flower.
" 3....	50·2	58·9	33·4	34·8	Cloudy ; river high and muddy.
" 4....	54·8	65·1	29·1	29·6	Fair ; frost.
" 5....	59·8	65·5	40·8	44·9	Cloudy ; light rain.
" 6....	60·0	66·8	34·2	37·0	Fair.
" 7....	62·0	43·6	36·2	39·7	Cloudy ; rain.
" 8....	43·8	57·5	40·2	40·3	Cloudy "
" 9....	53·8	60·2	36·8	43·0	Cloudy.
" 10....	51·9	56·4	37·2	39·4	Cloudy.
" 11....	52·0	60·1	34·8	35·0	Cloudy ; brown bats
" 12....	60·0	65·2	45·0	44·8	Cloudy ; rain ; thunder.
" 13....	51·3	51·9	44·8	46·5	Cloudy ; rain.
" 14....	47·0	54·9	40·6	41·2	Cloudy.

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MAXIMUM and Minimum Temperatures, &c.—*Concluded.*

Date.	THERMOMETER READINGS.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1907.	°	°	°	°	
June 15....	54·8	66·5	36·7	41·2	Fair ; rain.
" 16....	57·0	58·6	42·8	43·4	Cloudy.
" 17....	56·8	68·1	40·5	43·2	Fair.
" 18....	63·0	71·0	34·8	36·3	Fair ; many flowers in bloom.
" 19....	66·0	71·0	39·2	39·7	Fair.
" 20....	64·2	51·0	41·8	40·2	Cloudy ; rain.
" 21....	44·3	49·8	34·4	35·0	Cloudy "
" 22....	46·0	53·0	38·3	38·3	Cloudy.
" 23....	52·0	69·6	30·3	32·3	Fair.
" 24....	66·0	73·3	45·9	47·5	Fair ; beautiful day.
" 25....	70·8	81·4	39·1	39·4	Fair ; perfect day ; river very high.
" 26....	76·3	81·9	43·2	43·7	Fair.
" 27....	73·3	75·3	50·9	52·0	Cloudy ; thunder ; light rain.
" 28....	60·2	65·4	44·7	45·1	Cloudy ; rain.
" 29....	54·0	59·3	42·0	38·0	Cloudy "
" 30....	49·0	58·4	43·8	44·0	Cloudy "

PART VII
YUKON TERRITORY

YUKON TERRITORY.

No. 1.

REPORT OF THE ACTING COMMISSIONER.

DAWSON, Y.T., May 8, 1907.

The Hon. FRANK OLIVER,
Minister of the Interior,
Ottawa, Ont.

SIR,—I have the honour to submit the report of the Yukon Territory for the nine months ending March 31, 1907.

The production of gold in the Territory, as taken from the official returns, for the nine months ending March 31, 1907, was 220,319·40 ounces; at \$15 to the ounce, which is the valuation fixed for royalty purposes, the value would be \$3,304,791.05. This, however, is below the actual value, but must be used for purposes of comparison. For the last nine months the gold production has been less in proportion than during any similar period since 1898. This is due to the fact that nearly all the claims on Bonanza, Eldorado and Hunker creeks have been worked to such an extent by comparatively primitive methods, that it is no longer profitable to continue working them except by the introduction of a water system and the installation of dredges. A vast number of the claims on these creeks, and on the hillsides adjoining, have been acquired by purchase by the Yukon Consolidated Gold Fields Company.

DREDGING.

This company have installed three large dredges on lower Bonanza, and will have them in operation during the summer season of 1907. They are also constructing enormous ditches and flumes for the purpose of bringing about 5,000 miner's inches of water from the Twelvemile river, a tributary of the Yukon, to the gold fields of Bonanza and Hunker. The proposed work will necessitate the construction of ditches and flumes some fifty miles in length. They have also installed on the Little Twelvemile river, a power plant, to be operated by gravity water, which will provide by electricity the power to operate the dredges on Bonanza. This will enable the company to operate large tracts of ground, which are not sufficiently high grade to be worked profitably by individual miners. The company are also constructing a large dam at No. 57 above Discovery on Bonanza creek; which, when completed, will store 350,000,000 gallons of water. The difficulty in the past has been that the snow melts on the hills during the latter part of April and early in May, and there is a surplus of water for a few weeks, but by June 1, generally, there is not sufficient for hydraulic work on the hills. The construction of this dam will conserve the water for a long period, and enable work to be carried on during the dry season, usually June, July and August. The magnitude of the work of this company can hardly be overestimated, and when they have their ditch constructed and in full operation, the gold produced will be enormously increased, although I do not look forward to this result before the season of 1909.

The operations of the Canadian Klondyke Mining Company on Bear creek, where a large dredge has been at work for the last two seasons, have demonstrated that mining by this method can be successfully carried on.

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Bonanza Basin Gold Dredging Company operated a dredge at the mouth of the Klondyke river, with such satisfactory results that they intend, I understand, installing another one early this season.

The Lewes River Dredging Company, which has operated on Bonanza for the past five years, was very successful and will continue to work.

The Ogilvie dredge was engaged during the summer months at work on the submerged bed of the Klondyke river near its mouth. Arrangements have been made to transport this dredge to some claims on Indian river, where it will work during the summer of 1907.

The Fortymile Dredging Company, which installed a dredge on that river late in the season, will begin work as soon as the ice has gone.

The practicability of dredging for gold will be thoroughly demonstrated during the season of 1907, and if successful, in view of the conditions of the frozen ground, then we may expect a tremendous development along these lines.

INDIVIDUAL MINING.

Considerable individual mining has been carried on at Granville, Quartz, portions of Dominion and Hunker, during the present winter with, it is believed, considerable success. It was felt that every effort should be made to assist and encourage the opening up of new creeks for the individual miner, and the local government expended a considerable sum in the purchase of two Cameron pumps and a boiler to enable the miners of Duncan creek, in the Stewart River district, to sink to bed-rock and cross-cut the creek. It had been found that the water could not be successfully handled except by powerful pumps. The work this season was not altogether satisfactory, and it will require another winter's work to demonstrate the possibilities of this creek. The claim owners who were engaged in doing the representation work on one claim, are disappointed but by no means discouraged, and it is thought that next winter will thoroughly decide the value of this creek.

Considerable work was done in placer mining in the Salmon River district, notably on Livingstone creek, during the last season, and prospecting and mining on a smaller scale in the Kluane district. There has been great activity in the southern end of the Territory in quartz and copper. Many properties have been bonded, and it is confidently expected that considerable capital will be introduced and the enormous resources of this portion of the Territory thoroughly developed.

YUKON PLACER MINING ACT.

The Yukon Placer Mining Act has been in operation a sufficient length of time to enable us to appreciate the value of the present code. There may be occasion for some amendments and modifications, and at the next session of the Yukon Council the matter will be thoroughly gone into, and recommendations made that will tend to remove any cause for friction, and will make the Act as workable as possible, both in the interests of the individual miner and of the large companies now investing so heavily in the Territory.

YUKON COUNCIL.

The Yukon Council met on July 5, and prorogued on July 18. Fourteen ordinances were passed in connection with the local administration, and other necessary business transacted. The revenue of the Territory for the nine months ending March 31, was \$336,279.22, and the expenditure \$309,234.79.

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SCHOOLS.

The school system has been maintained in the same high state of efficiency as in the past, and has always given the greatest satisfaction to the people of the Territory.

ADMINISTRATION OF JUSTICE.

Good order and the absence of crime have marked the nine months just closed, due to the splendid service of the Royal Northwest Mounted Police and the prompt and efficient administration of justice.

GENERAL.

There is a feeling of optimism throughout the Territory, based on the splendid outlook for the future, which I feel cannot fail to be fully realized.

Reports are forwarded herewith from the Comptroller, Gold Commissioner, Assistant Gold Commissioner, Crown Timber and Land Agent and Director of Surveys.

In conclusion, I desire to thank the officials connected with the administration for their very efficient and painstaking service rendered, as in the past, with the greatest diligence and courtesy.

I have the honour to be, sir,

Your obedient servant,

J. T. LITHGOW,

Acting Commissioner.

No. 2.

REPORT OF THE GOLD COMMISSIONER.

DAWSON, Y.T., April 19, 1907.

J. T. LITHGOW, Esq.,

Acting Commissioner of the Yukon Territory,
Dawson, Y.T.

SIR,—During the nine months ending March 31, 1907, forty-seven protests have been issued by the clerk of the Gold Commissioner's Court.

This is a slight increase over the previous year, in which fifty-three protests were issued.

The increase is due in the first place to the large number of locations recently made in outlying creeks with a view to joining groups of claims together for dredging purposes, the general opinion prevailing that the creeks formerly staked and found not of sufficient value to work under the ordinary placer mining methods, will carry sufficient gold to work profitably if worked by a dredge. Secondly, owing to the changes in the Placer Mining Code from the mining regulations in force prior to August 1, last, a number of new questions have arisen for consideration that are not settled by the cases heard under the old regulations.

Only one case has been heard since August 1, last, under section 60 of the Placer Mining Code, and the result has been unsatisfactory. In the first place, no provision

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has been made in the Act for any procedure for hearing a dispute under this section; and secondly, there is no provision for enforcing a judgment given by the arbitrators; and thirdly, the arbitrators being inexperienced in hearing disputes, do not take proper notes of the evidence, and the result is that the record is in such shape that it is impossible for either party to appeal if they desire to do so. In the case that was heard the arbitrators were appointed and the parties appeared before them, but they did not take down notes of the evidence, and after they gave their decision it was found there was no means of enforcing the judgment, and the whole matter remained a nullity, as the parties who thought they were not properly treated would not adhere to the arbitrator's decision, and as far as I can learn, nothing further has been done in the matter. Considerable complaint was made at the same time over the costs of the arbitrators.

To my mind, the settling of disputes under this section is costly, cumbersome and unsatisfactory.

I have the honour to be, sir,

Your obedient servant,

E. A. SENKLER,

Gold Commissioner.

No. 3.

REPORT OF THE ASSISTANT GOLD COMMISSIONER.

DAWSON, Y.T., April 29, 1907.

The Acting Commissioner, Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit herewith the financial report of the Gold Commissioner's office, at Dawson, for the period extending from July 1, last, to March 31, last, which embodies the revenues collected at this office from mining dues during the said period, and also the revenues received at this office during the said period from the offices of the Mining Recorders for the Duncan and Sixtymile mining districts of the Yukon Territory.

The statement in question shows that the total receipts of mining dues amount to \$105,048.30, which is considerably in excess of the receipts for the corresponding period of the fiscal year ending June 30, 1906.

The work of this office has been increasing during the period of nine months ending on the 31st ultimo, and with the reduced staff, it has been at times impossible to keep up the work, especially during the summer months of 1906.

The Yukon Placer Mining Act of 1906, which came in force on August 1, 1906, has brought about an increase of work in connection with the provisions regarding the enlargement of the size of claims; and also regarding the grouping of claims. On the other hand, the coming into force of the said Act has done away with the necessity of certificates of work and free miner's certificates.

The returns of the Mining Recorder for the Duncan mining district have kept up about the same as during the previous year, and those of the Mining Recorder for the Sixtymile mining district have been about the same as they were prior to the abolition of the said office on January 31, 1905, for the corresponding months.

The returns of the offices of the Assistant Gold Commissioner at Whitehorse, and of the Mining Recorders for the Kluane mining district and the Conrad mining

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district have been forwarded to the Department of the Interior direct from Whitehorse during the period herein above-mentioned, and, therefore, there is no occasion for me to make any other reference than this to the said returns.

During the said period of nine months ending March 31, last, the following Interior, viz.:—

1. Lease No. 38, issued on March 17, 1903, in favour of Mr. Andrew W. McConnell, covering a location situated on the right limit of the base-line of Indian river, in the Dawson mining district, two miles in length by one mile in width, cancelled on October 15, last.

2. Lease No. 43, issued on November 5, 1902, in favour of the Klondike Consolidated Gold Fields, Limited, of London, England, covering a location situated on the right limit of the Stewart river, and having a length of about five miles, more or less, commencing at a point about five and three-quarter miles below the McQuestion river, and extending thence down stream the above-mentioned length, cancelled on March 1, last.

No hydraulic mining leases were issued by the Department of the Interior during the said period.

I have the honour to be, sir,

Your obedient servant,

F. X. GOSSELIN,

Assistant Gold Commissioner.

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RECAPITU

FINANCIAL STATEMENT of the Gold Commissioner's

	Free Miner's Certificates.	Placer Grants.	Renewals.	Relocations.	Placer— Registered Documents.	Placer— Certificates of Partnership.	Placer— Certificates of Work.	Abstracts.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dawson.....	10,402 75	18,270 00	38,645 00	9,160 00	8,886 00	254 00	1,378 00	74 75
Clear Creek.....	33 50	.....	30 00	40 00	17 00	4 00	6 00	....
Duncan.....	476 25	230 00	4,270 00	720 00	537 00	44 00	126 00	.....
Sixtymile ..	86 75	1,130 00	1,170 00	280 00	451 50	8 00	46 00	.. .
Advance Deposit
	10,999 25	19,630 00	44,115 00	10,200 00	9,891 50	310 00	1,556 00	74 75

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LATION.

Office for the Nine Months ending March 31, 1907.

Amended Applications.	Water Grants.	Hydraulics.	Quartz Records.	Quartz— Registered Documents.	Quartz— Certificates of Work.	Quartz— Certificates of Partnership.	Quartz— Lien of Assessments.	Quartz— Certificates of Improvement.	Quartz— Acreage.	Advance Deposit.	Grand Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
30 00	1,130 00	1,764 50	1,125 00	387 50	467 50	35 00	100 00	60 00	1,254 32	.....
.....	10 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	
.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,907 98	
30 00	1,140 00	1,764 50	1,125 00	387 50	467 50	35 00	100 00	60 00	1,254 32	1,907 98	105,048 30

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COMPARATIVE STATEMENTS.

RETURNS, Gold Commissioner's Office.

	Year ending June 30, 1906.	Nine months ending March 31, 1907.	Increase, 1907.	Decrease, 1907.	Net Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Free miner's certificates.....	25,578 34	10,999 25	.....	14,579 09	
Placer grants.. ..	7,515 00	19,630 00	12,115 00	.....
Renewals.	46,710 00	44,115 00	.....	2,595 00	
Relocations	8,940 00	10,200 00	1,260 00	.....
Registered documents—placer.....	7,149 50	9,891 50	2,742 00	.....
Certificate of partnership	586 00	310 00	.....	276 00	
" work.....	9,396 00	1,556 00	.....	7,840 00	
Abstracts ...	40 50	74 75	34 25	.....
Amended applications.. ..	5 00	30 00	25 00	.....
Water grants.	905 00	1,140 00	235 00	.....
Hydraulics.. ..	6,318 19	1,764 50	.....	4,553 69	
Quartz records	2,265 00	1,125 00	.....	1,140 00	
" registering documents.....	815 75	387 50	.....	428 25	
" certificate of work.....	985 00	467 50	.....	517 50	
" " partnership.....	128 00	35 00	.....	93 00	
" lieu of assessment.....	400 00	100 00	.....	300 00	
" certificate of improvement.....	22 50	60 00	37 50	.....
" acreage.....	705 50	1,254 32	548 82	.....
Advance deposit.....	1,922 98	1,907 98	15 00	
No. 1 Hester.. ..	175 00	175 00	
	120,563 26	105,048 30	16,997 57	32,512 53	15,514 96

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INSTRUMENTS Issued during the Fiscal Nine months ending March 31, 1907.

	Free Miner's Certificates.	Placer Grants.	Renewals.	Relocations.	Placer— Registered Documents.	Placer— Certificates of Partnership.	Placer— Certificates of Work.	Abstracts.	Amended Applications.	Water Grants.	Hydraulics.	Quartz Records.	Quartz— Registered Documents.	Quartz— Certificates of Work.	Quartz— Certificates of Partnership.	Quartz— Lien of Assessment.	Quartz— Certificates of Improvement.	Quartz Acreage.	(June only.)
Dawson..	1,747	1,827	2,893	916	3,207	104	712	5	6	42	3	213	139	180	14	1	24	24	
Clear Creek.	8	...	3	4	5	2	3	...	...	1	...	...	...	...	...	...	...	...
Duncan.	100	23	330	72	248	22	93	2	...	...	...	...	...	...	...	...	...	...
Sixty mile.	14	113	83	25	161	4	23	
Totals..	1,869	1,963	3,309	1,620	3,621	132	831	7	6	43	3	213	139	180	14	1	24	24	

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FINANCIAL STATEMENT of the Gold Commissioner's Office from July 1, 1906, to
March 31, 1907.

	Amount.	Totals.
	\$ cts.	\$ cts.
<i>Receipts.</i>		
To Free Miner's Certificates.....		10,402 75
<i>Placer.</i>		
To Grants.....	18,270 00	
Renewals.....	38,645 00	
Relocations.....	9,160 00	
Registered Documents.....	8,886 00	
Certificates of Partnership.....	254 00	
" Work.....	1,378 00	
Abstracts.....	74 75	
Amended Applications.....	30 00	
		76,697 75
<i>Quartz.</i>		
To Records.....	1,125 00	
Certificates of Work.....	467 50	
" Partnership.....	35 00	
Registered Documents.....	387 50	
Lieu of Assessment.....	100 00	
Certificate of Improvements.....	60 00	
Crown Grants Acreage.....	1,254 32	
		3,429 32
<i>Sundry Accounts.</i>		
To Water Grants.....	1,130 00	
Advance Deposit Account.....	1,907 98	
Hydraulics.....	1,764 50	
		4,802 48
<i>Clear Creek.</i>		
To Free Miner's Certificates.....	33 50	
Relocations.....	40 00	
Renewals.....	30 00	
Registered Documents—Placer.....	17 60	
Certificates of Work.....	6 00	
" Partnership.....	4 00	
Water Grants.....	10 00	
		140 50
<i>Duncan.</i>		
To Free Miner's Certificates.....	476 25	
Placer Grants.....	230 00	
Renewals.....	4,270 00	
Relocations.....	720 00	
Certificates of Work—Placer.....	126 00	
" Partnership.....	44 00	
Registered Documents.....	537 00	
		6,403 25
<i>Sixty mile.</i>		
To Free Miner's Certificates.....	86 75	
Placer Grants.....	1,130 00	
Relocations.....	280 00	
Renewals.....	1,170 00	
Certificate of Work—Placer.....	46 00	
Registered Documents.....	451 50	
Certificates of Partnership—Placer.....	8 00	
		3,172 25
<i>Disbursements.</i>		105,048 30
By Receiver General.....	103,016 07	
Gold Commissioner's Suspense Account.....	109 25	
Balance Account.....	1,922 98	
		105,048 30

Certified true and correct.

F. A. H. FYSH,
Accountant.

No. 4.

REPORT OF THE COMPTROLLER.

DAWSON, Y.T., April 10, 1907.

J. T. LETHGOW, Esq.,
Acting Commissioner of the Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit my report for the fiscal nine months ending March 31, 1907.

The expenditure under the vote 'Administration of the Yukon' through the Department of the Interior, disbursed through my office, was \$124,299; statements, with vouchers, being forwarded to the department at the end of each month.

The local revenues and expenditures of the Yukon Territory for this period were: revenue, \$336,279.22; expenditure, \$309,234.79, administered through my office; quarterly statements, with vouchers, being sent to the Auditor General as required by order in council. I attach a copy of the balance sheet on March 31, 1907.

It was not considered advisable to change the fiscal year in the management of the local affairs of the Yukon Territory, as it is much more convenient to hold meetings of the Yukon Council during the month of July, or August at the latest, when the business of the previous fiscal year can be wound up and presented to the council; consequently there is a difference between the Dominion fiscal year ending March 31, and the local fiscal year ending June 30, as formerly, of three months.

The disbursement on account of the Department of Justice was \$20,859.27, for services in connection with this Territory, monthly statements being forwarded, with vouchers.

The expenditure on account of the Department of Indian Affairs, for the relief of sick and destitute Indians, &c., was \$2,496.39, and for schools, \$2,250.

The management of the expenditure of the Department of Public Works 'buildings' has, as heretofore, been vested in the Superintendent of Public Works and myself; the expenditure was \$60,696.56.

The royalty collected in the Territory for the nine months was \$82,622.42,—Dawson, \$80,530.38, and Whitehorse, \$2,092.04. There was nothing collected at Fortymile.

The receipts from free certificates issued to exporters of gold from Alaska were \$215.50.

The revenue from these sources was forwarded to the credit of the Receiver General, drafts being sent to the department weekly, and statements monthly.

The revenue from the sale of the Yukon Territorial Court Law stamps was \$3,065.10, from Mining Court stamps, \$342.75; drafts and statements being sent to the Department of Inland Revenue.

Monthly statements of the revenue received in the offices of the Gold Commissioner and Crown Timber and Land Agent have been checked each month as formerly, and the returns forwarded to the Department of the Interior. The suspense account in the Gold Commissioner's office has been checked and the cheques countersigned in payment of withdrawals.

The management of the affairs of the City of Dawson has been vested in my office. A copy of the balance sheet on March 31 is attached hereto.

Since January 1, the services of the Assistant Tax Collector have been dispensed with, the city office having been transferred to my office.

I have the honour to be, sir,

Your obedient servant,

G. I. MACLEAN,

Acting Comptroller.

No. 5.

REPORT OF CROWN TIMBER AND LAND AGENT, DAWSON.

DAWSON, Y.T., May 1, 1907.

J. T. LITHGOW, Esq.,
Acting Commissioner of the Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit my report for the nine months ending March 31, 1907, attached to which you will find
Statement of revenue in the Timber Branch,
Statement of revenue in the Lands Branch,
Statement of Timber and Hay Permits issued.

The revenue has increased, over the same period of last year, in the Timber Branch \$1,129.07; in the Lands Branch, \$232.49,—\$1,361.56.

During the above period \$1,881.03 was paid in on account of the purchase of Dominion lands, \$1,534.31 on account of coal lands and survey fees therefor, and \$105.15 on account of the purchase of town lots.

There is not much demand for Dominion lands, and the availability of these will hereafter be taken advantage of only by those whose vocation makes their residence on the land a necessity, the cultivating of the land being a profitable side issue. The farms already in cultivation in the vicinity of Dawson are quite capable of supplying the present market for products of agriculture. Chicken raising as an industry has developed considerably of late years. Ranch eggs sell at \$3 a dozen in the winter and \$2 in the summer. The first crops of light vegetables, such as lettuce, radishes and onions, are raised in greenhouses, and are usually on the market by about Easter. A number of farms along the Klondike river last season suffered as a result of the high water carrying and depositing a heavy sediment over acres which had been seeded, and again, later, it was found that worms and insects had invaded entire crops. In view of these difficulties and the fact that miles of the Klondike will soon be dredged for gold, the Klondike is being abandoned by the farmer. The best farming locations in the neighbourhood of Dawson are directly across the river, at Sunnydale and West Dawson, where the ground is high.

As the figures show, the sale of coal lands figures largely in the revenue. There is a boom in coal lands and a large revenue will be derived from this source during the current year. Coal mines are now being worked on Coal creek, below Fortymile, at Five Fingers, at Tantalus and at Tantalus Butte, at which latter place Mr. C. E. Miller, the discoverer, claims to have the best coal yet found in the Yukon Territory. Mr. Miller also discovered the Five Fingers mine and the Tantalus mine. All the steamers on the Dawson-Whitehorse run will consume coal this season, with the exception of the three new boats to be operated by the White Pass & Yukon Route, which also will burn coal eventually. Thousands of tons of coal will be placed on the market this season.

Homestead regulations were adopted by order in council dated July 23, 1906, which came into force on January 2, last, but owing to the fact that we have only now received advice to this latter effect, the several applications made to this office for permission to homestead were not dealt with.

There are three saw-mills operating in Dawson district at the present time, all of which are located in Dawson and all are run by steam-power. In addition to these there is a mill on the Twelvemile river, operated by the Yukon Consolidated Gold Fields Company, at which they manufacture the lumber required by them for mining purposes. From this the department receives no revenue.

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The total sales of the three mills during the nine months are as follows: 1,624,689 feet of lumber, 44,944 railway ties, 602 $\frac{3}{4}$ cords of wood.

The average price now obtained for all kinds of lumber is \$40 per thousand feet B.M.

The new system of issuing permits for the cutting of saw-logs seems to work satisfactorily. Woodmen are enabled to cut small patches of logs which they find near their wood camps, and thus timber is saved which would otherwise be left or cut up into cordwood. The timber berths now in existence are getting to be pretty well denuded of timber.

Wood for use on steamboats cannot be got less than a distance of two miles from the Yukon, and the necessity of going further back is opportunely relieved by the advent of coal. Wood is getting to be very scarce at a distance from Dawson which would pay, and in the near future wood will likely be entirely displaced by coal for fuel purposes. I believe there will be sufficient coal mined this season to operate all the steamers, as well as supplying Dawson with fuel.

A great portion of the Dawson waterfront was relinquished by the lessees last year, but owing to the large shipments of coal which are to be made to Dawson this summer and in future, nearly all of that abandoned has been taken up for the purpose of erecting coal docks thereon. No less than 750 feet of frontage has been applied for, for this purpose, whilst in Dawson and Klondike City 550 feet had previously been taken up and put to the same use.

As you are aware, this office was placed in my charge last August, thus leaving me in the dual capacity of Assistant Gold Commissioner and Crown Timber and Land Agent. This was done by the Commissioner, under instructions from the Minister of the Interior. Although there is a considerable amount of work in connection with the administration of this office, all the clerical work, accounting and correspondence has been attended to by one clerk, Mr. W. F. Povah, since last August, and the inspection work has been done by one inspector. The staff has been steadily decreased from a total of seven to one clerk in the office, and one timber inspector, under my supervision, creating a saving to the department of over one thousand dollars per month.

Your obedient servant,

F. X. GOSSELIN,

Crown Timber and Land Agent.

CROWN TIMBER BRANCH.

Date.	Royalty.	Timber Permits.	Seizures.	Hay Permits.	Coal Royalty.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1906.						
July.....	493 86	881 30	54 50	105 00		1,534 66
August.....	1,031 94	693 93				1,725 87
September.....	2,167 47	1,348 84	41 25		351 85	3,912 41
October.....	1,958 85	1,910 75	248 00			4,117 60
November.....	162 32	1,318 00	47 00		165 49	1,692 81
December.....	160 42	758 75	6 50			925 67
1907.						
January.....	277 57	61 25	68 50			407 32
February.....	247 37	290 00				537 37
March.....	750 84	257 00	26 00			1,063 84
	7,250 64	7,549 82	494 75	105 00	517 34	15,917 55

F. X. GOSSELIN,

Crown Timber and Land Agent.

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DOMINION LANDS BRANCH.

Date.	General Sales.	Rentals.	Registration Fees.	Survey Fees.	Total.
1906.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	189 5	.....	2 00	.....	191 59
August.....	1,344 81	8 25	2 00	.....	1,355 06
September.....	20 00	52 66	.....	.....	72 66
October.....	1,581 38	.....	8 50	.....	1,589 88
November.....	39 60	718 98	.....	.....	758 58
December.....	45 11	5 00	22 00	.....	72 11
1907.					
January.....		928 28	.....	.....	928 28
February.....		.....	2 00	.....	2 00
March.....	200 00	230 75	4 00	100 00	534 75
	3,420 49	1,943 92	40 50	100 00	5,504 91

F. X. GOSSELIN,
Crown Timber and Land Agent.

PERMITS ISSUED AT DAWSON DURING THE NINE MONTHS,
JULY 1, 1906, TO MARCH 31, 1907.

No.	B. M. Logs.	House Logs.	Cordwood.	Hay.
6	155,000	.....	.....	.....
1	7,000	.....	.....
101	12,327	.....
2	(renewed) 347	.....
17	71 tons
127

F. X. GOSSELIN,
Crown Timber and Land Agent.

No. 6.

REPORT OF THE DIRECTOR OF SURVEYS.

DAWSON, Y.T., April 15, 1907.

J. T. LITHGOW, Esq.,
Acting Commissioner, Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit the following report of the operations of the Survey Office for nine months ending March 31, 1907.

Mr. Genest (draughtsman) was employed in this office until August 31, since that time Mr. Gibbon, D.L.S., and myself have been the only members of the staff.

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In August and September surveys of base lines, under the code, of the following creeks were made by Mr. Gibbon: Guysboro off Klondike, Belcher off Klondike, Rabbit off Klondike, 20 Pup off Hunker, 21 Pup off Hunker, Hattie Gulch off Hunker, 37 Pup off Hunker.

These base line surveys include surveys of the end boundaries of the claims located on the creeks, and the system has proven very satisfactory. While these surveys are somewhat more expensive, much more information as to location of claims is obtained, and double staking of the same ground is largely prevented.

On account of the office staff being so reduced Mr. Gibbon has considerable field-work for which returns have not been made, namely, the following surveys:—

Clear Creek base line (spring, 1905).

Photo-topographical survey, Klondike watershed (1905).

Barker Creek base line (spring, 1906).

Traverse 40 miles Stewart river (1906).

Plans of the following surveys were filed in this office during these months, and include the surveys made by surveyors in private practice in the Territory:—

Group lots.. . . .	12
Advertised placer claims.. . . .	13
Base lines.. . . .	7
Subdivisions.. . . .	2
Reference traverse.. . . .	1

I have the honour to be, sir,

Your obedient servant,

C. W. McPHERSON,

Director of Surveys, Y.T.

No. 7.

REPORT OF THE ASSISTANT GOLD COMMISSIONER, WHITEHORSE.

WHITEHORSE, Y.T., April 29, 1907.

J. T. LITHGOW, Esq.,
Acting Commissioner,
Dawson, Y.T.

SIR,—I beg to submit the following report of the Whitehorse district during the past fiscal year.

Only since July 1, last, has the Whitehorse division of the Whitehorse district made any real advance towards becoming a mining camp.

During the past summer Mr. Byron White, of Spokane, started work on the Pueblo and Carlisle claims and met with such success that the Grafter, Arctic Chief and Valerie claims have changed hands and are now being worked with most encouraging results. In addition to the above Col. W. S. Thomas has, on behalf of eastern capitalists, purchased about four hundred claims, including some of the best properties on the range. Col. Thomas is now arranging to spend a very considerable amount in development.

The prospects for this division are now brighter than ever before, and it is now practically assured that, within a very few years, this division will be an important factor in the production of copper.

The Big Salmon division of the Whitehorse district has produced about \$70,000

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in gold during the past season, and promises to equal this for a few years to come at least. In this division Summit, Cottoneva and Livingstone creeks are all producing.

The Nisutlin division has not, up to the present, developed anything of value. Not more than ten men spent last winter in this division.

The Kluane district has produced about \$20,000 in gold, but nothing new has been developed in placer. Several most promising copper areas have been discovered and there is little doubt that a railway through that district would develop many valuable copper mines.

In the Conrad district about \$225,000 was spent in the development of silver gold properties, with good results.

Valuable ore in considerable quantities has been struck on the Montana, Vault, Venus and Big Thing claims, also on the T. M. Daulton properties.

Between 500 and 600 claims were recorded in the Watson division, and about \$20,000 spent in development. Ten tons of ore from the Tally Ho group netted \$46 per ton over freight and smelting charges.

The following will show the fees collected in the different offices since July 1, last, with the exception of the Kluane returns for July, 1906, we having no copy of the Kluane return for that month:—

Whitehorse Office—

Timber..	\$ 437 37
Land..	1,580 14
Acce and Crown grants..	519 84
Gold royalty..	2,092 04
Free miner's certificates..	1,105 50
Placer grants..	200 00
Placer relocations..	230 00
Placer renewals..	1,980 00
Placer certificate of work..	108 00
Placer certificate of partnership..	10 00
Placer assignment fees..	208 00
Quartz grants..	4,340 00
Quartz certificate of work..	285 00
Quartz certificate of partnership..	22 50
Quartz payment in lieu of assessment..	400 00
Quartz registered documents..	626 50

Total for Whitehorse office..	\$14,144 89
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Conrad Office—

Free miner's certificates..	241 75
Quartz grants..	1,710 00
Quartz certificate of work..	172 50
Quartz certificate of partnership..	5 00
Quartz payment in lieu of assessment..	200 00
Quartz registered documents..	132 50

Total for Conrad office..	\$2,461 75
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Kluane Office—

Placer grants..	80 00
Placer relocations..	570 00
Placer renewals..	1,775 00
Placer certificate of work..	142 00
Placer certificate of partnership..	8 00
Quartz grants..	90 00

Total for Kluane office..	\$2,665 00
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The foregoing statement shows the total fees collected to be \$19,271.64 for nine months.

Your obedient servant,

L. T. BURWASH,

Acting Assistant Gold Commissioner.

No. 8.

REPORT OF ACTING COMMISSIONER LITHGOW ON AGRICULTURAL PRODUCTIONS.

DAWSON, Y.T., November 22, 1906.

Hon. W. W. B. McINNES,

Commissioner, Y. T.,

Russell House, Ottawa.

SIR,—Referring to a request of the department for a report on the agricultural productions of the Territory, I have the honour to submit that this Territory has made wonderful strides in the past few years in agricultural productions. It was considered in 1898 that it would be impossible to raise vegetables here, owing to the shortness of the summer, but the experiments of the last few years have shown us that we can produce nearly all the vegetables that are grown in other parts of the Dominion. The farming so far is principally confined to the river bottoms, where the soil is richer than on the hillsides. Native hay is largely grown, and the production the past season was about 200 tons, marketed in Dawson, which sold at \$60 a ton. There was also about 100 tons of native oats raised. This is cut green and used as fodder, and realized about \$75 per ton.

The production of vegetables for the past year, taken from the figures furnished by the board of trade, is estimated as follows:—

Lettuce and radishes of a superior quality sufficient to amply supply the wants of the Territory; cabbage and cauliflower, 40 tons; turnips, 40 tons; carrots, 20 tons; beets, 15 tons; potatoes, 75 tons; celery, 1,200 dozen.

The home production of turnips, carrots, beets and celery is sufficient to supply all the local demands, and importations have ceased. The vegetables raised in the Klondike cannot be excelled, if equalled, anywhere else in the world in size and quantity. The forced growth through the summer under the never-setting mid-night sun allows no time for shrinkage or toughening in any way. All vegetables are free from pith, and are unmolested by any form of insect life or any other annoyance known to farmers in many other parts of the world. Many of the Dawson gardeners have stocked their cellars heavily, and will have turnips, potatoes, beets and celery for sale most of the winter. Some have extended greenhouses in which many vegetables are grown through the winter and early spring. Potatoes are grown most successfully in all parts of the Territory. They bring from 5 to 8 cents per pound on the Dawson market. Experiments are being made gradually with hardy grains, and doubtless the Yukon in time will grow far more of the supplies that it annually consumes than it has yet ventured to produce.

Your obedient servant,

J. T. LITHGOW,

Acting Commissioner.

PART VIII.

REPORT OF THE SUPERINTENDENT OF MINES.

REPORT OF THE SUPERINTENDENT OF MINES.

DEPARTMENT OF THE INTERIOR,
OTTAWA, March 30, 1907.

The Hon. FRANK OLIVER, P.C., M.P.,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit herewith the annual report upon the conduct of the Mines Branch for the fiscal nine months ended March 31, 1907.

MINERAL RESOURCES.

IRON ORE DEPOSITS.

Field Work.

The field work on the iron ore deposits of Canada covered deposits in Nova Scotia, of the Thunder Bay and Rainy River districts of Ontario and the region along the Ottawa Valley on the Quebec side.

The field party in Nova Scotia was in charge of Dr. J. E. Woodman, Professor of Geology, Dalhousie College, Halifax, N.S.; that of the Rainy River and Thunder Bay districts was in charge of Mr. F. Hille, M.E., of Port Arthur, Ont.; and that along the Ottawa Valley was in charge of Mr. Fritz Cirkel, M.E., of Montreal, Que.

The following are the regions investigated by the different parties:—

Regions investigated by Dr. J. E. Woodman—

1. The Torbrook, Nictaux and Clementsport basins.
2. Some of the North Mountain trap occurrences.
3. The deposits between Windsor and Truro.
4. Brookfield.
5. The Cobequid Mountain iron zone from De Bert river westward.
6. Arisaig.
7. Whycocomagh, in Cape Breton.
8. Barachois, in Cape Breton.

Regions examined by Mr. Hille—

- The Matawin.
- The Shebandowan.
- The Atikokan.
- The Loon Lake.

in the western part of Ontario.

Mr. Cirkel examined the iron ore deposits along the Ottawa Valley, a region extending from the city of Ottawa along the Ottawa river on the Quebec side for a length of over 100 miles, and from Ottawa along both sides of the Gatineau river to the town of Maniwaki, a distance of 83 miles, comprising a total area of approximately 900 square miles.

In addition several deposits were examined near Buckingham on the Lièvre river, and north of Grenville on the Ottawa river.

Magnetic Surveys.

On instructions received from you to have a magnetometric survey made of the iron ore property of Black Lake and adjacent region, the services of Mr. Einar Linde-
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man, M.E., were engaged for this work. Mr. Lindeman proceeded to his field of operations on May 17 last, and after a survey of the Black Lake property, continued his survey over a region east of Thirteen Island lake, Thirty Island lake, Black lake, Norway lake, and some distance further in a northeast direction up to Pond Lily lake. Mr. Lindeman having reported that along the whole of this stretch of country only a few small pockets of magnetite of high sulphur content and of no commercial value were found, he was recalled on August 15, and instructed to proceed to New Brunswick to make a magnetometric survey of the Austin-Brook iron ore property near Bathurst, N.B.

This property proved on examination to be a valuable ore field, consisting of eight different deposits, one of 1,800 feet in length, one of 2,000 feet in length, and six other smaller deposits. Two vertical bore-holes 750 feet apart on the 2,000 foot deposit, which dips to the N.W. at an angle of from 50° to 60° , struck the foot wall at a depth of 162 feet in each case, showing in one case a width of the deposit of 85 feet.

An examination of the drill core proved the ore to be part magnetite and part hematite, containing from 48 to 50 per cent of iron.

Mr. Lindeman returned from the field on December 1 and has since been occupied with the plotting and drafting of the magnetic maps.

Monograph on Graphite.

The monograph on Graphite prepared by Mr. Fritz Cirkel and now in the press treats of the following subjects:—

The history, chemical and physical properties of graphite. Modes of occurrence in Canada and other countries. Origin, composition and qualities for commercial purposes. Determination of values by different methods. Statistics of production and prices, &c. Dressing and refining. Finally, the uses of graphite.

This monograph is copiously illustrated.

ELECTRIC SMELTING OF IRON ORE.

The final report on the experiments made at Sault Ste. Marie under government auspices in the smelting of Canadian iron ores by the electro-thermic process is in the press and will be ready for distribution at an early date. The report contains a detailed statement of the work done and results obtained, of all measurements made, of the analyses of the pigs and slags produced and of the iron ores employed. To facilitate the comprehension of the text illustrations are given of the furnace employed, and changes made in its construction and of the machinery employed. Plans are given of two commercial electric furnaces, which have recently been patented. In an appendix a detailed account and description, with illustrations, are given of the recent inventions and improvements made in electric furnaces in Sweden, also an account by Professor Eichhoff, Professor of Metallurgy, of the Technical High School at Charlottenburg, Germany, of the advantages of the Heroult electric process of making high-class steel, and cost of production.

Electric Smelting Plant in Canada.

The first electric smelting plant in Canada for the production of pig iron and later of high-grade steel and steel castings is at present under construction.

This plant will be located at Welland, Ont., on a piece of ground facing the Welland canal.

The first installation will consist of one 3,000 h.p. furnace of the latest type brought out by Dr. Heroult and his associates. This furnace is expected to produce 35 tons of pig iron per day, when not utilizing the gases produced by the reduction,

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and 40 tons when the gases are used for preheating and reduction. The power will be furnished by the Ontario Power Co., of Niagara Falls, at a voltage of 12,000 volts, and then transformed to the required voltage.

This first furnace will be used for the purpose of demonstrating that pig iron can be commercially produced by the electro-thermic process even at such an unfavourable site as Welland, where the price of power is high and the nearest ore supply about 150 miles distant. Some of the ore used will be brought from Port Arthur, containing as high as $1\frac{1}{2}$ per cent sulphur. Other ores of a very refractory nature will also be used, the intention of the promoters being to employ exclusively Canadian ores.

The first furnace will be followed by a second one of probably larger capacity. A Heroult steel furnace will be put down at the same time, and the entire production of the second furnace will be used for the manufacture of high-grade steel castings, which are at present not made in Canada, and also for a limited number of ordinary steel castings.

The electrodes will be manufactured by the Heroult secret process, a plant with a capacity of 18 electrodes per week being constructed.

The organization of this demonstrative plant is due to the efforts of Mr. R. Turnbull, Canadian representative of the Heroult processes and furnaces, and also to Mr. R. H. Wolff, American representative of same. These gentlemen, along with some friends also interested in the above processes, are investing their own private capital in the enterprise, thus proving that not only are they certain of the results that can be obtained by this new process, but are now leading the way for others by taking the first risk and building the first commercial plant.

Electric Smelting Plant in United States.

At Baird, California, an electric smelting plant for the production of pig iron is at present under construction, and is expected to be in operation in May, 1907.

The first installation will be a 2,000 h.p. furnace with a guaranteed output of 20 long tons per 24 hours. If successful, this plant is to be enlarged to a capacity of 600 to 800 tons per day.

The ore which will be employed is a very rich magnetite, containing only a very small percentage of sulphur and phosphorus. The reducing agent will be charcoal, and for the production of the charcoal a plant has already been erected.

TRIP TO COBALT.

In accordance with your instructions of November 28 last, to proceed to Cobalt and obtain information for a report showing the present and prospective output of the mines of the silver-cobalt ores in that locality, the report to contain also a statement of the methods by which the metals are extracted from the ore and the cost of the operations involved, I proceeded at once to Cobalt, where I visited all the important shipping mines for the purpose of obtaining the required information regarding output.

In order to obtain the information regarding the processes employed and cost of operations of extracting the metals from the ore, I visited the smelting works and head offices of the smelting companies in the United States, to which the cobalt-silver ores had been shipped for treatment, namely: The American Smelting and Refining Company, who have their smelting works at Perth Amboy, New Jersey, with head office at 71 Broadway, New York City. The Balbach Smelting and Refining Company, at Newark, New Jersey. The Orford Company, with head office at 43 Exchange Place, New York City.

I found that the American Smelting and Refining Company and the Balbach Smelting and Refining Company have no process for saving the cobalt, nickel and arsenic contents of the ore. The saving of the silver is effected by the use of lead ore

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as collector. No detailed description of the process was, however, available, nor could anything be learned regarding costs of extraction.

A report entitled 'Report on the present and prospective output of the mines of the cobalt-silver ores of the Cobalt district,' giving a detailed statement of the information collected, was issued by the Mines Branch in December last.

Chemical Laboratory.

The preparation of the final report on the experiments made at Sault Ste. Marie under government auspices in the smelting of Canadian iron ores required a large number of analyses of the pig iron and slags produced. On account of the pressing need of this work and the large number of specimens of iron ore sent in for analysis by the field parties engaged in the examination of our iron ore resources, it became necessary to employ a chemist for this work. Mr. Harold Axel Leverin, graduate of the Chalmerka Institute at Gottenburg, Sweden, in chemical engineering, formerly employed as chemist by the Lake Superior Corporation, Sault Ste. Marie, was appointed on July 1, 1906, as chemist of the Mines Branch. By the courtesy of the Director of the Geological Survey, Mr. Leverin was permitted to share the laboratory of Mr. M. F. Connor.

Mr. Leverin reports that his work since July 1 last, consisted in the analysis of 120 samples requiring 739 separate determinations. This work was done under very disadvantageous conditions, the facilities of the laboratory occupied by him being inadequate for accurate and rapid work.

A new laboratory is being fitted up for the Mines Branch and will shortly be completed. It occupies the entire top floor of the Thistle Building, Wellington street, and is partitioned into five rooms, office, laboratory, balance, crusher, store and sample rooms.

The crushing is effected by one Case's Jaw crusher, driven by a one-horse-power induction motor, which also supplies power for the blower. A Wetherhead's mill and an agate mortar grinder, the latter driven by a separate $\frac{1}{2}$ horse-power induction motor, will be used for grinding.

Gas fuel is employed only for the distillation of water and for Bunsen burners, but for all ignition, fusions and high temperatures an electric furnace is employed, and for boiling and evaporating an electric hot plate is used which can be regulated from 100° to 400° C.

The use of electric power for heating is of great advantage in chemical work. Gas, on account of its impurities, considerably interferes with good results and is very destructive to platinum ware.

A special table has been constructed for electrolytical analyses and research work. The electric current at the required volts and amperes is supplied by a storage battery.

The new laboratory is equipped with the most modern labour-saving appliances and instruments, thus making it possible to obtain a maximum amount of work in combination with accuracy and speed.

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DOMINION OF CANADA ASSAY OFFICE.

During the fiscal year ended March 31, 1907, 20,695·84 ounces of bullion, valued at \$336,676·65, were received and assayed. These deposits were derived from the following sources:—

Source.	Deposits.	WEIGHTS.		Value.
		Before melting.	After melting.	
	No.	Oz.	Oz.	\$ cts.
Yukon.....	61	5,901·55	5,767·96	99,183 73
British Columbia	202	14,582·66	14,111·19	234,896 40
Northwest Territories.....	2	178·94	126·73	2,118 65
Ontario	1	9·74	9·65	125 68
Alaska.....	3	22·95	22·11	352 19
	269	20,695·84	20,037·64	336,676 65

	Ounces.
Weight before melting..	20,695·84
Weight after melting..	20,037·64
Loss by melting..	658·20

Loss percentage by melting 3·1803.

The following table shows the business done by the assay office since its establishment:—

Fiscal Year.	Deposits.	Weights.	Value.
			\$ cts.
1901-2.....	671	69,925·67	1,153,014 50
1902-3.....	509	36,295·69	568,888 19
1903-4.....	381	24,516·36	385,152 00
1904-5.....	443	29,573·73	462,939 75
1905-6.....	345	21,050·83	337,820 59
1906-7 9 months.....	269	20,695·84	336,675 65

The following is a statement of difference in value of assays between Seattle assay office and Dominion of Canada assay office from July 1, 1906, to March 31, 1907:

Value bars Seattle assay office..	\$315,001 97
Value bars Dominion of Canada assay office..	314,643 98

Balance in favour of Dominion of Canada assay office. \$ 357 99

N.B.—Owing to a regulation of the Seattle assay office that no bar of less weight than 1,400 oz. be accepted there is a bar of gold valued at \$22,032·67, being held in Dominion of Canada assay office on March 31, 1907.

STATEMENT OF EARNING AND EXPENDITURE.

Deposits of gold..	\$336,676 65
Earnings—	
Value of sweeps and recovery of grains..	461 26
Expenditure..	10,046 58
Percentage of net expenses to deposit 2·8469.	

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STATEMENT of Expenditure made by Dominion of Canada assay office, Vancouver, B.C.,
from July 1, 1906, to March 31, 1907.

Rent.. . . .	\$1,575 00
Power and light.. . . .	101 42
Gas and fixtures.. . . .	177 55
Chemicals.. . . .	22 95
Repairs and alterations.. . . .	143 50
Water taxes.. . . .	14 40
Postage.. . . .	14 00
Stationery and printing.. . . .	18 76
Assayers' materials.. . . .	84 60
Melters' supplies.. . . .	82 86
Telegrams.. . . .	32 95
Freight and express.. . . .	317 09
Telephone.. . . .	33 00
Office supplies.. . . .	15 53
Hardware.. . . .	20 18
Premium on bond.. . . .	534 50
Thos. McCaffry.. . . .	1,458 31
J. B. Farquhar.. . . .	1,141 66
G. Middleton.. . . .	1,291 66
A. Kaye.. . . .	1,133 33
D. Robinson.. . . .	775 00
Miss Tierney.. . . .	548 33
G. McCaw.. . . .	150 00
J. O. Sullivan.. . . .	340 00
T. Fitch.. . . .	20 00
	<hr/>
	\$10,046 58

The following is a statement of money received and expended by the Dominion of Canada assay office, Vancouver, B.C., to March 31, 1907, and shows the unexpended balance of the appropriation to be \$614.68.

Appropriation.. . . .	\$10,200 00
Value of sweepings and recovery of grains.. . . .	461 26
	<hr/>
Total.. . . .	\$10,661 26
Expenditure to March 1, 1907.. . . .	10,046 58
	<hr/>
	\$ 614 68

Inventory of Gold, Proof Gold and Silver on hand March 31, 1907.

	Ounces.
Bar No. 268.. . . .	4.38
Bar No. 269.. . . .	12.83
Office bar No. 16.. . . .	1,315.71
Clippings.. . . .	1.04
Proof au. in solution.. . . .	16.71
" on hand.. . . .	3.21
Proof ag. (large disks).. . . .	82.84
" (small disks).. . . .	22.65
" (bars).. . . .	168.50
Cornets..39
Silver chloride, about..60

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Inventory of Residues and Supplies on hand March 31, 1907.

	1½ barrels slag.	
	3 sets linings with stools and covers complete for No. 1 size furnace.	
	1 set lining, with stools and covers complete for No. 2 size furnace.	
	1 set lining with stools and covers complete for No. 4½ size furnace.	
	3 sets linings with stools and covers complete for No. 7 size furnace.	
48	graphite crucibles	No. 10.
108	"	No. 16.
75	"	No. 30.
28	"	No. 40.
		o
88	"	No. o o
		o
	8 graphite crucible covers	No. 10.
11	"	No. 16.
22	"	No. 35.
11	"	No. 50.
	6 lbs. pot. nitrate.	
	35 lbs. carb. soda.	
	60 lbs. borax glass.	
	Bone ash, about 50 lbs.	
	Cupels, about 9,000 lbs.	

Changes in the Staff of the Assay Office.

I regret to state that Mr. Thomas McCaffry resigned his position as manager of the assay office, to take effect on February last, to assume a more lucrative position as bank manager. It gives me pleasure to state that the efficiency of the Dominion of Canada assay office is largely due to the excellent judgment and management of Mr. McCaffry. The position vacated by Mr. McCaffry was filled by the promotion of Mr. G. Middleton, chief melter, who has been in connection with the assay office since its inauguration. Mr. Robinson was promoted on February 1 last, to the position of chief melter vacated by Mr. Middleton, and Mr. George McCaw was appointed as assistant melter and janitor to fill the position vacated by Mr. Robinson. Mr. McCaw resigned his position in March last, on account of ill health.

OFFICE WORK.

Mr. Erik Nystrom has been occupied in preparing the material, making calculations and drawings for the final report on the electric smelting experiments at Sault Ste. Marie, and in carrying the report through the press.

Mr. B. F. Haanel has been occupied in carrying the report of the Zinc Commission and Monograph on Graphite through the press.

In addition to this work he constructed the following drawings:—

1. Black and white map on tracing linen of the vertical intensity map of the Belmont iron ore deposit, for the purpose of photographic reproduction.

2. The same for the Wilbur mine.

3. Drawings and tracings of plans and elevations of graphite mills to accompany Mr. Cirkel's report.

4. Tracings of three blue prints to accompany report on electric smelting experiments at Sault Ste. Marie.

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Numerous requests were made during the year for information on the mining and metallurgical industry of Canada, the occurrence of economic minerals, and for advice regarding smelting operations. The correspondence for the nine months of the fiscal year ended March 31, 1907, amounted to 2,360 letters.

I have the honour to be, sir,

Your obedient servant,

EUGENE HAANEL,

Superintendent of Mines.

REPORT OF MR. FRITZ CIRKEL.

Preliminary Report on the Examination of the Iron Ore Deposits in the Ottawa Valley, by Fritz Cirkel, M.E.

I beg to submit herewith my preliminary report on the examination of the iron ore deposits in the Ottawa Valley.

After having made all preparations for a 4 months trip in the Ottawa valley, I left Montreal on June 4, for the village of Bryson, in the township of Litchfield. I made Bryson my headquarters up to June 8, making daily trips into the country and especially to the Island of Calumet, where a number of iron ore deposits had been discovered. From Bryson I inspected also a large portion of the eastern part of the township of Clarendon, as well as the formation exposed to a great extent in the centre of the township of Litchfield. Some very promising outcrops of magnetic iron ore were examined, but as very little work had been done, and as a great part of the rocks were concealed by heavy underbrush, it was difficult to form an opinion regarding their extent. Judging from the samples taken at various places of the outcrops the quality of the ores seems to be very good. A thorough examination and sketch plan were made of the famous Calumet Falls near Bryson, which by their splendid and convenient location as well as their grandeur cannot fail to make a great impression upon the visitor. On June 9 I left for Portage du Fort, on the Ottawa river, about 8 miles distant from Bryson in a southern direction. From this point several reported iron ore deposits were examined in the township of Clarendon, but only one of them was found to be a hematite, while all the others consisted solely of iron pyrites. An examination of the falls near the village was made and a sketch plan drawn, also the topographic and geological features of the country noted.

On June 12 I left Portage du Fort and made a trip through the township of Clarendon, taking in the principal topographic and geological features, as far as Shawville on the C.P.R., where I took the train for Campbell's Bay. From this point several excursions were made to the northern and western part of Litchfield and to the Island of Calumet. On this island iron ore deposits were visited, which could not be reached conveniently from the village of Bryson. Several promising magnetic iron ore deposits were inspected west of Campbell's Bay. One of them had been explored to a depth of 40 feet and a large tonnage of clean high-grade ore was extracted. All the ores found in the vicinity of Campbell's Bay were of the magnetite variety.

On June 14 I left Shawville for Fort Coulonge, situated on the river of the same name. From this town several trips were made into the country, one iron ore deposit and two water-powers were examined. Of special interest are the great Coulonge River falls on lots 8 and 9 in the township of Mansfield. The Coulonge river forms a succession of several high falls, which for beauty and grandeur are not surpassed by any other falls on the Quebec side. A slide for the transportation of timber has been constructed over these falls, but otherwise the latter are not utilized at all. In travelling through the country notes were made of the topographical and geological features.

On June 16 I left for the village of Waltham; no iron ore is known to exist in the vicinity of this village, but about one mile distant a splendid water-power was examined. The Black river forms a succession of falls which at present are being developed for the purpose of supplying the town of Pembroke with electric power and light. On June 17 I left Waltham for Sheenboro' stopping over night in the village of Chapeau, situated on the Island of Allumette. From Sheenboro' several occurrences of iron ore were examined, the most important one was a magnetic deposit

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owned by Mr. Gareau, of Pembroke. Some work had been done on this property and several tons of ore extracted for sample shipments. On June 20 I left for Fort William, on the Ottawa, and from there travelled over the Pembroke and Ottawa to Montreal. (Owing to the sudden death of my mother I was compelled to interrupt my work for a few days.) On June 28 I left Montreal for the city of Quebec in order to get all the information regarding the water-powers under control of the provincial government. I had an interview with the government engineer, Mr. C. Ed. Gauvin, C.E., who did everything in his power to obtain for me the desired information.

On July 3 I left Montreal for Ottawa and after arranging some preliminaries there I left in the evening for Buckingham. Here several outcrops of iron ore were reported to occur in the immediate vicinity, but on driving out to the different places I found that nobody could direct me to the exact location of the outcrops. I inspected two places where a dark rock, mostly hornblende or diorite, had been mistaken for iron ore. On July 6 I returned to Ottawa and visited the Ironsides mine. Diamond drill boring had been carried on for several months by an American company, and I arranged with the engineer in charge for an examination of these mines later on.

From July 9 to 24 I visited the country along the Gatineau river, from the town of Maniwaki about 90 miles north of Ottawa down to North Wakefield. I travelled through the townships of Maniwaki, Bouchette, Cameron, Wright, Aylwin, Low and Masham, but only in the township of Cameron are there apparently extensive deposits, which invited a thorough investigation. Outcrops and indications can be noticed all along the range of hills between 31 Mile lake and the Gatineau river in the township of Cameron, but as no work of importance had been done on any of the deposits it was very difficult to determine their exact character. All the water-powers from the Six Portages near Bouchette in the north down to the Chelsea falls near the confluence of the Gatineau with the Ottawa were examined, while the geological as well as the topographical features were studied.

From July 26 to August 8 I camped at the Bristol mines in the township of Bristol. These works were in operation about 25 years ago and the various reports circulated regarding the extent of the ore bodies led me to make a thorough study and survey of all the pits worked. I was to some extent handicapped in my work by the inaccessibility of some of the more important pits, which were filled with water. I also studied and noted the iron-bearing formation in the vicinity of the mines, especially towards the Ottawa river, which enabled me to arrive at certain conclusions regarding the extent of the ore bodies so far developed.

From August 8 to 11 I camped in Pontiac village in immediate vicinity of the Chats falls. All the falls were thoroughly inspected; sketches were drawn and the general character of these immense water-powers with a view to their development studied.

August 13 and 14 were spent in Ottawa interviewing owners of iron ore deposits and water-powers, and getting together particulars and obtaining permission to inspect the properties.

From August 15 to 25 I camped near the Haycock mines in the township of Hull. A thorough examination of these locations was made, a great number of samples taken and a complete survey made of all the mines which were in operation some 30 years ago. The ore is a mixed hematite and magnetite and appears to be of good quality. It must be pointed out, however, that the proper examination of these mines was very difficult on account of the heavy underbrush and water which was found in most of the more important pits. There were a number of iron ore deposits in the vicinity of these mines which were also examined and where possible surveyed.

From August 25 to 29 a tour of inspection was made on the eastern and northern shore of McGregor lake in the townships of Templeton and Hull. Several places on which iron ore was supposed to occur were visited, but nothing of great importance could be found.

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From August 29 to September 8 the old iron mines of Ironsides and the continuation of the iron-bearing range towards the west were thoroughly examined and a detailed survey made of the old Forsyth mine. On the latter diamond drilling had been carried on since the spring by American parties, who had an option on the property. Application was made for permission to inspect the cores of the diamond drillings but this was refused for private reasons. However, the writer was enabled by the great number of openings over the Forsyth mine and adjacent locations to study the extent of the iron-bearing formation, and to collect valuable data.

Having received information that an iron deposit had been discovered near Sheenboro', in the western part of Pontiac county, I revisited this country; but an examination of the supposed location revealed the fact that a dark rusty-looking rock had been mistaken for iron ore. On some places considerable work had been done, and the writer advised the interested parties to abandon their location.

Several iron outcrops were examined in the immediate vicinity of the Haycock iron mines, and on the south shore of McGregor lake, in the township of Templeton.

As a result of my season's work I must say that although most of the iron ore deposits examined along the Ottawa river (Quebec side), and the Gatineau river appear to be of limited character, and are scattered in irregular fashion over the country, there are two iron-bearing ranges which by reason of their extent and development as well as of the excellent character of the ore are destined to become the centres of a new iron industry, especially so when it is considered that there are a number of splendid water-powers in immediate vicinity, from which power for mining and electric smelting purposes may be derived.

The results of my examination of the iron ore deposits so far discovered in the county of Pontiac will be laid down in an exhaustive report which is now in course of preparation.

Respectfully submitted,

FRITZ CIRKEL.

REPORT OF MR. F. HILLE.

*Preliminary Report on the Iron Ore Deposits of Western Ontario, by
F. Hille, Port Arthur.*

PORT ARTHUR, ONT., November 25, 1906.

SIR,—In compliance with your request to forward a preliminary report, I beg to submit the following:—

After the receipt of your instructions to investigate and report on the iron ore deposits of western Ontario, I proceeded on June 15, with two men, to the Loon Lake region.

On account of delays I was compelled to confine my examination to the Loon Lake, the Matawin, Shebandowan and Atikokan River regions.

The Matawin Range.—Being well aware of the importance of this range, I took special care not only to examine such deposits as were already known, but also to prospect for extensions of these or for new deposits hitherto undiscovered.

The largest quantity of the ore occurring along the Matawin river is a magnetite of somewhat low-grade, but at the same time the massiveness of these deposits and their favourable situation as regards the railway would have the effect of lessening to a considerable extent the cost of mining and shipping.

A portion of the Matawin magnetite has been changed into a martite, close-grained and somewhat slaty in appearance, but otherwise very firm and compact.

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Large deposits of this kind of ore exist along the west shore of the Matawin river, not very far from the upper falls, especially on locations W 221 and 222. As an example of the size of only one of these deposits, I may state that I have traced it in width nearly 900 feet and in length nearly one mile, and when we take into consideration the fact that the formation in which it occurs stands almost vertical and extends for several miles we can form some conception of its extraordinary size.

The country rock along the Matawin is a chlorite schist, but locally it has undergone considerable and varied changes. At one point it is pressed into a finely slated rock, which, on exposure, disintegrates into very fine green or bronze coloured scales; at another point it resembles a fragmental rock, in which the smaller and larger pieces are cemented together again by a darker silicious iron solution; or again it is changed into a hard, compact silicious rock, almost a quartzite; or at other points into a serpentine rock of dark green appearance.

Intrusions of gabbro, granite and diabase can be observed in dykes at various places, but they are principally exposed in the rock cuts of the railway, which follows the depressions or synclinals of the schist, whereas they are rarely seen at or upon the anticlinals.

The origin of the ore is very plain; the mineral solutions, that is of iron and silica, have flowed through the fissures and deposited ore and silica, either in chemical combination, as an iron silicate, or as a mechanical mixture, or separated, in bands of alternate purer iron and jasper.

The age of the deposition must be the same as that of our Animikie rocks, dating from Pre-Cambrian times. If this is correct, then the iron must have been deposited in the form of a carbonate and was changed later by heat, produced either by pressure or by the younger eruptive rocks. How immense the pressure must have been is shown by a number of jasper beds which originally consisted of bands of various sizes and had a straight course both horizontally and vertically, but which now show the most wonderful contortion, being twisted into every imaginable form and direction. In places we notice that these bands are elongated, stretched or bent as if they had been heated to a point where they became a viscous mass.

I will now take up a somewhat more detailed description of the locations examined, both south and north of the Matawin river.

In each case, before proceeding with the examination of the ore deposits, I commenced by establishing the survey lines of the different locations, this not being always an easy task, partly on account of the poor cutting out of the line at the time that the locations were surveyed, and partly on account of the disappearance of nearly all the land-marks through the decaying of the stumps and posts and through the heavy undergrowth of hazel, alder, willow and other shrubs. At times also great inconvenience was caused by there having been a second or even a third re-survey into small lots, over one and the same location, and by the wrong markings on the posts.

As soon as the correct lines were established the iron deposits were located with the help of the dip-needle. This being done, the extent of the deposits was investigated, not only by the use of the needle, but also by stripping, wherever it was desirable or possible.

I commenced in this manner on the locations south of the Matawin river, where in the year 1890 the late James Hammond, of West Fort William, had taken up and had surveyed an extensive area of land, consisting of locations W 221 to 225, and R 415.

The first location examined was W 221, containing 320 acres. The dimensions of the iron ore formation on this lot, as shown at the surface and where it is stripped, is 495 feet in length, by 99 feet in width at the west end and 49 feet at the east end. At the former extremity the jasper predominates, showing there most wonderful contortions, while at the east end the iron bands become larger and the jasper bands smaller. Whether, with depth, a greater concentration of the iron will be revealed has yet to be proven.

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R 415, 80 acres, joins the former location on its easterly boundary, but no iron ore could be detected there.

W 212, 320 acres, adjoining W211 on the west side, was formerly supposed to contain no deposits of iron ore and, indeed, no continuation of the iron formation of W 211 could be traced across the boundary line, although it comes so close to it. Further to the southeast on W 212, however, the dip-needle and stripping revealed a very good deposit of ore, much cleaner than that on the neighbouring location. Of this I exposed to view an area of 56 feet by 30 feet.

Next in order came W 213, which I prospected in vain for iron ore. This in itself is not intended to imply that there is no ore upon it, for a considerable portion of this location is, like the northwest part of W 212, swampy and covered with very dense underbrush, which rendered thorough examination extremely difficult and at times impossible, the use of the axe being constantly required.

W 214, 240 acres, adjoins the last named property on the west side. In the centre of it there is a deposit of silicious magnetite, which, after stripping, showed a width of 213 feet and a length of 309 feet. Although this deposit contains some bands of jasper, they are not nearly so numerous as on W 211. In place of these the ore body seems to have incorporated into it a certain amount of the country rock, thus forming an iron silicate and an ore in which the rock matter forms a mechanical mixture.

On W 215, 250 acres, I succeeded in showing, by means of an extensive track-survey with the dip-needle, the existence of several deposits of ore and, the covering being in places very shallow, I was able to strip these at three different points. The character of the ore on the surface is similar to that on W 214, but perhaps not quite so silicious or so much banded with jasper. This deposit forms a continuation of that on the following location, W 216.

W 216, 284 acres. Here the ore is prominently exposed on the top of a hill 253 feet above the level of the railway. The width which I was able to establish in several places is over 400 feet, while the length is over 1,300 feet. The quality of the ore is the same as that upon the last named location, and shows the leaching action of the meteoric waters and humic acid. There is, however, no doubt that the quality of the ore will improve upon attaining depth in the deposit, a fact which I could observe on several other locations upon which mining, that is to say test-pitting, had been done.

W 217, 310 acres, contains the extension of the same deposit, but here it is considerably intermixed with the country rock. It is possible that there are other places on this location where the ore is purer, but this is a fact which I was unable to establish, mainly on account of the heavy wind falls of poplar and jack pine which at times proved a most annoying hindrance to our even passing over these locations.

W 218, 310 acres. On this location I was more fortunate yet in finding iron ore, both as regards quality and quantity. I made the first discovery near the centre of the location and I was able to trace it in a continuous line, not only to the west boundary of this location, but also nearly to the west boundary of the adjoining location, W 219, the total length being 2,731 feet, and also by repeated stripping I established the width as being nearly 700 feet upon the first location. The deposit passes over the top of a hill on W 218 where a number of blasts have been put into the ore body, showing the ore to be much purer than it was on the surface. Two diamond drill holes have also been put down in this deposit, but a record of the results is not obtainable. At the centre of the location, where I first detected the ore, it appeared to me to be of even higher quality than at the point where the work has been done, but whether this is the case will be demonstrated by the analyses. Here the Matawin river, which crosses these two locations, forms three falls, which, if properly dammed, could develop from 1,500 to 2,000 h.p. At the time of my visit the river was exceptionally low, owing to the very dry and hot summer, but every facility exists there for the building of an effective dam and one which would at the same time not be too costly. Following the strike of the iron deposits westwards, we now reach the location adjoining W 219.

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W 220, 80 acres. Although the dip-needle indicates the presence here and there of some small belts of iron ore, I could not locate any such deposits with sufficient accuracy to make it worth while mentioning them. It would, of course, be incorrect to make the bald assertion that there are none, since the swamps, fallen trees and other obstacles prevented a very close examination.

W 221 and 222 together comprise 320 acres. These two locations must be considered together, because the iron deposits on them are common to both. It is upon these two claims that the greater part of the prospecting work in connection with the Matawin range has been done, in sinking pits, stripping and diamond drilling. There is no doubt that the largest deposits of iron ore yet known in this country are on these two claims. The quality is, of course, not entirely uniform. Some are more silicious, some far less so; some are banded with jasper, others appear to consist of nothing but jasper bands. Most of the ore, however, is of a comparatively good quality, solid and dense, with a slaty structure, and is the only ore on the whole range which has been changed into a martite. This change has taken place most probably through the heat produced by pressure, and the heat produced by intrusive eruptives, but always in conjunction with the presence of air as an oxidizing agency. I have already mentioned the size of the largest deposit on these locations.

In the maps accompanying my general report I shall show the workings, consisting of pit-sinking, trenching and diamond-drill holes, giving the locations of all the work done. Enough has been said concerning these claims to prove that they are of considerable importance, not only on account of the magnitude of the deposits, but also because their favourable situation and their massiveness would ensure cheap and easy mining.

These two locations mark the most westerly point to which my examinations of the present year have extended. My reason for not pressing still further west, where there are yet a great number of deposits, was that the canoe routes were so poor this summer that I would have lost considerable time in packing from place to place.

Shebandowan River District.—I returned, therefore, to the Shebandowan River district, where a number of locations had to be looked over upon which, I understood, iron ore deposits existed. After a diligent search upon some of the most promising claims, I succeeded in finding some high-grade magnetite, intermixed in places with bands of jasper. The claims upon which I found this were R 476 and R 484, the first containing 160 acres and the latter about 180 acres. Here I stripped several places for a width of from 40 to 60 feet and was able to follow the strike of the deposits over the whole width of R 476 and into the adjoining R 484. Farther west, on R 471, R 470 and R 478, the iron contents diminished and the jasper increased.

The Shebandowan river has a fall of several hundred feet from its source at Shebandowan lake. This lake is 20 miles long, and Kashaboiwe lake, which empties into the former, is about 10 miles long. Both of these lakes are in places several miles wide, and have a large drainage area, forming the best reservoirs imaginable. Besides these two rivers, the Kaministiquia Power Company, from their development at Kakabeka falls, could probably spare from 5,000 to 6,000 h.p. for some time to come, and could easily develop 10,000 additional, if necessary, so that we are assured that there is plenty of power available for electrical purposes.

The country in the vicinity of the Matawin as well as of the Shebandowan rivers is well wooded with good sized jack pine, spruce, birch and poplar, from four to eighteen inches in diameter, enough to last for many years as a source of supply for building material or as wood for charcoal burning.

In normal years a number of fairly large creeks drain the country and from these, in addition to the supply from the other two larger rivers, sufficient water could be obtained for all purposes.

A considerable area of these lands could be utilized agriculturally. The hill-sides and the valleys extending between the ranges of hills are in many places covered by

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glacial drift, consisting of a fine, sandy loam or clay, and often having considerable depth of fertile soil.

Atikokan River district.—Having completed my work on the Shebandowan, I moved my camp on October 1 to the Atikokan river, at the point where it flows out of Sabawe lake. From this as my base, I visited the iron deposits along the Atikokan, on E 10, E 11, R 400 and R 401, of which the first two are now better known as the mine of the Atikokan Iron Company. Considerable surface work has been done here, elaborate and roomy buildings have been erected, machinery for crushing the ore is installed, and arrangements have been completed for loading the crushed ore into railway cars and forwarding it to Port Arthur. The hoisting engines and air-compressor are almost completed, and the warehouse, blacksmith shop and washing and bathing-house are nearly ready for use. In addition to these, there are two large structures, one for use as a sleeping house and the other for a dining camp and offices. Actual mining has been done on only a very small scale, the work consisting of the partial widening of an old tunnel, probably for the purpose of making room for actual mining operations. This work was finished during the early part of last summer, but since then nothing has been done that would indicate any preparations for immediate commencement of active operations in order to take out ore to feed their blast furnace in Port Arthur.

Although I had already a thorough acquaintance with these locations, I once more examined very minutely the ore deposits, which consist of a large dyke of norite containing lenses of pyrrhotite and magnetite. It is undoubtedly the case that they might be able for a year or two to mine sufficient ore for their works, but after that it will be hunting for a needle in a haystack. Further, it is doubtful whether they will be able to eliminate all the sulphur from this ore, it being extremely dense and heavy, except by pulverizing it very fine and applying an intense heat.

Two miles down the river, on locations R 400 and R 401, some prospecting work was under way at the time of my visit. A few trenches had been cut into the top of the dyke and a tunnel continued. This, however, revealed nothing better than had already been shown up on E 10 and E 11.

Diamond drill work has been done on all these locations years ago and during the prosecution of the work I either sampled the cores and tested them, or made the plans of the drill holes, with the exception of a few holes drilled in a location situated further east. I, therefore, am well informed not only as to what I can learn from the surface, but also as to the contents of the interior of the dykes. My paper with its illustrations on 'The Genesis of the Atikokan Nickeliferous Pyrrhotite Deposits' gives a true picture of what they really are.

After completing the examination of these locations, I broke camp on October 15, and before abandoning the field work I made a trip to the south of Port Arthur, for the purpose of examining the rock formation, &c., in some localities along the shore of Lake Superior. During the course of this trip I experienced a bad shipwreck near Point Brulè, in which I lost a number of my instruments and, I am sorry to say, all the photographic films from the Atikokan mine and other places.

On October 18 I arrived home.

Loon Lake District.—At the beginning of this report I mentioned that I had first of all examined the Loon Lake hematite deposits. My principal reason for this was that these iron deposits had created a considerable amount of interest at the time, and I wished, therefore, to be prepared in case you or any others of the department in Ottawa should ask for information about them.

My previous judgment in regard to these iron deposits, made in years gone by, when they were first revealed during the height of the silver mining boom, was simply confirmed upon revisiting them after considerable additional work had been done upon the deposits.

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The locations that have been most recently developed are those of Mr. R. McConnell, of Ottawa, and Messrs. Wiley Bros. and R. Flaherty, of Port Arthur. They consist of the southeast quarter of section 8, concession 8; the northeast quarter of section 9, concession 8; the southwest quarter of section 8, concession 7, and the west half of lot 1, all in the township of McTavish. On the first three the iron ore is very shallow and of low-grade. From 0 to 6 feet of ore can be observed in the shafts, of which there are about 16, and in two diamond drill holes. The conditions on the western part of lot 1 are somewhat different. Here the ore is a little more massive and of greater extent, and in addition to this there exist nests or pockets of high-grade ore through the deposit.

Although these hematite deposits are of but little commercial value, they are, however, of considerable importance as being excellent indications of what we may expect to find in the deeper basins where the Animikie rocks occur in greater thickness. Such is the case south and southwest of Port Arthur, where these rocks are in places probably 3,000 feet in depth. When, therefore, we consider that these rocks are absolutely identical with the iron-bearing rocks of the Mesabi, and that the same conditions which are found on the other side of the international boundary line exist identically on other portions of our range, we can readily comprehend the importance of all these indications of potential wealth in iron ore, scattered over the whole of the district where the Animikie rock formation is found.

These rocks consist chiefly of siderite, ferruginous chert or a cherty iron carbonate, and are of Pre-Cambrian age. They are distributed over a considerable area, comprising about one million acres, and they rest principally upon the Laurentian granite, or lean upon or against the margin of the Keewatin, and are intruded by gabbros, diorites, granites and diabase, and overlaid by the so-called slates, former ash-beds, and the rocks of the Nipigon series, while the whole of this rock area has been covered by an overflow of diabase.

In the vicinity of Loon lake, out of the twenty or more locations that I examined, very few are well wooded, except in swamps, where we sometimes find good sized spruce, cedar, poplar and birch, with an occasional sprinkling of jack pine.

Water is found abundantly in lakes and little creeks throughout the entire region, which is broken and hilly, but has a general slope towards the south, in the direction of Lake Superior, that is, of Thunder Bay.

Respectfully,

F. HILLE.

REPORT OF MR. J. E. WOODMAN.

Preliminary Report on Iron Ore Deposits of Parts of Nova Scotia, by J. E. Woodman.

DR. EUGENE HAANEL,
Superintendent of Mines,
Ottawa.

SIR,—In accordance with instructions from you under date May 26, 1906, work was begun on May 30, upon an investigation of the iron ore resources of the province of Nova Scotia, and continued throughout the field season. Short trips are being made also at favourable times through the winter. Besides myself, the party consisted of Mr. F. H. McLearn during the summer, and Mr. J. B. Morrow until July 1, succeeded by Mr. F. A. Grant for the remainder of the time. These were all fourth-year students in the School of Mining and Metallurgy of Dalhousie University. Additional temporary service was secured when necessary, in some instances furnished by the cor-

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porations or individuals controlling the mining areas under investigation. I desire to take this opportunity to express appreciation of the unfailing courtesy of all those who have been appealed to for aid or information in connection with this study.

I.—GENERAL.

PRACTICAL AIM OF THE WORK.

Your instructions have emphasized the importance of conducting the examinations with a view to furnishing information directly available for the practical iron worker and the public. This has been the aim throughout. In one or two instances considerable time has been spent upon the pure geology of a district, but only where the productiveness of the region depended largely upon the rock structure. The Torbrook basin is a notable illustration of this.

SCOPE OF THE INVESTIGATION.

A glance at the widely scattered literature upon the iron ore resources of the province shows that already too much superficial examination has been made, and too little detailed study to be of marked value to the public. In the present instance instructions were given to make as complete a survey of the deposits of Nova Scotia as the field work of the season would permit, and to take first those which are favourably located as regards transportation. The evident intent was that those deposits should be first studied which are now, or are likely to become in the immediate future, commercially important. In attempting to carry out the spirit of these instructions, it was deemed advisable to go into as much detail as possible in a few districts, to the end that the information gained might be substantial; leaving other areas for possible future study. Another consideration influenced the choice of districts, namely the occurrence of the ore; and the attempt was made to give each of the varieties of ore and types of formation present in the province a share in the study. In addition to this detailed work other districts were visited briefly for comparison and general knowledge, but of these no specific report will be made at present.

The districts covered (1) the Torbrook-Nictaux and Clementsport basins; (2) some of the North Mountain trap occurrences; (3) the deposits between Windsor and Truro; (4) the Cobequid Mountain iron zone, from DeBert river westward; (5) Brookfield; (6) Arisaig; (7) Whycocomagh; (8) Barachois, the last two in Cape Breton. That important deposits were left until a later time is true; but selection had to be made, as part only of the total number of occurrences of iron ore could be examined in one season. Each of these, beside having a past, present, or possible future importance, is characteristic of one or more classes of deposits; and a brief review of the field conditions, at the end of this summary, will serve to indicate perhaps why there are not more deposits in Nova Scotia that have been proved to be extensive and of high iron content.

CONCENTRATION OF IRON INTERESTS.

The question naturally suggests itself in connection with any inquiry into the iron ore resources of the province, what possibility might arise of establishing other smelting centres besides those at Sydney Mines, Sydney and Londonderry. It is, therefore, profitable to see how the ore localities group themselves geographically. A natural division, based upon proximity of situation and ease of transportation, would be (1) a western section in Annapolis and Digby counties, with Annapolis as the centre; (2) a west central section, with Londonderry as the centre, draining Kings, Colchester and Cumberland counties; (3) an east central section, with its centre in or near the Pictou coal field; (4) an eastern division with its centre at Sydney and

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Sydney Mines. The last would drain all the Cape Breton ores now known, unless some of them unexpectedly develop sufficient size to warrant the erecting of separate smelters. Arisaig, in Antigonish county, would be accessible to the eastern centre by water, or to the Pictou county centre by a short rail haul. Of these two routes the former is already in existence, the latter may or may not be feasible in the future. The body of iron ore present at Arisaig has led its holders to hope for the erection of a local smelter in the future. Only the most thorough underground exploration of the field can determine whether this would be advisable.

Finally, the question is at least worth consideration, whether it may not be possible at some time to use Parrsboro, on the Bay of Fundy, as a central smelting and shipping point, bringing to it both the Cobequid ores from Londonderry and elsewhere, the bedded ores from Annapolis county, and others from small centres within reach, and using Cumberland county coal. The possibilities of extension of development of the latter are very considerable, and there is little doubt but that sufficient supply can be got for any scale of metallurgical operations likely to arise in that part of the province.

BOUNTIES TO IRON ORE MINERS.

In this connection, it may not be amiss to note one feature brought out by the season's work. It appears likely that large deposits of such grade as to become smelting centres are few in this province. Small deposits, both of high and medium grade iron ore, are numerous. Others are of such size and value as to require but a slight encouragement for their owners to open them up, selling the ore to one of the existing smelters. If one or more new metallurgical centres should start up in the future, the possibilities along this line will be materially increased.

The encouragement which small and isolated deposits require is a selling price that will bring their owners some profit. At present there is no inducement for the small owner to carry his raw material to the smelter; for, in spite of a bounty on pig iron and steel from native ore, competition with foreign ore favours the latter. While all the direct financial aid goes to the iron master, the initiative in seeking native iron ore will be left largely with him. If, as at present, he is moderately well satisfied with the conditions of supply, he will not offer enough for native ore to give the producer any appreciable part of the profit which the bounty should insure.

If, on the other hand, a cash bonus be paid directly to the iron miner, he will be stimulated himself to offer his wares; and the result will often be a bargain from which both parties should derive profit. Without in this place elaborating upon the theme, the conditions in the field indicate that what is needed to stimulate the owners of small iron deposits to activity is a bounty, federal or local, so framed as to insure that they shall receive a fair proportion of it. Steel men themselves have expressed the opinion that the new plan of increasing slightly the present bounty on the manufactured product will be no more stimulative to the country than was the old. Under the existing method, any bounty paid goes to enrich the stockholders of iron and steel companies; under the system here advocated, the money would stand some chance of being distributed, in moderate amounts, among a class needing it sorely.

TITLES TO IRON LANDS.

In Nova Scotia two systems obtain, under which iron ore is held at the present day. It is impossible in a preliminary report to go into the legal aspects of the case, but mention is made here, that anyone interested in iron ore may be on guard against the complexity of the titles in many places.

In some parts of the province, where the land is held under grants prior to 1808, the iron ore goes with the land, and title to the ore must be sought from the present owners of the land instead of from the Crown by lease. In other regions, practically

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all the iron is reserved, and license to search or lease must be obtained from the Crown, through the Commissioner of Mines at Halifax. The former status obtains especially in the Nictaux-Torbrook, Clementsport, Londonderry and Guysboro districts entire, and in large areas in Antigonish, Pictou and Colchester counties.

In some places Crown grants (especially 'soldiers' grants') alternate with land in which the iron is reserved to the government, in a most bewildering manner; and it is a delicate matter to steer so straight as to secure options from all owners of iron ore and only those, and to lease from the Mines Department all the rights properly belonging to the Crown. It is easy to let the two systems overlap, and much confusion results. The Arisaig district is a case in point.

A common method among local promoters, for gaining control of the iron ore when its title goes with the land, is to secure an option from the owners, paying a small deposit, say \$100, the remainder to be paid upon sale. Cases are commonly reported to have occurred in which the owners, after waiting a considerable length of time for the first bonders to put through their 'deal' and consummate the purchase, have yielded to the persuasion of a later adventurer, and rebonded the iron for the payment of another hundred dollars. Thus the difficulty of a final purchaser in securing clear titles is rendered very great, and what otherwise might result in a large transaction may fail through discouragement.

Unfortunately, it is to the interest of any 'promoter' to get an option upon such properties lacking a time limit; but it would seem to be entirely to the interest of any land and iron owner to require a time limit, and to adhere to it rigidly. Thus, should the scheme of the first bonder fall through, the owner can rebond with a clear conscience, and no probability of becoming involved in litigation at some later time.

LEASING FROM THE CROWN.

Assuming that the information contained in the report is largely for those outside the province, the following is a general statement of procedure in acquiring rights to iron ore reserved to the Crown.

The districts are divided into 'areas' of five square miles each, in shape 2.50 x 2.00 miles. If no areas have been previously located in a district, they will be located by the Mines Department at Halifax in such situation as to suit the applicant.

'License to search' may be taken out for these areas. For this purpose and for leasing, each area contains five 'rights' of one square mile each. The applicant must, on or before the expiration of eighteen months after issue of his license, take out a lease for a square mile, locating it at any part of the property he chooses. If he has taken out the full number of 'rights,' five, this exchange of search rights for leases continues at intervals not greater than eighteen months, until the whole area is under lease. On the other hand, the applicant may lease the whole at one time if desired. Should he not have taken out all five 'rights to search,' a new applicant can take up the remainder, and the latter's 'rights' are convertible into leases after those of the earlier applicant have been used up. It thus requires seven and one-half years to fill out an area with leases, provided advantage is taken of the maximum time limit in each of the five cases.

The cost of a 'right to search' is \$30, or \$15 for the area. This is a fixed cost, and no additional payment is required in the course of conversion into leases, except the lease price. Leases cost \$50 per square mile for the first year and \$30 per square mile thereafter. The lease runs for twenty years, but is subject to three renewals, so that an operator may control iron lands from the Crown consecutively for eighty years.

II.—DESCRIPTION OF DISTRICTS.

NICTAUX-TORBROOK BASIN.

This, in many ways the most important of the iron districts of the province, has been in part described recently (Fletcher, H.—Geol. Survey Canada, Summary Report

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for 1904); and to this the inquirer is directed for a map of the district, pending the issue of the final report by the Mines Branch.

The 'basin' is structurally either a large syncline or a succession of smaller folds, the axes of which run approximately N. 55° E. to N. 60° E. The eastern extremity of the ore-bearing portion, as far as known at present, is between Saunders brook and Fales river in the western part of King's county. Westward the ore-bearing horizons run for seven miles until, west of Nictaux river, they are cut off by a long tongue of granite which projects from the main mass to the south, northward beyond the zone occupied by the iron beds. Beyond this granite tongue, which is a mile broad, the iron-bearing beds again run a short distance westward toward Annapolis, being permanently cut off near Paradise river by a northward projection of granite. This area, however, is small and has but a few isolated pits, and little is known of its iron contents.

The general arrangement of the iron ore in the main basin may be seen by reference to the map aforementioned. It is possible here only to call attention to a few characteristics of the ore, the information being fragmentary and merely such as may be of immediate interest.

The iron ore is interstratified, having replaced limestone beds. The Leckie bed, at the Leckie mine pinches out toward the west, and also in depth. This has been referred to locally and in literature as a fault—the 'flat break.' There is no fault. The foot-wall swings south against the hanging wall, which increases its dip somewhat. The whole resumes below its normal dip of 65° S.E., but the walls do not reopen to hold ore. This is a characteristic structure in the region, being merely an exaggeration of the 'roll' structure found farther west, and is important in any judgment of the mining possibilities there.

The ore in the Leckie mine, now closed down, has been regarded as irretrievably lost. This, however, may not be the case. A cross-cut and bore holes south from No. 3 level in this mine seem to indicate a syncline, with its axis 90 feet south of the Leckie bed. Traverses of the streams which give transverse sections of the basin, although not as yet plotted in full, indicate a possibility that there are a number of subordinate folds, instead of one large and very deep syncline.

The bearing of this upon the probable occurrence of ore in the basin is very direct. In the first place, the Leckie ore is thus likely to be found at the bottom of the northernmost syncline, perhaps in a thick trough. Secondly, the two important ore beds—the Leckie and Shell veins—instead of outcropping once on either side of the basin, may be brought to the surface in the valley of Torbrook river several times, but covered by drift and alluvium; and will nowhere be so deep as would be the case in a single large fold.

The main workings at present are at the Wheelock mine, on the Fletcher Wheelock property, and close to the Nictaux-Torbrook road. A railroad now connects this mine with Wilmot. The shaft is on the slope of the Shell vein, here a brown magnetite. The Leckie bed to the north is opened by a cross-cut, but not worked. A very characteristic structure is the rolling of the ore, the pitch of the roll being approximately 12° E. The thickness varies from six feet in places where the dip is regular, to eighteen or more on the rolls. These rolls may explain the great apparent increase of thickness in some of the published and unpublished sections of drill holes in this basin.

The Wheelock mine is evidently to be the centre of activity for some time, and is capable of being developed into an output of several hundred tons per day. At present the Annapolis Iron Company, which has recently purchased the property, is shipping about 150 tons per day to the furnace at Londonderry. The iron content averages well up in the forties at the present time.

Prospecting west from this mine, in part recently done in connection with this investigation, shows that, although the ground is slightly faulted, perhaps the best ore in the basin lies here. The zone covered by this would extend from the Wheelock

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mine west to the Bloomington road. All this is practically virgin territory. West of here the ore deteriorates downward, losing iron and gaining in lime rapidly within a few feet of the surface.

Of the south side of the basin little that is new can be said at present. The ore is almost entirely a black magnetite, largely too siliceous for economical use, except perhaps under such peculiar conditions as attend the smelting at Londonderry, where ankerite is used as a flux.

The Torbrook-Nictaux basin is at present the most promising iron field in Nova Scotia. Its country is open, transportation is easy, a fair water-power is accessible in Nictaux river on the west, and an abundance of hardwood timber grows within reach by rail some miles to the south. It needs, however, a thorough and systematic prospecting, of a kind which it has not yet received. There is no other deposit in the province in which the diamond drill could be used to such advantage.

Much of the ore is magnetic, and a magnetometric survey would benefit the district greatly. The dips of the rocks are high and the iron ore occurs in narrow beds instead of lodes; and the glacial drift is in places deep. Nevertheless the topography is not adverse to magnetic surveying, and an ordinary dip needle has been able during the field work to aid considerably in locating beds. I would respectfully recommend this as a field for future magnetometric study, as yielding probably an unusually large amount of information by this means.

In trailing the iron beds of the region by means of 'float,' it is well to remember that, while the glacial ice came first from the north, there was at the last a strong movement from the south; and here and at Clementsvalle the dominant transportation was from that direction, so that 'float' lies to the north of the outcrops.

Nictaux river would furnish a few hundred horse-power, with proper storage; enough to run a fair-sized mine. In the country to the south is much hardwood, chiefly owned by one of the large lumber companies. There is no wood on the property.

CLEMENTSVALE.

From a point slightly west of Annapolis, westward to another southeast of Digby, and about four miles west of Bear river, a small basin of fossiliferous rocks extends, similar in age and character to part of the Torbrook-Nictaux area. Iron ore occurs in at least one place, as a stratified bed of fossiliferous magnetite precisely similar to the ore on the Ward property west of Torbrook. This bed is cut by an open trench on the west side of the road from Clementsport to Clementsvalle, and a few hundred yards north of the east-west highway through Clementsvalle. In the first half of the last century a small smelter at Clementsport was fed with this ore, and produced some high-grade iron. The open cut has been so long in disuse that a fresh face of the ore is difficult to get.

On the west the country is swampy, and the vein has not been traced. It is said to cross Deep brook, but has not been opened. On the east of the cut the ground rises somewhat and the surface drift is thin. It should be possible to trace the vein in this direction with little difficulty.

Ores of this type have greater continuity than those of any other represented in the province; and as the structural horizons which hold the Clementsvalle bed are themselves apparently continuous for a considerable distance, there is possibility of finding the iron ore for some miles east and west, making by itself a mining proposition of no mean size.

This is another instance in which the magnetometer would be of great service.

NORTH MOUNTAIN.

The North Mountain range runs from Blomidon on the east, along the north side of the Cornwallis and Annapolis valleys and St. Mary's basin, to Brier island on the west.

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Iron ore is found more or less throughout this distance, in isolated situations in the volcanic trap. The ore is chiefly magnetite, in the form of stringer veins and pockets, often associated with minerals characteristic of the gas cavities in the lava. It is sometimes of high-grade, and free from phosphorus and titanium. But the amount in any one pocket is not likely to be large, and there is no encouragement to mine it, except as bounties and a western smelter may possibly offer inducements at some future time. There has been nothing in the history of the trap to segregate the iron into large, well-defined bodies; so that it is separated into many masses ranging from a few tons to perhaps a few thousand.

Most of the localities are between Digby Gut and Brier island.

WINDSOR TO TRURO.

In several parts of Hants county occur what appear to be isolated pockety deposits, in part hematite, in part 'bottle' and other forms of limonite. Some of these have been exploited in past years, but all have been long idle, and accurate information about them is difficult to get. They occur chiefly in the Devonian, near the contact of the lower Carboniferous; and are the first or most westerly representatives of a type of deposits that extend intermittently for many miles eastward, in Hants, Colchester, Pictou, Antigonish and Guysboro counties. As a whole these deposits are most exasperating, often being good to the extent of a few thousand tons, but stopping short when most wanted. The history of Brookfield and of the Pictou county ores is proof, however, that there are occurrences of large size and good value. In the whole extent mentioned, a great amount of iron ore occurs in these contact deposits; and their value depends upon their size, and upon the encouragement to mine them.

In the country under consideration, the following is a list of the chief localities: Clifton, southwest of the village of Old Barns (see Truro sheet No. 57, of the geological series of the Geol. Surv. Can.); Selman, southeast of the village (Noel sheet 64); the shore east of Cambridge (Walton sheet 74); and much of the country along the contact, from five to eight miles southeast of Cambridge, especially the Goshen, Lantz and Tomlinson mines. These last are in a district chiefly characterized by manganese, and are heavily manganiferous.

BROOKFIELD.

This is another of the contact deposits, upon which considerable work has been done, in earlier years by the Nova Scotia Steel Company, and of late by contract, the ore being shipped to Londonderry.

The ore is a limonite, in part 'bottle ore.' It is to be found within a short but varying distance of the contact between the Devonian and the lower Carboniferous, lying in the former. The contact is sinuous; and from the distribution of the ore, it appears that the latter, while associated in a general way with the contact, follows a certain zone of beds which run east and west. Thus it should be met for several miles to the east, as the contact follows this direction for three or four miles. Indeed, drift iron ore is traceable throughout this distance, although the bedrock has not been prospected with any degree of diligence.

The ore lies in irregular veins and chambers, and in at least one instance as a direct replacement of a limestone bed. Its grade, as shipped at present, is well up in the forties.

THE COBEQUID RANGE.

The iron ore on the north side of Minas basin occurs under three widely different conditions: (1) in a long, narrow zone in the Devonian, in a general way following the contact with the lower Carboniferous on the south but not intimately associated

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with it; (2) in various other parts of the Devonian, apparently having no connection with contacts of any kind; (3) in the Triassic trap close to the basin.

Of the last named, the only good example noted is on Gerrish Mountain, one-half mile west of the Lower Economy post office (see Five Islands and Tenny Cape, sheet 76). The ore is a segregation in the trap, in the form of magnetite, partly massive or crystalline, part specular. The amount of dump shows the pocket to be a large one; but, like the similar ones of the North Mountain range, it is isolated.

Many cases occur, of iron ore in the Devonian rocks which lie on the south flank of the Cobequid granites and syenites, and unassociated with any special structural feature of large size. The westernmost ones are almost at the extreme westward end of the range, in a brook emptying into Advocate bay (see Apple River sheet Nos. 100 and 101). From here eastward detached occurrences may be noted clear into Pictou county. They are largely specular hematite, in part hydrous, so that their powder is brown. None of them have as yet shown promise of permanence, and in general they are mere stringers, like those in the pre-Cambrian of central Cape Breton, to be described later.

A few instances are to be met, of small deposits near, if not associated with, the contact of the Devonian and the lower Carboniferous limestone or Windsor series. Two localities are north of Partridge island, and southwest of Clark Head (see Parrsboro sheet 83).

The ore associated with Carboniferous conglomerate is first found on the west at East River of Five Islands, near where the Carboniferous itself ends, and close to the contact on the northern side of the latter. This conglomerate formation extends thence eastward across the Economy River sheet No. 76, the Londonderry sheet No. 63, and into the Earltown sheet No. 58, stopping south of McKenzie Settlement. East of this are isolated patches only. The total length of this formation between the two points named is 42 miles.

As far east as West Branch of Big Bass river, the strip of Devonian between the Carboniferous and the igneous rocks of the Cobequids is but a fraction of a mile broad, and few occurrences of iron ore are to be noted. Thence eastward, however, for many miles, the conditions are more favourable for iron ore; and from a short distance east of Portapique river to DeBert river, it is known in considerable quantities. The Londonderry Iron and Mining Company owns or controls a large part of this territory; but there is ground west of the former river and east of the latter, in which iron ore should be found under the same circumstances as those at and near Acadia mines and East mines, the two centres of activity on this range. This condition of occurrence is mentioned because of the aid it may furnish in exploration.

The distance from the contact of the zone carrying the iron ore varies widely. This is because the contact is sinuous while the ore follows somewhat closely a certain set of beds. These are in part siliceous, but chiefly limestones; and all the evidence points to limestone as the ultimate seat of the ore deposition. The ore-bearing zone is usually most easily followed along the hills, disappearing at the brooks which cut across the rocks.

The ore is chiefly in the form of limonite, specular or massive or earthy in different parts. A small amount of 'bottle ore' occurs, and in one place a considerable deposit of earthy red hematite of high grade. In addition to these siderite (carbonate of iron) occurs in places, especially at East mine; and ankerite (a carbonate which is half lime, and half iron and magnesia). In many instances where there is no limonite, ankerite is found; and it is only a question of favourable opportunity, whether it has or has not been converted into the former. Thus the presence of this ankerite is regarded, from here eastward into Pictou county, as a favourable indication. It looks at times so much like the carbonate ore, or spathic iron, that it may be difficult to tell the two apart. The spathic ore seems not to occur much by itself.

Whether the greater development of mining in the central part of the region is due to wider and better ore there, is by no means certain, but is probable. The con-

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ditions favouring the deposition of the iron seem to have been more or less limited on the east and west, and would be naturally better near the centre of the country affected.

But the presence of the ore depends, not alone or even especially upon the proximity of this contact, but upon (1) favourable strata, and (2) certain ruptures which occurred in the strata during the formation of the Cobequid mountains. Wherever these two factors are in conjunction, the chances for finding iron ore are good. It may be well to note in this connection, that ankerite and associated ore occur to the eastward in Pictou county, at and near the contact of two formations within the Devonian, and far from either intrusives of Carboniferous strata. These occurrences have not yet been shown to be connected.

The ore zone is trailed along the hills east and west by the character of the soil, and by the 'float' of ankerite or of iron ore. In the cross brooks, the presence of the proper rock zone can often be detected, where neither ankerite nor iron ore is present, by the decomposed and shattered condition of the rock, and the character of staining. In some places, as the section in Folly river, ankerite in abundance is found in the brook beds.

Several of the streams in the south side of the Cobequids have considerable power at times; but the best of them are rivulets in the dry season, and none have good natural storage. The ranger of the Londonderry Iron and Mining Company states that on the company's property, which does not comprise by any means all of the mountain crest, are 18,000 to 20,000 acres of good timber, about 40 per cent hardwood, chiefly beach, birch and maple.

The company, which thoroughly altered the smelter four years ago, makes an exceedingly good grade of pig iron, the ores used being the Londonderry limonite, Torbrook hematite, an occasional lot from Brookfield, and siderite and ankerite. The last serves also as flux, being all that is employed; and its iron contents enable the use of a lower grade of ore than would be possible with a limestone flux. On account also of this flux, it is feasible to use a high silica iron ore upon occasion. The Londonderry ores are not high in phosphorus, while those from Torbrook are. Sulphur may be troublesome in the former, and in certain openings, as those at Cook's brook, it has become too plentiful with depth, vitiating the ores.

The concentration of the ores in the Londonderry zone seems to depend more closely upon present topography than in any of the districts mentioned earlier. The ores grow rapidly lean downward, iron being replaced by ankerite generally, very little below the level of the deeper brook valleys; and these deposits must depend for their life upon their great surface extent east and west, rather than upon any permanence in depth.

ARISAIG.

This is a district, like Torbrook and Londonderry, of considerable extent. It is situated in Antigonish county, northwest of the town of that name and directly on the sea coast (see Cape George sheet 33, and Antigonish sheet 34). The ore-bearing ground as now known extends from one-fourth of a mile west of the Antigonish-Malignant Cove road on the east, to Arisaig pier on the west, a distance of 5.5 miles.

The ores are of three classes: (1) discontinuous and indefinite hematite veins in igneous rocks; (2) bedded hematite in rocks of Silurian age; (3) ore bodies, chiefly hematite and bedded, in rocks of greater age and occupying the high country to the south. Of the last, a few occurrences are of veins similar to the rest but traversing the strata slightly, and one is a black and feebly magnetic ore.

The country is made up of strata striking northeast to east, and dipping nearly vertically. The younger of the two rock series, occupying the region from the shore for a half-mile inland, contains little ore so far as known, and away from the shore has no intrusions except at the eastern end, near Malignant cove. The older series is

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injected, particularly toward the east, with many masses of igneous rock, which have in places seriously interfered with the continuity of the iron ores.

The intrusions show here and there small deposits of hematite, containing a few hundred or possibly a few thousand tons. Their lines are irregular, and their continuity has not been shown to be great in any case thus far. Two such pits are opened a quarter of a mile from the shore, on the farm of John B. McNeil, the ore being visibly very siliceous near the margins.

The second type of ore occurrence finds representatives in the 'Trunk Road mine,' and a cut on Ross brook to the east. These are a quarter of a mile from the sea, nearly opposite Arisaig pier, and were worked slightly by the Nova Scotia Steel Company before their acquisition of Bell island, Newfoundland. The ore is a bedded hematite, replacing a limestone and with some fossils. The two openings on opposite sides of the 'Trunk Road' give two feet of good ore. On Ross brook, a few hundred yards east of the other, is a cut in similar ore, the bed being perpendicular in both cases. The two are nearly on the same range, and it is possible that they are the same. Ore of this character should 'carry' for a considerable distance on the strike; and although these are the only occurrences known in the Silurian strata, it might be because there has been no systematic prospecting for more. What has been discovered thus far is too thin to work by itself.

The remaining class constitutes the really important portion of the field. The ore is in bed-like bodies, in most cases at least, parallel with the stratification. The dips are both south and north, but prevailingly the latter; and change in the same bed in the vertical sections exposed by cuttings on the mountain side. In one of the cuts on the hillside west of the first or east branch of Doctor's brook, an anticlinal folding is distinctly visible, the iron ore itself going across from one side of the saddle to the other. If this were discovered to be more than a local corrugation, its importance would be great; for the beds should then be duplicated in a north-south traverse. But there is as yet no evidence that such is the case.

The easternmost openings of the main part of the district are on the property of Duncan McKenzie, 3,200 feet east of the east branch of Doctor's brook. At least two 'leads' crop out here. The ore is all siliceous, some parts more than others. The beds should be continuous for some distance, but the country around is invaded by many intrusions, large and small.

The next exposures and cuts to the west are on the two sides of the east branch of Doctor's brook. The ground here, or immediately to the west, has been faulted, and it is impossible to match the ore beds with those on the next brook west. Five pits are opened on the east side, on at least three beds, and six pits on the west on at least four beds. Most of the iron runs very high in silica, if one may judge by its appearance.

One pit has recently been opened not quite halfway between Doctor's brook and Iron brook on the west, showing four feet of fair ore, clean and less siliceous than in the openings to the east.

The next cuts are on Iron brook, the branch of Doctor's brook next west. The distance between the two brooks is 2,000 feet, and that in which no ore has been opened, 1,000 feet. None of the beds here can be correlated with those east; on the other hand, similarity of ore, especially in two of the bodies, leads to the conclusion that the beds are continuous from here west for at least 5,400 feet.

One of the two, so different from all the others as to be easy of distinction, is the Tunnel lead. It is not met east of Iron brook, but was worked in a small way by contract for the Nova Scotia Steel Company in the country between this and McInnes' brook on the west, and opened on the west bank of the latter. Beyond this it has been cut in at least two places, the westernmost being on the property of John McPherson. The ore is 'oölitic,' the particles being moreover segregated into pebble-like form, the matrix between being slate or a massive fine-grained hematite. The whole is locally called 'kidney ore,' but is entirely unlike the variety of limonite

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which is everywhere given that name. On Iron brook it is so stringy and impure as to be unworkable.

The ore is still very siliceous, quartz grains being visible in some of the openings. The two southern openings, one on either side of the brook, show some fair ore, mixed, however, with poor. The better of the two, on the east side, is 15 feet wide, with a parting of one foot of slate five feet from the north wall.

The ground here has been somewhat faulted, but not to such extent as to displace the leads far.

A number of pits have been sunk between Iron and McInnes' brook, especially in the western half; and a combined open cut and tunnel on the 'Tunnel lead' for 1,100 feet represents the only serious attempt at working these deposits. In this ground three more leads are very persistent. Besides these there are probably two more. The southernmost bed is extremely high in silica wherever seen. The 'Tunnel lead' runs from three and a half to six feet. The workings are so shallow that a tunnel driven from McInnes' brook would leave much ore still overhead. The other lead is coarsely oölitic and rather siliceous. The pits near the east branch of McInnes' brook, which may prove to be on additional leads, show too little to be of aid in determining their availability.

A short interval of unprospected ground separates the two branches of McInnes' brook. On the west side of the west branch, six openings exhibit four beds, the northernmost being the 'Tunnel lead,' opened for a few feet in prospecting by the Nova Scotia Steel Company. The southernmost is probably the coarse siliceous lead already referred to and is much like the eastern occurrences. The former gives five to six feet of ore here, between irregular walls. The lead has been pinched and somewhat faulted, but comes in again on the west of the disturbance. The other leads are moderately siliceous and show some sulphur, being the first ones thus characterized. One of them gives eight feet of ore.

The next openings west are on Gillis' brook, a few hundred feet west of the last, but 2,000 feet north. Here are two leads, too irregular in contact to regard as well established. The ore itself is fair, but not much is exposed at present. The presence of the leads is important, however, as showing that there are deposits far to the north of the main lines, and indicating the possibility of still others between.

The next opening west is 2,900 feet west of the west branch of McInnes' brook, on the farm of Dan Macdonald. The ore is black, feebly magnetic, and very siliceous.

On the two adjoining farms west, Alex. McDonald's and John McPherson's, are several recent openings, showing ore which on the whole promises to be less siliceous than that farther east. The 'Tunnel lead' is cut here, badly crushed and pinched; but this may be due to one of the local disturbances which characterise the region. Another of the pits shows 4 feet of moderately good ore, grading southward into 2 feet 4 inches of very siliceous iron ore. Another shows 4 feet of fair ore on the north, the north wall not being cut; and a 2-foot rock parting succeeded by 2 feet 4 inches of poor ore on the south. Another cut shows four feet of good oölitic ore, not siliceous in any part. Since the end of the field season, some new pits are said to have uncovered more ore, one 500 feet south of any previously opened. Opportunity has not yet been found to visit these new pits.

The Arisaig district has been treated in greater detail than the others, first because it is a large field, which has never received much attention in print, as have Torbrook and Londonderry; second because extravagant claims have been made for it, by many interested parties, and counter statements circulated that it is worthless. Both notions are extreme, as the following summary will show.

The leads throughout are nearly vertical, and the structure of the country indicates that they or the strata which they replace, will not blanket for a great depth. Their character makes it highly probable that at least in some instances, they are continuous for a great length on the strike; and they should be found a considerable distance west of the McPherson property. It is to be regretted that no drilling has

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been done in the district, for that would give direct knowledge as to the depth to which the ore may go. As it is, there is a total vertical section of between 300 and 350 feet, from the hill-top exposures to those in the lowest brooks; and the iron shows no change whatever, which might be due to topography. This question of depth should be proved at the earliest opportunity.

The western part of the field is better on the whole than the eastern, being freer from faulting and influence of trap intrusions, and the ore containing less silica. All the iron ore is moderately low-grade, probably never averaging above the forties in car-load lots. Some phosphorus may be expected. The field is a large one; and while there are parts which are hardly worth developing in the present condition of the iron industry, there are other portions which should yield enough to make a large and valuable proposition.

The real number of veins or beds uncovered is still problematical. On East Branch there are four, probably five, and the 'Tunnel lead' is not present. On Iron brook there are at least four. Between this and McInnes' brook there are four, probably six, one of these being north of the 'Tunnel lead.' The sections west of McInnes' brook show four at the south, and two on Gillis' brook; and the westernmost cuts show three, probably four. Of these, two at least should be workable at the west, and very likely a third. In tracing ore by 'float,' it is necessary to remember that the ice motion was from the south.

The exploring done thus far has proved singularly little for the time and money spent. A property of this size and importance is not a plaything and should not be taken up by men who will not, or cannot, do proper development work on it to prove its character, merely on the gambling chance of finding a purchaser who will pay the price of a mine for a prospect. A few thousand dollars well spent would prove beyond contradiction a minimum value which could then honestly be placed upon it. For thorough exploration, the proposing purchaser would even then be obliged to use a large force of men and spend a considerable amount of money. Mining itself should be moderately cheap and easy for a long time, because of the possibility of using tunnels and adits, avoiding pumping and hoisting.

Railway communication could be made with Antigonish on the south, or with Merigomish on the west; and survey has long since been made for this. Water shipping would be attended with some difficulties, as there is no harbour, and the gulf coast is very exposed. A breakwater-pier has been built at Arisaig, and some sort of shelter could be made, adequate to the protection of ore steamers. But experience thus far shows a strong tendency along this coast for protected areas to silt up, and at the present pier this has already progressed somewhat.

A considerable power could be had by proper storage of Doctor's brook, the dam being built well down toward the shore road; but it was impossible to get a fair measurement during the dry season, owing to the great shrinkage in the stream.

There is said to be a large amount of hardwood some miles to the south, but on the properties within the iron district, and for a considerable distance away, what hardwood there is is small and poor. Enough wood could be got for the few timbers required in running here, but none for possible electric smelting unless from some miles.

WHYCOCOMAGH.

The iron ores of Whycocomagh, Cape Breton, occur under rather diverse conditions. Those which have attracted most attention are located on the Craignish hills, chiefly not far up the side of Skye mountain and on its eastern end, near the shore at the head of St. Patrick's channel.

The rocks of this area, marked on the geological sheets as the George River Limestone series of the pre-Cambrian (see Whycocomagh sheet 15), are in part altered sediments, quartzites and schists especially. At the old iron ore openings on the

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Drummond areas, they are the former. The ore, here a magnetic hematite, occurs scattered over a considerable distance up and down a small brook. It does not replace any special stratum, is not bedded in form, nor does it follow any distinct line of fracturing in the rock. It appears, on the other hand, to be an irregular impregnation, which may yield a large tonnage, but is always uncertain. The appearance indicates that, properly followed, it should turn out a considerable amount of ore; but there is no evidence in it of stability of form or dimension. Thus its mining would probably be attended with some uncertainty. Nevertheless, like some other deposits on the same mountain, it belongs to the class which with proper encouragement, should be able to offer moderate quantities of ore at some central smelter.

On the same mountain are a number of other openings, mostly old, some hematite and some magnetite, and with a variety of shapes and surroundings. One or two look fair in quality, and their even contacts indicate possibility of permanence.

North of the village of Whycomagh are several occurrences of magnetite, chiefly in impure magnesian limestone of the George River series. They would not merit more than passing notice, had not they been used for the purpose of exploitation, in a manner which their value by no means warrants. In one instance 45 feet of ore was alleged, or implied, whereas a foot or fourteen inches would be a magnificent allowance for all that could be measured up, and this was visible for some ten feet. The country-rock is full of iron-bearing silicate minerals, from the alteration of which the iron was derived. Even were iron ore present in some bulk, under such conditions it would be ruinously high in silica. There is no regular iron ore formation north of Whycomagh, as far as discovered.

Five miles east of Whycomagh is Logan's brook. From a half-mile to a mile up this from the shore road are several occurrences of specular hematite of a high grade. This is another case of undue prominence being given to minute objects. The ore impregnates sandstones and conglomerates of lower Carboniferous age. At various times the daily and mining press have received and disbursed statements to the effect that a three and one-half-foot vein of pure hematite had been discovered in Logan's glen. Were this correct, and the vein permanent, it would be well worth exploitation. What one actually finds is a lot of stringers which occasionally but rarely give twelve inches of ore in any one piece, penetrating the rock for a few feet, and showing no sign whatever of permanency. There are two openings in or near the glen, of this character. They may lead to something, but they give no indication of it now, and have absolutely no features upon which one could legitimately base a high selling price or a system of stock exploitation. I make especial mention of this instance because it is unusually flagrant, and because the country has too many similar cases for its economic good.

A number of reputed finds of iron ore in the pre-Cambrian and Carboniferous rocks, all the way from Middle river on the east, to Lake Ainslee on the northwest, were looked into; but in no instance was more than a filament of specular hematite found.

Aside from some of the ore of Skye mountain, none of the iron of Whycomagh at present shows probability of economic value or quantity.

BOISDALE BARACHOIS.

Near the station of Barachois, a few miles west of Sydney, Cape Breton, some promising iron ores occur under several conditions. The district lies opposite the southern end of Long island, on the east side of St. Andrews' channel (Sydney sheet 134). There are three sets of deposits, two of which are of workable size, at least to the extent of shipping in some quantity to the smelters at Sydney and Sydney Mines.

On the crest of the Boisdale hills, 700 feet above the lakes and on the areas leased by Mr. McPherson, of Little Bras d'Or, occurs a large amount of pre-Cambrian magnesian limestone. In this is a dense magnetite, part of good grade, and extending

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intermittently from a short distance southwest of the mountain road from Barachois to George's river, northeast for a mile. At and near the road it is of good quality; further northeast it contains a large amount of sulphur, and its surroundings include granite and trap as well as limestone. The largest openings do not show any degree of definiteness of shape to the ore bodies, but the ore appears to have segregated into a somewhat decomposed and fissured zone. The quantity obtainable in any one body has not been determined, as work has not yet progressed sufficiently, but it will run from a few hundred to a few thousand tons.

From here southwest for a long distance, ore has been found in spots, and the district is evidently one in which there is much ore localized into discontinuous bodies of various dimensions, situated roughly along the line of greatest strain made during the uplift of the mountains. The difficulty in working these is the same as encountered in contact deposits—cost of prospecting and uncertainty of life of the individual deposit. Nevertheless, many such will pay well in a small way, to sell under contract to smelters.

The second class of deposits is situated near the shore, on the crest and west side of a ridge between it and McLeod's brook on the east. The pits are opened on rocks of lower Carboniferous age, located on areas leased by Sheriff Ingraham, of Sydney. From one pit a shipment of 500 tons was made to Sydney, being discontinued through no fault of the ore. The ore here was 12 feet across, almost without rock. The ore is hematite, largely specular, and often of very good grade. It does not follow any well-defined course, but as a whole strikes slightly east of north. The margins are ragged, showing lack of the best kind of localization. Where limestone is the wall rock, as in several pits, much of the ore is spathic. There is opportunity here for a considerable shipment of ore, the chief problem being the size and continuity of the bodies.

The third class includes some small occurrences of hematite in Cambrian strata on the shore and on the west side of Long island, of no economic value.

* * * * *

The above summary report, dealing as it does with a large variety of ores, will serve to enforce the following points which may be of service in connection with reported iron ore properties in the province.

1. Iron ore is an ore which, whatever its origin, will decrease in value downward after a certain distance is passed, and will prove shallow in most instances compared with ores of the precious metals. Many of the owners and lessees of areas appear to think that it should extend downward indefinitely.

(2) Among the conditions under which iron may be sufficiently localized to give large and stable ore-bodies, are the following:—

(a) Replacement of strata, as limestone or siliceous beds.

(b) Concentration along well developed and closely confined zones of fracture of considerable depth and length.

(c) Contact deposits between unconformable series of strata, where such location is a zone of weakness.

(d) Contact deposits between intrusions and country rock, which are rare.

(e) Fault deposits.

(f) Deposits along contacts between faults and easily replaced strata, like limestones, or between dikes and favourable strata: a common condition in the Lake Superior district.

These are not all, but the chief, modes of occurrences. It will be readily seen which of these are most likely to yield large and well defined ore bodies, and which are exhibited in any particular district in the province when the ground is looked over in person.

Much annoying loss of money and time would be saved if those who are asked to invest in iron ore properties would remember that, while iron oxides are almost universally distributed and veins of them are countless, no iron will be found in com-

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mercial quantities except as segregated and concentrated by the aid of especially favourable conditions.

Respectfully,

J. EDMUND WOODMAN.

DALHOUSIE UNIVERSITY,

HALIFAX, N.S., February 22, 1907.

REPORT OF MR. EINAR LINDEMAN.

OTTAWA, March 27, 1907.

DR. EUGENE HAANEL,
Superintendent of Mines,
Department of the Interior,
Ottawa.

I.—BLACK LAKE IRON ORE DEPOSITS.

SIR,—In accordance with your instructions, I left Ottawa on May 17 last, for Bedford to make a magnetic survey of the Black Lake iron ore deposit.

The property is located on lots 7 and 8, concession IV., township of Bedford, and, according to Mr. Bawden, of Kingston, was leased some years ago to the Bethlehem Mining Company, which did some prospecting work. The rock formation of the property consists of red gneiss, limestone and a dark green amphibolite in which the ore occurs. The strike is about N.E.-S.W., and the dip 45° - 50° towards S.E.

A base line was cut out on the west side of Black lake, and from this line cross lines were run at right angles every 30 feet, dividing the field into squares 30 feet on the side. At each corner of these squares magnetic observations were taken, both of the horizontal and vertical intensity.

Occurrences of magnetite were observed at three different places and here, on account of the irregularity of the magnetic strength of the ore, readings were taken for every fifteen feet.

Deposit No. 1 occurs on a small peninsula at the south end of Black lake. Some small cuts have been made here and the faces of these show a dark green hornblende rock with impregnations of magnetite and calcite. The magnetic curves show that the deposit is of very small extent. Both east and west of this occurrence outcrops of limestone are visible.

Deposit No. 2 occurs on an island close to the west shore of the lake. An open cut has been dug here and some 'ore' is said to have been taken out. Pyrite is plentifully distributed through the formation and the decomposition of the pyrite gives the rock a rusty and rotted appearance. On the west side of the island outcrops of limestone were observed.

Deposit No. 3 occurs on another island about 900 feet N.E. of deposit No. 2, and is of the same nature as the two former. The rock is, however, not so much altered and has a more dense structure.

As my personal opinion of the deposits at Black lake, I beg to say that they are of very small dimensions, are high in sulphur, of irregular shape, in some places the ore occurs only as slight impregnations in the country rock, and are, therefore, at the present time of no commercial value.

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II.—MAGNETIC SURVEY OF THE COUNTRY EAST OF THIRTY ISLANDS LAKE, THIRTEEN ISLANDS LAKE, BLACK LAKE, NORWAY LAKE, AND FURTHER IN A N.E. DIRECTION.

Having finished my work at Black lake, I was instructed to make a magnetic investigation of the country east of Thirty Islands lake, Thirteen Islands lake, Black lake, Norway lake, and further in a N.E. direction. For this purpose a base line was cut out from the line between lots 1 and 2, concession II., in a northeasterly direction up to Pond Lily lake, and cross lines were run at right angles for every 300 feet. Magnetic observations were taken on these lines for every 60 feet. Some strong magnetic readings were observed on lots 2, 3, 4 and 5, concession III., and lot 5, concession IV., but when more closely examined were found to be very irregular. On lot 3, concession III., some small test pits and strippings have been made, showing a dark hornblende rock, intermixed with some magnetite, but not of sufficient quantity to warrant mining. A diamond drill hole is said to have been bored here to a depth of 300 feet without giving any promising results.

The strong irregular magnetic readings at the other places mentioned may be due to the magnetite occurring as an accessory constituent in the basic gneiss and give, in my opinion, no promise of further discoveries of commercially valuable ore deposits in the district investigated.

III.—IRON ORE DEPOSITS AT AUSTIN-BROOK, N.B.

Recalled August 15, I left Ottawa on August 17, for Bathurst, New Brunswick, to make a magnetic survey of the iron ore deposits at Austin brook.

The ore deposits so far discovered are located on lot 12, range 17, township of Bathurst, county of Gloucester, in the province of New Brunswick, about one mile above the Grand falls, on the Nepisiquit river, and close to this river.

A wagon road from Bathurst runs up to the property, the distance from Bathurst being about twenty-one miles.

The nearest railway station is the Red Pine station on the Intercolonial railway, between Bathurst and Newcastle, the distance from the ore field being about nine miles.

The ore field was examined by the Dominion Iron and Steel Company some years ago, when some stripping was done. This work, being done during the winter, was of comparatively little value, however, and it seems no satisfactory results were obtained.

The ore, magnetite, with a considerable amount of hematite, occurs in lenses in a greenish mica schist.

The accompanying maps of the vertical magnetic intensity of the field surveyed during last fall show three separate deposits or groups of deposits, which for reference have been numbered I, II and III.

The deposit marked No. I consists of one continuous ore body. Nos. II and III each consist of a number of smaller deposits.

The general strike of the deposits is N.E.-S.W., with a dip towards N.W. at an angle of 50-60 degrees.

Group No. I.

Of the field surveyed this is the most important deposit and consists of one continuous body of ore about 2,000 feet long. This ore-body is located between Austin brook and Nepisiquit river. It was discovered last fall by Mr. W. Hussey, who south-west of Austin brook discovered the northerly end of the deposit which here crops out.

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The ore body has here an elevation of about 75 feet above the surrounding country and can easily be traced by the outcrops for some 500 feet. The width of the ore at the surface is here about 100 feet.

Further south the ore is covered by gravel, &c., of considerable depth, but the magnetic curves indicate clearly the existence of the ore. About 100 feet north of Nepisiquit river the ore was again exposed by stripping and the contact with the hanging wall located.

A sample of the ore from this place gave the following analysis:—

	Per Cent.
Silica.	34.60
Metallic iron.	42.49
Phosphorus.	1.197
Sulphur.	0.026

A general sample was taken across the whole width of the deposit about 230 feet from its northerly end.

This sample gave the following analysis:—

	Per Cent.
Silica.	26.3
Iron.	47.3
Manganese.	1.0
Phosphorus.	0.64
Sulphur.	0.05

Group No. II.

This group of deposits is located east of Austin brook. The magnetic curves show here a number of smaller deposits, of which several are of no practical value, and possibly are only big boulders.

The investigations previously referred to have been chiefly confined to this group, when some cuts were made and some stripping done.

The separate deposits have for reference been marked 1, 2, 3, &c.

Deposit No. 1 crops out in the hill slope towards Nepisiquit river. To judge from the magnetic curves, this deposit is composed of two smaller deposits, which was confirmed by stripping, the distance between the separate bodies being, however, not more than 5 feet. The width at the surface of one of these ore-bodies was 23 feet, and the other was stripped for 13 feet.

A sample from these deposits gave:—

	Per Cent.
Silica.	21.57
Iron.	45.99
Phosphorus.	1.21
Sulphur.	0.05

This deposit is, however, not likely to prove of sufficient size to warrant mining.

Some 400 feet N.W. of deposit No. 1, deposit No. 2 crops out in the valley towards Austin brook. Through stripping, the width of this deposit at the surface is shown to be 42 feet in the southerly part. The length can be estimated to be about 350 feet. It is covered by gravel to a thickness of 2.8 feet. Towards the northerly end the deposit becomes more narrow and the width at the surface is here only about 19 feet. Numerous narrow veins of quartz are also noticeable in this end of the deposit.

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A sample from the southerly end of the deposit gave the following analysis:—

	Per Cent.
Silica..	24·7
Iron..	46·6
Manganese..	1·76
Phosphorus..	1·04
Sulphur..	0·02

A sample from the northerly end gave:—

	Per Cent.
Silica..	25·21
Iron..	43·41
Phosphorus..	0·82
Sulphur..	0·02

Deposit No. 3 is located in the valley about 180 feet N.E. of deposit No. 2. No outcrops occur in this valley, but farther northeast the contact with the foot wall is shown by stripping in two different places. Numerous boulders of ore and rock indicate that this northerly part of the deposit has undergone a heavy erosion. Several outcrops of poor ore occur on the east side of the swamp close by the foot wall and are probably all that are left of the deposit here previously located.

The southerly part of the deposit is, to judge from the magnetic curves, left comparatively undisturbed.

Deposit No. 4 is located a little distance east of deposit No. 3.

This deposit has a more northerly strike and a length of about 400 feet. The width at the surface was shown to be about 30 feet, but towards the north the width is decreased.

A sample gave the following analysis:—

	Per Cent.
Silica..	33·1
Iron..	43·6
Manganese..	0·5
Phosphorus..	0·40
Sulphur..	0·007

North of groups I and II there is no indication of ore for a distance of about 1,600 feet, when group No. III is encountered. This group of deposits is, to judge from the magnetic curves, of considerable importance.

The ore is covered by gravel, &c., and only visible in a couple of small pits in the southerly part.

The total length of these ore strikes so far investigated is about 1,800 feet. The ore is, however, not continuous for this length as the magnetic curves show breaks in two places, but the total distance of these breaks does not exceed 150 feet.

This part of the field has also been subjected to a heavy erosion, clearly indicated by the numerous boulders of ore which are scattered all over the vicinity.

These loose boulders have a disturbing effect on the magnetic curves and make it hard to determine if the deposits have previously been one continuous body, which through erosion has been cut, or if they are three separate ore lenses located close to each other in the same strike. The first assumption seems to me to be the most likely, judging from the masses of ore located east of the two breaks and close to the main deposits.

The width of the ore at the surface could not be ascertained. In the two stripings done at right angles to the strike the ore was exposed in the one for 24 feet and in the other for 32 feet, but in neither was the contact with the hanging wall reached.

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A width of 60 feet at least is very probable, and some distance further north the magnetic curves indicate even a greater width, but taking into account all the loose boulders here located it will be necessary to do some further development work before this point can be ascertained.

Two samples taken gave the following analyses:—

	Per Cent.
Silica..	28.52
Iron..	44.55
Phosphorus..	0.827
Sulphur..	0.035

	Per Cent.
Silica..	22.7
Iron..	47.5
Manganese..	1.2
Phosphorus..	0.65
Sulphur..	0.054

A little distance south of these strippings the ore crops out, and a sample taken here gave:—

Silica..	7.21
Iron..	61.70
Phosphorus..	0.119
Sulphur..	0.026

West of the deposits described is located another ore strike parallel to the former and composed of three different deposits which are all covered by gravel, &c., and no stripping has been done. In size they may be compared with those described under group No. II.

COMPOSITION OF THE ORE.

The ore is very fine-grained and the contents of the silica in the ore, as shown by the analyses, are considerable, occurring partly intimately mixed with the ore, partly as thin layers following the strike, giving the ore a banded structure. A distinct contact between the ore and the country rock can, as a rule, be observed and no greater intrusions of rock in the ore were noticed.

On account of the few outcrops of the ore-bodies and the few cross-cuts made, which in several places exposed only a small part of the total width of the deposits, the analyses given above cannot be considered as an average composition of the ore, when referring to the whole ore field. If the samples could have been taken across the whole width of the deposits and over a large area the results would probably have been more favourable. This is confirmed to a certain degree by the analyses made of the cores obtained through the diamond drilling done during the last month. These show, as given below, somewhat higher iron content and less silica. The sulphur, however, proves from this to be irregularly distributed through the ore and especially close to the foot wall is considerably high.

EXPLORATION WORK.

At the end of last November the provincial government of New Brunswick sent a diamond drill up to the property, which has been in commission during the winter.

Up to the present the drilling has been confined to group I. Two holes have so far been drilled and a third is now being sunk at the south end of this deposit. Accompanying map and sketch show that hole No. I was drilled vertically on the

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hanging wall about 250 feet from the north end of the deposit. It struck the ore at a depth of 35 feet and then went through ore to a depth of 162 feet, when the foot wall was reached. The sketch shows the records of drilling and analyses. Samples were taken by me from each foot of the drill core and made up in general samples for every 10 feet.

Hole No. 2 was drilled about 700 feet from No. 1. After going through gravel, &c., it struck the ore at a depth of 49 feet and reached the foot wall at 162 feet, showing, however, 9 feet of rock at a depth of 73 feet. The analyses show the average composition of the ore to be:—

Hole I.

	Per Cent.
Iron.	49·0
Silica.	16·6
Phosphorus.	0·79

Hole II.

	Per cent.
Iron.	49·0
Silica.	16·1
Phosphorus.	0·74

The magnetic curves indicate clearly that the field contains large quantities of ore, and I may also state that north of group III strong attractions on the needle indicate the presence of other deposits, which could not be further investigated this year on account of the lateness of the season.

In order to fully ascertain the quality of the ore further diamond drilling will be necessary. To judge from the work done a part of the ore might, however, have to be concentrated before it would be suitable for economic smelting in blast furnaces of the present day.

The analyses have been made by Mr. H. Leverin, chemist to the Mines Branch.

Yours respectfully,

EINAR LINDEMAN,
Mining Engineer.

REPORT OF MR. H. A. LEVERIN.

OTTAWA, March 23, 1907.

DR. EUGENE HAANEL,
 Superintendent of Mines,
 Department of the Interior,
 Ottawa.

SIR,—Following is the report of my work since July 1, 1906:—

Samples analysed numbered 120, and are of the following character:

Pig iron from electric process.. . . .	30
Slag, from electric process.. . . .	36
Iron ore, complete analyses.. . . .	9
Iron ore analysed for silica, iron, phosphorus, sulphur and titanium.. . . .	19
Clay, complete analyses.. . . .	7
Limestone, complete analyses.. . . .	1
Sand, complete analyses.. . . .	1
Gypsum, complete analyses.. . . .	2
Coal.. . . .	3
Gold and platinum ores.. . . .	8
Pyrrhotite.. . . .	2
Chalcopyrite.. . . .	2
	<hr/>
	120

The number of determinations made were:—

Iron.. . . .	30
Ferrous oxide.. . . .	45
Manganese.. . . .	75
Copper.. . . .	14
Nickel.. . . .	12
Gold.. . . .	8
Silver.. . . .	2
Platinum.. . . .	3
Chromium.. . . .	3
Titanium.. . . .	14
Alumina.. . . .	45
Lime.. . . .	56
Magnesia.. . . .	54
Sulphur.. . . .	98
Phosphorus.. . . .	96
Fluorine.. . . .	2
Graphitic carbon.. . . .	30
Combined carbon.. . . .	30
Silicon.. . . .	30
Silica.. . . .	72
Alkali.. . . .	4
Combined water.. . . .	7

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Volatile matter (in coal)	3
Fixed carbon (in coal)	3
Ash (in coal)	3
	<hr/>
Total	739
	<hr/>

I am, sir, your obedient servant,

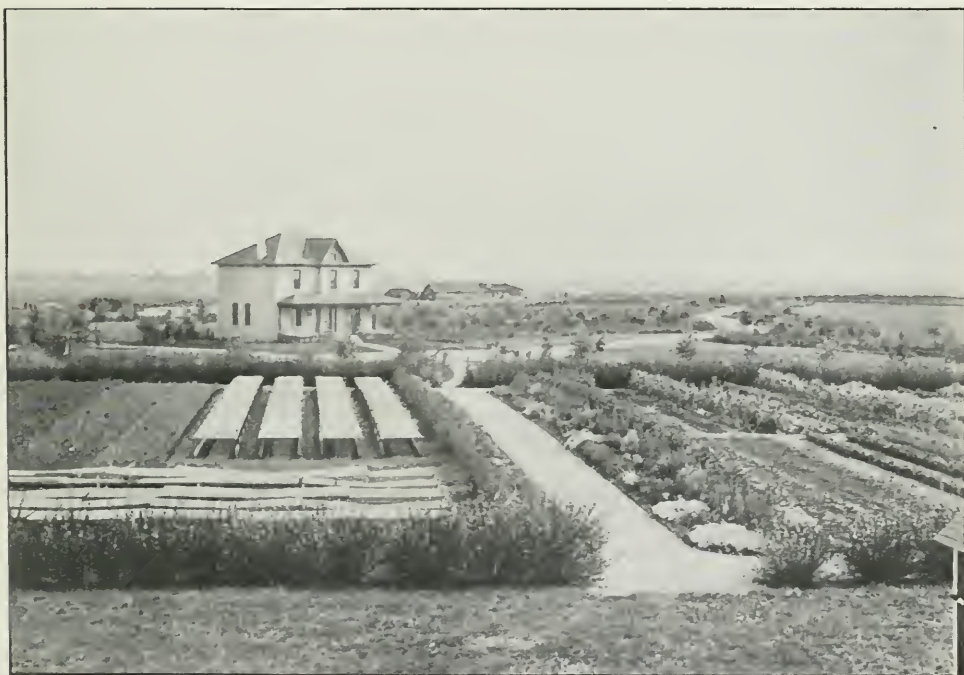
H. A. LEVERIN,
Chemist.



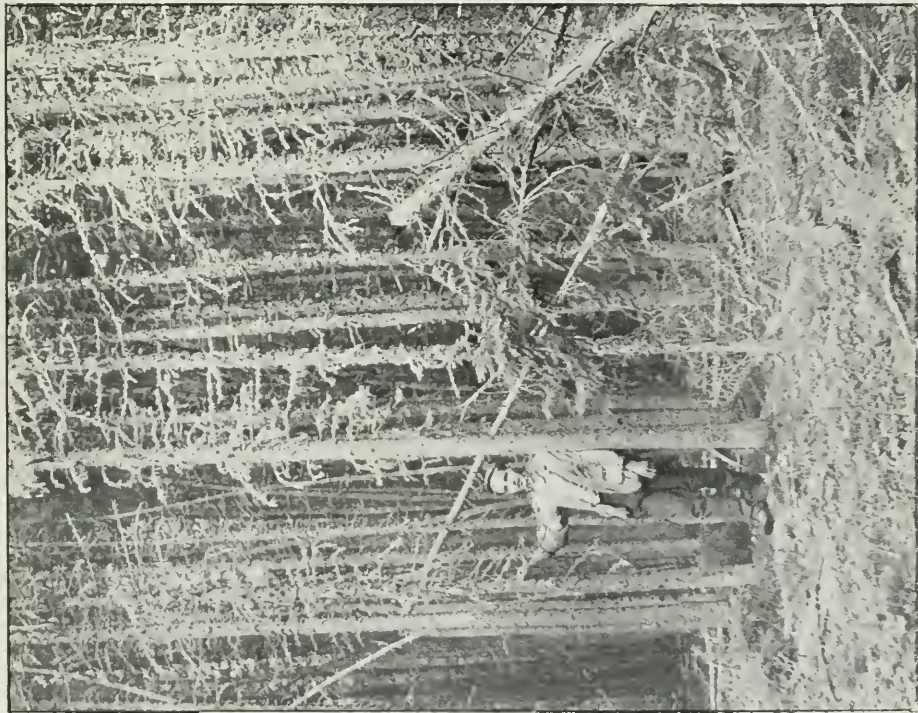
FORESTS IN THE CROWNEST PASS.



EFFECT OF A FOREST FIRE IN THE CROWS NEST PASS.



FOREST NURSERY STATION, INDIAN HEAD, AFTER THREE YEARS OF CULTIVATION.



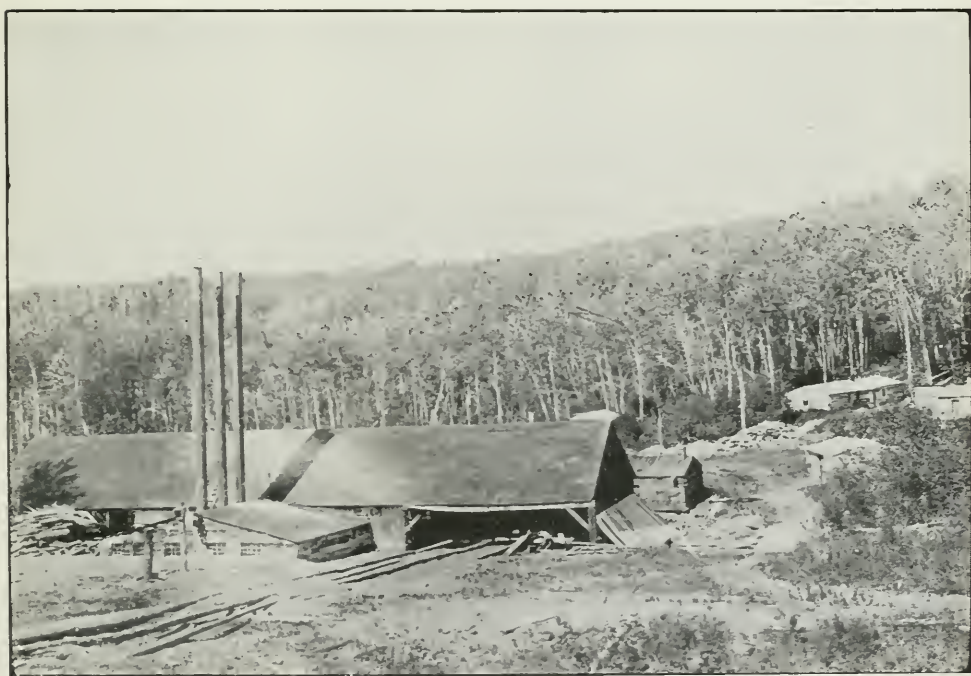
BLACK SPRUCE 80 YEARS OLD, TOO CROWDED TO GROW WELL.



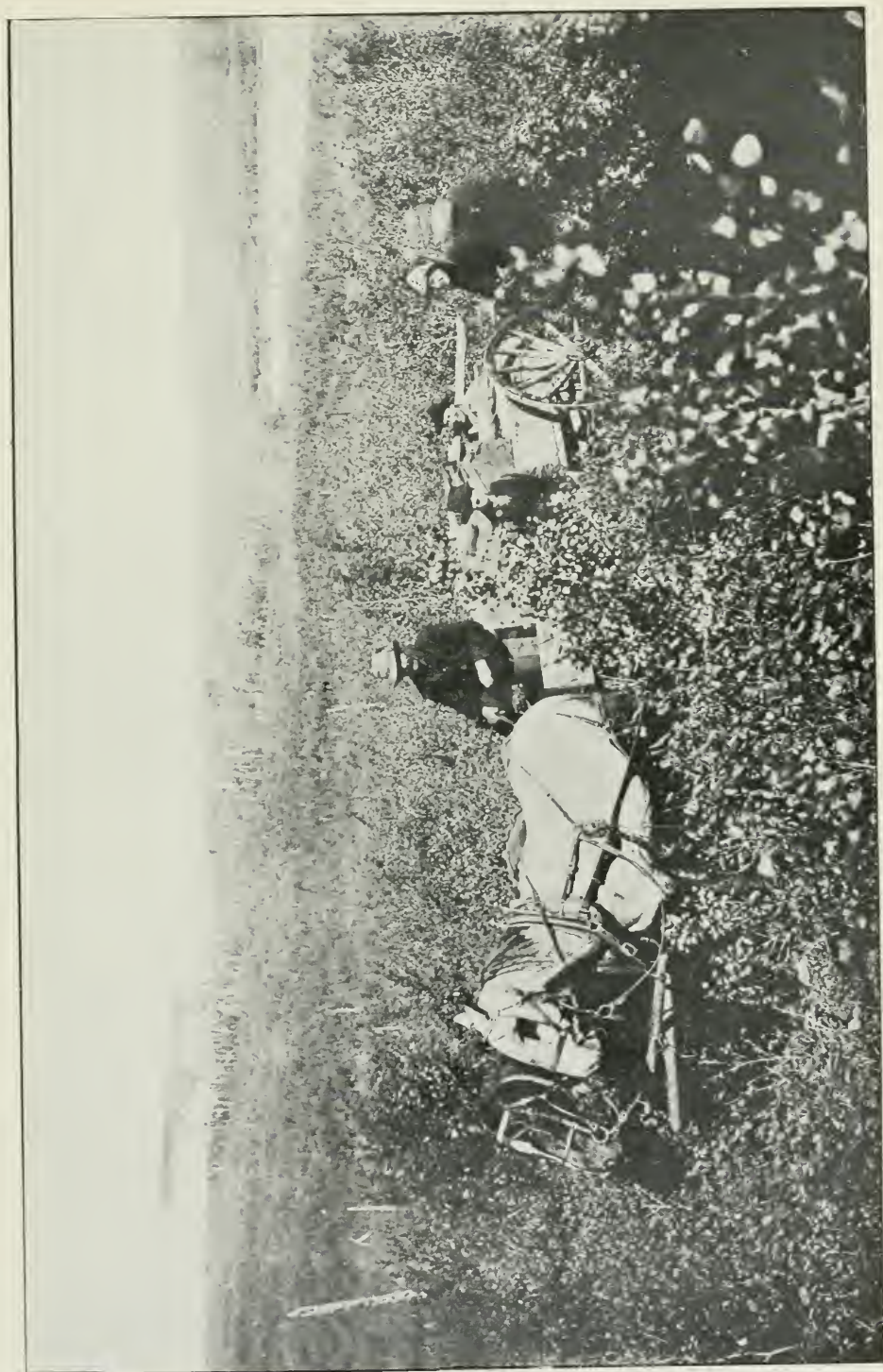
WHITE SPRUCE 28 INCHES IN DIAMETER GROWING MINED WITH POPLAR.
RIDING MOUNTAIN FOREST RESERVE.



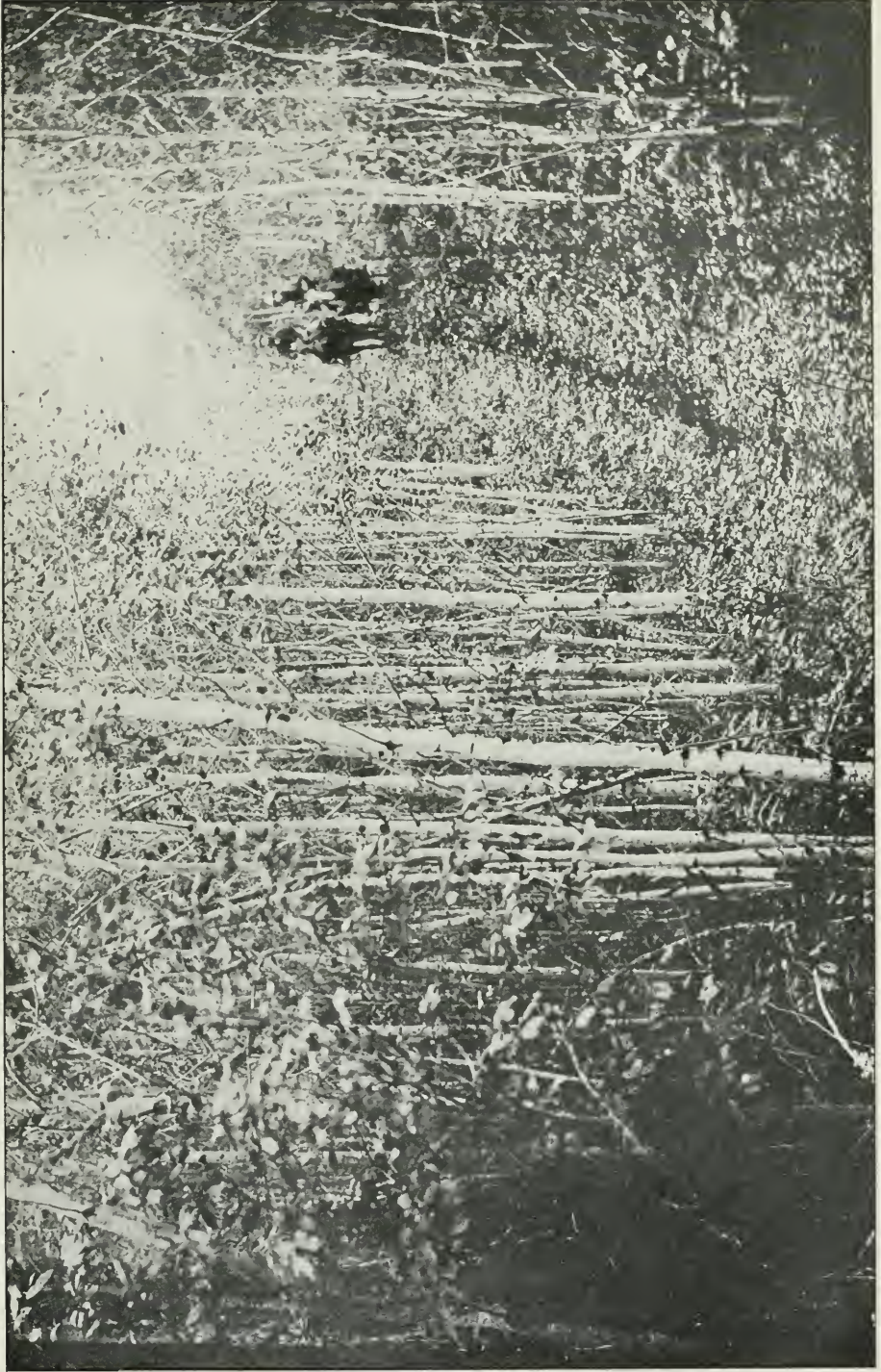
ASPEN AND BALM REPRODUCTION IN THE COOKING LAKE FOREST RESERVE.



J. & T. SHAW'S MILL IN THE RIDING MOUNTAIN FOREST RESERVE.



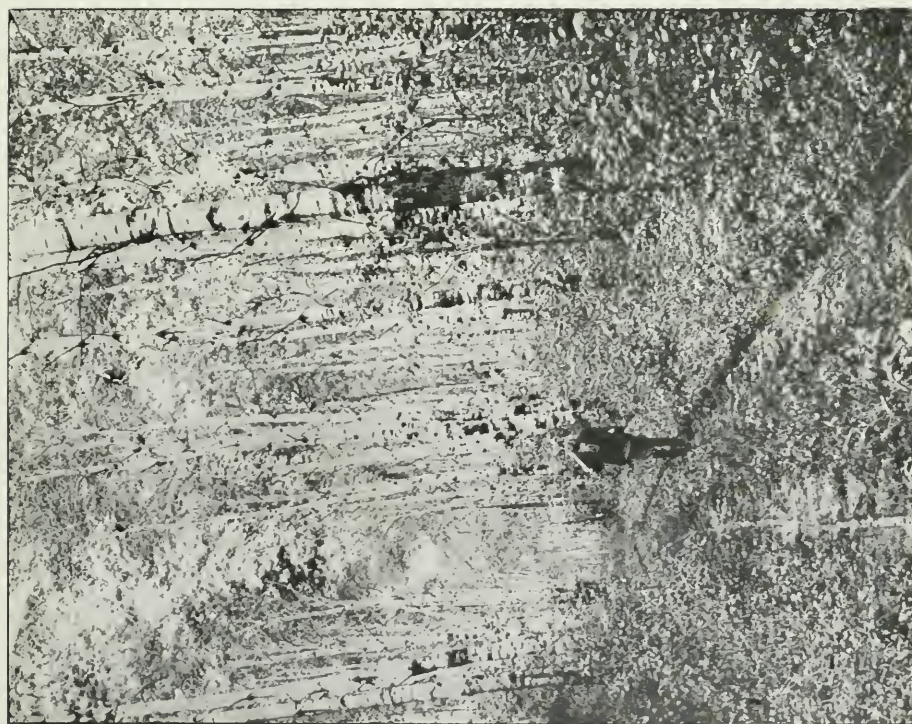
REPRODUCTION OF THE MOOSE MOUNTAIN FOREST RESERVE AFTER THE FIRE OF 1897.



TWENTY YEAR OLD REPRODUCTION OF ASPEN AND BALM OF GILEAD IN THE MOOSE MOUNTAIN FOREST RESERVE.



MEASURING THE RATE OF GROWTH OF ASPEN IN THE TURTLE MOUNTAIN FOREST RESERVE.



ASPEN FORESTS IN THE RIDING MOUNTAIN FOREST RESERVE.

PART IX
FORESTRY

FORESTRY.

REPORT OF THE SUPERINTENDENT OF FORESTRY.

DEPARTMENT OF THE INTERIOR,

OTTAWA, July 10, 1907.

W. W. CORY, Esq.,

Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the annual report on forestry and other matters under my control, accompanied by the reports of other officials in charge of special divisions. The reports presented for last year covered the work of last summer, both in fire ranging and tree planting, and consequently there is but little additional to report in regard to these services.

My appointment to the office of Superintendent of Forestry dated from March 1, last, on the resignation of Mr. E. Stewart, and, therefore, the report on forestry is mainly a review of Mr. Stewart's work. It seems a fitting occasion to sketch the development of the branch which he has initiated and organized. When Mr. Stewart assumed office in 1899, nothing had been done by the Dominion to organize a fire preventive service. To this work he first addressed himself, and developed it from year to year, till during the past season there were 52 fire rangers acting on Dominion territory, and the testimonies to the efficiency and value of the service are numerous and widespread. The co-operative tree planting scheme was begun in 1901, and since that time 8,471,092 trees have been distributed to 3,328 settlers. During the first year the distribution was 50,280, and for the present year will be 1,925,185 trees. Forest reserves aggregating an area of 3,450,720 acres have been set apart and established by statutory authority, and a timber survey has been completed on two of the reserves and is being continued on others, with the purpose of laying out scientific plans of management. This short *résumé* shows that Mr. Stewart has, in a few years, established a work of far-reaching importance to the future of the Dominion in which he may feel a just pride.

It is also regretted that Mr. Roland D. Craig, Inspector of Forest Reserves, and Mr. H. C. Wallin have resigned from the service to accept more remunerative positions elsewhere. Both were well equipped technical officers and their removal means a serious loss to the service. It emphasizes the necessity for making the government service sufficiently attractive to qualified men to insure permanency in the staff and a sustained development in policy and administration.

The office work and correspondence have largely increased as a result of the growth of the business of the branch, and it will be necessary to provide an adequate clerical staff to keep it in proper order.

The timber survey of the Riding Mountain reserve was continued during the past year, and it is hoped that the larger part of it will be completed this season, making possible the formulation of working plans for cutting the timber so as to remove only the annual product, and provide for the renewal of the forest.

By order in council of December 29, 1906, copy of which is attached, regulations were established for the cutting of timber in the Riding Mountain, Duck Mountain and Porcupine Hills reserves. These regulations, in accordance with the object for which the reserves are set apart, provide for the cutting of timber by settlers for their own use, the further restriction being made that those obtaining permits must reside within fifty miles of the reserve. The object of this latter provision is to con-

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fine the privilege of cutting timber to those who can make beneficial use of it, and to prevent, as far as possible, the obtaining of permits for purely commercial purposes. The dues provided for under these regulations are so adjusted as to encourage the removal of the dead timber and the less valuable species, and to preserve the most valuable. General regulations for all the forest reserves are now being considered.

During the past year an inspection was made of most of the forest reserves to ascertain the settlers located on them, and it is proposed to make an effort to induce them to remove therefrom so that the reserves may be kept intact and their administration made more feasible.

For the proper administration of the reserves it will be necessary to enlarge the staff and perfect the organization. Temporary fire rangers in the summer and unskilled assistance in the winter must give place to a permanent staff of qualified forest rangers if the purposes for which the reserves are established are to be properly carried out. The reserves have suffered severely from fire and must be guarded carefully. With such protection and technically qualified officers to make timber surveys and lay out working plans, the organization will be complete.

TIMBER.

The administration of the timber lands outside of the forest reserves, and of the grazing lands formerly conducted directly by myself has been placed under charge of Mr. B. L. York, under my superintendency, and his report thereon will be found under No. 23 of Part I, Dominion Lands.

The number of timber berths granted during the past year was 49, totalling an area of 410.6 square miles, and the amount received on account of bonuses was \$226,360.45, being an average of \$511 per square mile. It is satisfactory to note that recent sales of timber are yielding much larger average prices than have been received at any previous time.

The present method of disposing of timber is, however, not a satisfactory one. The department has, as a rule, little or no knowledge of the timber of which it disposes, and as the quantity now in private hands is fully adequate to meet present needs, no detrimental result would follow the holding of timber lands until government inspectors can examine and estimate the timber, so that an adequate upset price may be fixed before any berth is put up to competition.

The recent rapid development of the lumber business has largely increased the work of the timber administration, and to cope adequately with the situation will necessitate considerable strengthening of the staff generally, especially in the outside service.

The necessity for fuller knowledge of the timbered districts is emphasized continually by the experience of the department, and it would be a proper policy for the department to obtain directly more adequate information in this respect. The inquiry made by a committee of the Senate during the past session showed that the natural resources of the northern districts of the west are greater than the public had any idea of, but the evidence would be much increased in value if direct means were taken by the government to obtain information in regard to these districts, and, as a result, the administration of the timber therein could be more intelligently carried out.

The most important change in the timber regulations made during the past year was the provision for granting not more than one square mile of timber to the owners of small mills without competition at the rate of \$100 for each permit in addition to regular dues. The object of this provision was to furnish a supply of lumber to settlers in districts where it could not be obtained conveniently. It is intended to cover special circumstances where timber is specially and locally required. This provision appears to be working out satisfactorily and to be serving the object for which it was established.

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GRAZING.

The grazing regulations, established in 1905, have been sufficiently long in operation to show that they are working satisfactorily and, as the numerous applications which accumulated while the regulations were suspended have now been dealt with, it is confidently expected that no serious difficulty will be found in the further administration of the grazing lands.

IRRIGATION.

The construction of irrigation works in Southern Alberta and Saskatchewan continues steadily. The portions of the provinces referred to have been used in the past mainly for ranching purposes, operations being conducted on a large scale. With the influx of population and the necessity of feeding cattle during the winter, which was particularly emphasized during the past season, ranches are being reduced in size, and the irrigation of a few acres makes possible smaller holdings with an increase in the number of stock that can be carried. Irrigation will be found an important adjunct to the stock industry. At Raymond, in the province of Alberta, the beet sugar industry has been successful, with the assistance of irrigation. Many more profitable crops may be grown, and in regard to this, experiment is desirable.

An adequate and properly equipped agricultural experiment station could obtain a great deal of useful information in regard to the possibilities of irrigation, and the government would be fully justified in giving such a station generous support. The duty of water for different soils and crops, the crops that can be grown most profitably, the length of the irrigation season and methods of applying water, the prevention of loss by seepage and evaporation, and many other questions of great importance could be worked out experimentally at such a station.

There are some large projects under construction or operation at the present time, namely, those of the Alberta Railway and Irrigation Company, the Canadian Pacific Railway Company and the Robins Irrigation Company. By the construction of large and expensive works these projects will make available for irrigation purposes sources of water supply which could not be developed by the individual with small resources.

Irrigation will be a large and important factor in the development of this part of the west, and the staff of the irrigation office and the means at their disposal should be made sufficient to adequately investigate the water supply and the methods of its utilization and to deal with the large interests that are involved.

During the past season special attention has been given to the gauging of the streams and the inspection of projects under construction, as will be seen by the report of the Commissioner of Irrigation.

Respectfully submitted.

R. H. CAMPBELL.

APPENDIX No. 1.

CANADIAN IRRIGATION SURVEYS.

REPORT OF JOHN STEWART, D.L.S., C.E., COMMISSIONER AND CHIEF
ENGINEER OF IRRIGATION.DEPARTMENT OF THE INTERIOR,
CALGARY, ALBERTA, April 5, 1907.

In the spring of 1906, I sent three engineering parties into the field, one in charge of Mr. J. F. Hamilton, C.E., to gauge all large rivers and streams and establish gauge rods. During the season Mr. Hamilton gauged some 56 streams all told, and established 12 gauge rods in the large streams as follows: Bow river above the C.P.R. headgates. Fish creek at the L. E. railway crossing. Sheep river at railway crossing. Highwood river at traffic bridge. Willow creek at the railway crossing. Oldman river, below the railway crossing. Pincher creek at Pincher. Watertown river, section 20, township 5, range 27, west 4th meridian. Belly river, section 13, township 3, range 28, west 4th meridian. Watertown river at lakes, section 8, township 2, range 29, west 4th meridian. St. Mary's river above Alberta Railway and Irrigation Company's headgates. On all the above gaugings a careful cross-section was made.

The second party was in charge of Mr. P. M. Sauder, with instructions to inspect and report on all the various irrigation schemes which had been authorized and not completed in Southern Alberta, also to gauge all the small streams and make any surveys required by parties purchasing land under the Irrigation Act. Under those instructions Mr. Sauder made 85 inspections and reported on same to this office, and five surveys of land in connection with applications to purchase under the Irrigation Act, and gauged 34 streams.

The third party was in charge of Mr. R. J. Burley, with instructions to inspect and report on all the irrigation schemes authorized and not completed in Saskatchewan, also to gauge all small streams and make any surveys that would be required of lands sold under the Irrigation Act. Under those instructions Mr. Burley inspected 121 irrigation schemes and reported to this office. He also made 23 surveys of lands in connection with applications to purchase under the Irrigation Act, and took gaugings of 17 small streams until the current meter he had went out of order.

During the summer of 1906 I inspected the homestead and irrigation scheme of A. B. & E. Ward, at Kamloops, B.C., also a dry lake for W. W. Nichols, on section 23, township 26, range 2, west of the 2nd meridian, near Yorkton, and in December I inspected a portion of the irrigation scheme of F. P. Aylwin, as far as Arrowood creek, but owing to depth of snow I had to abandon the survey, which I had completed in February last by Mr. J. F. Hamilton, C.E.

During the past season I inspected the works of the Alberta Railway and Irrigation Company, twice, with reference to their expenditure on enlargement and extensions of their works.

With reference to the inside work of this office, since July 1, 1906, there have been 984 communications received, and 2,163 sent out, as well as 43 applications for water rights (in duplicate), 263 agreements for the supply and use of water (in quadruplicate), and some 136 gauge rod readings. There have also been some 20 right of way plans examined and compared, and recorded.

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For the coming season it is intended to carry out practically the same programme of work in the field as last year and have three parties employed on the same class of work and covering the same territory.

JOHN STEWART,

Commissioner and Chief Engineer of Irrigation.

APPENDIX No. 2.

REPORT OF NORMAN M. ROSS, ASSISTANT SUPERINTENDENT OF FORESTRY.

DEPARTMENT OF THE INTERIOR,

OTTAWA, April 3, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry.
Ottawa, Ont.

SIR,—I have the honour to submit my seventh annual report, dating from June 26, 1906.

With the exception of about two months, from December 23, 1906, to March 2, 1907, which time was spent in the office at Ottawa, I have remained at Indian Head conducting the nursery and general tree planting works in the west.

From June until the ground froze up in November, weather conditions were very favourable for tree growth and general nursery work. There was but little rain during the fall, and all new growth had an opportunity to become well matured before winter set in. A heavy fall of snow occurred early in November, which formed a good protection over all the smaller stock and in the new plantations. Throughout the winter the snow fall has been very heavy, and although the weather has been exceptionally severe very little, if any, damage from winter killing is apparent at the present date. Considerable damage has, however, been done by rabbits. This is general throughout the west, judging from reports received from widely separated points. Some men report that their cottonwoods and ash have been very badly cut back and girdled, but the elm is the worst sufferer. In the nursery the cottonwood and ash have not been touched, but the elm is completely cut down, European larch very badly damaged, and the top shoots and terminal buds of Scotch pine nipped off wherever they projected from the snow. The native larch, with the exception of one or two trees, has escaped entirely. Some shrubs, especially *spirea van houttei* and *spirea arguta*, were cut clean to the snow line; *rosa rugosa* bushes were badly nipped and of several fine cut-leaf birch only the stumps remain. As far as the broad leaf varieties are concerned the results are not likely to be serious, but the young conifers will, I am afraid, be very badly misshapen, owing to the loss of the main shoots, and will take some time to recover a good growth. The native white spruce was not touched and the young stock in the transplanting beds was well protected by deep drifts of snow so that it has not suffered.

It is possible, owing to the great amount of snow, that some damage may result from snow break in the various plantations throughout the country, but up to the present we have not had any reports to that effect.

In my last report I have given the names of the inspectors employed during the summer and the districts in which they worked. The reports received from them are as usual very favourable. In Southern Alberta about as far north as Olds, on the

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Edmonton-Calgary line, some injury was done to maples and cottonwoods by winter killing in 1905. This is due no doubt to the effect of the chinook winds which are prevalent in that district, but might also have been caused by cultivation being carried on too late in the fall, thus inducing a late growth which could not mature before the heavy fall frosts. No cultivation should be given among trees after about the middle of August, unless it may be necessary to hoe out a few weeds, which should, under no condition, be allowed to go to seed.

There are to be distributed this spring about 2,000,000 seedlings and cuttings. The varieties as usual will be mostly maple and ash, with a smaller percentage of cottonwood and willow. The percentage of ash will be greatly increased in the plantations for Alberta, the number of maples being reduced as much as possible. The ash in this district has proved exceptionally hardy and is likely to be more satisfactory than maple in the long run.

The number of those receiving trees this year is considerably in excess of last year. I have not at present got the lists from Ottawa, and cannot give the exact figures. The numbers of applications being received both at Ottawa and at the nursery here indicate a very great increase in the interest taken by the settlers generally, and show that this branch of our work is becoming extremely popular. In this case, too, I am unable to give exact figures owing to the fact that these lists are compiled at Ottawa, and have not yet been completed.

PLANTING ON SPRUCE WOODS RESERVE.

As stated in my last report, 17,000 two-year-old Scotch pine seedlings were added to the plantation on Spruce Woods reserve. It is the intention during the coming season to continue this planting, as results obtained up to the present are very encouraging. It is hoped next season and in the future to use considerable numbers of jackpine and native spruce seedlings in this work. Up to the present we have not had facilities for raising these varieties in any quantity, and have also experienced considerable difficulty in securing good seed, especially of the spruce. We find that for the last two years the cones have been infested by a small white caterpillar which destroys numbers of the seeds; consequently a great quantity of cones have to be collected in order to get a very little good seed.

EXHIBITS.

An exhibit was made at the Winnipeg and Brandon fairs in July and August. This exhibit did not differ in any essential respect from those previously prepared for these fairs, and the nature of these exhibits has been fully described in former reports.

NURSERY WORK.

As stated in my last report we had at Indian Head, during the summer of 1906, 36½ acres under nursery crops. The stock on 20½ acres of this was large enough for digging and heeling in for distribution this spring. The following quantities of seedlings were obtained from this area:—

Maple, 1 year old.	586,000
Ash, 2 years old.	1,022,000
Elm, 2 years old.	15,000
Total.	<u>1,623,000</u>

This is approximately 200,000 less than we raised in the previous season, this being due to the almost total failure of a four-acre plot of maple seedlings which

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should have produced in the neighbourhood of 250,000 plants. This plot is well sheltered on all sides but the east. Unfortunately, in the spring, just after the seedlings appeared above ground, we had for several days extremely strong and constant east winds. These driving winds kept the surface soil constantly moving, so that in a very short time the tender leaves of the seedlings were completely cut to pieces. As our stock of maple seed was exhausted it was impossible to reseed this plot. Losses of this nature must, however, be expected. Owing to the sudden changes in temperature in early spring great damage may sometimes be done by late frosts, but the chief danger is to be feared from the frequent and extremely strong winds which always seem prevalent at this time of the year.

Arrangements were made to import from North Dakota 300,000 cottonwood seedlings which were to have been delivered in November. However, only half this number could be procured for fall delivery; the remainder are to be shipped this spring. This will bring the total number of seedlings for distribution up to 1,923,000. About 2,000,000 are required, and willow cuttings will be prepared to make up the necessary total. On well prepared ground we find that there is no difficulty in getting 80 to 95 per cent of willow cuttings to strike, and as the growth is very rapid they are well suited for setting out, in permanent plantations, with the other seedlings distributed.

This spring we give up the use of 17 acres which had so kindly been put at our disposal by the Director of Experimental Farms, for nursery purposes, since 1901. During the coming summer we cannot hope to produce more than about two and a half million seedlings for distribution in 1908, as we have not yet had time to thoroughly put into condition an area more than sufficient for this number. An additional 25 acres will be fit for sowing this fall, so that we shall then have about 75 acres in good condition for nursery purposes. This should permit us to grow on an average three and a half millions annually for distribution. Owing to the difficulty of obtaining labour at certain seasons of the year, and especially the very short time during which digging can be done, it would seem at present that this number will be practically the limit of broad-leaf seedlings that we can expect to produce annually from this nursery.

COLLECTION OF SEED.

Owing to some heavy late frosts in the spring of 1906 the blossoms on maple and ash were so injured that the seed crop of these varieties was a total failure throughout Manitoba and Saskatchewan. Luckily we had on hand a large supply of ash seed picked in the fall of 1905, which was sufficient for our sowing in the fall. Maple seed, however, could be procured only in North Dakota, and it was only possible to obtain 900 pounds from this source. As this will not be much more than sufficient for our own purposes, it will be possible to distribute only a few pounds. During past seasons large quantities of maple and ash seed have been sent out to those applying for it, and from reports received, many farmers have provided themselves with a good stock of young plants grown from this seed.

Elm seed was collected in the Qu'Appelle valley, in June, as stated in last report, a sufficient quantity to sow about 3 acres.

Several bushels of white spruce cones were picked in the Spruce Woods reserve near Sewell, but, as before stated, these cones were so badly infested by a small caterpillar that proportionately only a very small amount of good seed was extracted.

Jackpine cones (*divaricata*) were collected in the Riding mountains by the forest survey party, and forwarded to the nursery, where the seed was extracted during the winter.

Through the kindness of the Japanese Bureau of Forestry, at Tokio, we have been able to obtain a small collection of Japanese trees and shrubs for trial purposes. Other conifer seeds are expected shortly to arrive from Europe. I regret very much that we have again been unable to collect any seed of the native larch.

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CONIFERS.

The results of our nursery work with conifers during the past five years are extremely encouraging. We have now at the nursery, plants ranging from one to five years of age, all grown from seed. The great majority of these are native white spruce, Scotch pine, and native jackpine. Several other varieties being grown on a smaller scale give promise of good results. Among these might be mentioned Colorado spruce (*picea pungens*) western white pine (*pinus flexilis*), Norway spruce (*picea excelsa* var. *septentrionalis*), the seed of which is obtained in Finland, and *pinus cembra* or Swiss stone pine. All the younger stock has come through the winter exceptionally well, owing to the very heavy covering of snow. Some of the older plants which were not so well covered were damaged by rabbits, but with the exception of some Scotch pine which were, last spring, imported from France, there is no sign of winter killing. These French pines have in some cases been very badly browned by the sun and cold winds, though the buds seem still to be in a healthy state and I do not fear that many will be lost, though at first sight large numbers appear to be dead.

The native larch has again during the past season made a most splendid growth. The European variety, though apparently perfectly hardy, suffers so badly from rabbits that some means of protecting plantations of this variety would have to be devised in order to obtain any good results. It is doubtful whether ordinary wire netting would be of much use, as unless the fence were very high the snow would, early in the winter, drift up so much that the rabbits could easily get over it. To put up a very high fence would mean such an expense that one would not wish to do this except where the plantation was desired for testing or experimental purposes. Such trees as have escaped the rabbits show even a stronger growth than the native variety. We hope this spring to obtain from Europe a supply of seed of the Siberian larch, which is expected to be rather better adapted to the climate of the west than the common European variety.

PERMANENT PLANTATIONS.

All plantations set out since spring, 1904, have made splendid progress. White spruce set in 1904, last season made very strong growth, the new shoots in some instances being at least two feet long. In my last report a description of several new plantations set out in 1906 was given. The five acres of coniferous planting (white spruce and Scotch pine) appear up to present date most successful. Of the broad-leaf plantations set out last spring, the elm in No. 4 (a mixture of elm and ash) has suffered very badly from rabbits. The native white birch in plantation No. 3 (a mixture of Manitoba maple and birch) did not transplant well, nearly 50 per cent dying. This was due no doubt to their poorly developed root system on account of their having been too close together in the seed bed. A very interesting point is shown in this plantation, the value of transplanted and seedling stock. In this plot approximately 1,315 birch seedlings and 500 birch transplants were used. Of the 500 transplants not a single one died and all made very strong growth. Of the seedlings, handled and planted with equal care and on exactly same ground, about 60 per cent succumbed. As we have no ground which can be spared for further permanent planting this spring, we cannot continue along this line at present.

It is hoped, however, that about 25 acres of new land will be prepared for this special purpose and be fit for planting in 1908.

ORNAMENTAL GROUNDS AND SHRUBBERY.

Each season adds to the appearance of the lawns, drives and shrubbery planting. The main drive, which is about 500 yards in length, has been thickly planted on

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either side with various kinds of hardy, ornamental shrubs set in irregular groups with an occasional tree here and there. The belt of shrubs extends on either side of the drive to a depth of from 18 to 50 feet and is bounded by a few rows of trees for shelter purposes. The principal varieties of shrubs are lilacs, Tartarian honeysuckle, Ginnalian maple, *rosa rugosa*, red twigged dogwood and some varieties of spireas. With the exception of the Ginnalian maples, these are all flowering shrubs. The different varieties have been planted in masses or groups in order that during the blooming season the best effects may be obtained. In the neighbourhood of the buildings and around the lawns herbaceous perennials and annuals are used extensively in the borders. The number of visitors to the nursery is increasing very rapidly, and no pains should be spared within reasonable limits to make this portion of the grounds as attractive as possible, if only to demonstrate to new comers in the west what may be expected in this country as a result of proper methods of cultivation and the selection of suitable varieties.

PLOUGHING AND FARM WORK.

In addition to the work entailed in looking after the general nursery crops, there were raised on the nursery over 2,000 bushels of oats, 200 bushels of barley, and about 20 tons of rye grass hay. A considerable quantity of the oats has been disposed of for seed grain, as the whole crop is not required for our own feed. During the winter the horses are fed only on oat straw with a small quantity of grain, and considerable straw is required for bedding throughout the year. This is one of the reasons for growing more oats than we actually require for our own use; another, and the principal one, is that in order to fit the ground for nursery purposes it is a great advantage to raise a grain crop on the land after it is freshly broken. During the season of 1906, 20 acres of ground were ploughed as summerfallow and 30 acres broken, backset and thoroughly disced and harrowed. In the fall 10 acres of the summerfallow was sown to ash seed marked off into one-acre plots, and caragana seed sown to provide permanent hedges to shelter the plots and mark their boundaries.

BUILDINGS.

Owing to the increase of the work and the lack of accommodation for the required number of labourers, it was found necessary to erect another house for this purpose on the nursery. Work was commenced on the building in October, which was completed during the winter, and is now being occupied by the men. We now have comfortable accommodation for about 18 men. Though not more than eight or nine are regularly employed during summer, the extra work in the spring and fall necessitates the employment of many temporary hands, whom in the past we have found it very difficult to obtain when accommodation could not be provided for them.

Owing to the addition to the nursery of an adjoining 160 acres, an extra team of horses had to be purchased, which made necessary a small addition to the present stable. This is now under construction and will be completed before the spring work commences.

When our work was first started in 1902 a small building used as a packing house was built on the experimental farm. This building will have to be moved up to 'the nursery' during the coming summer, and should be considerably enlarged, as it is now far too small for our present distribution work.

ADDITION TO NURSERY.

The quarter-section adjoining the original 160 acres on the west side was added during the past season to the nursery. This land is still prairie; it is comparatively rough, is rather lighter in soil than most land in the district, and in places there are

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good natural bluffs of aspen, with a general strong growth of wolf willow over the greater portion. This scrub will require cutting out before breaking can be done, but the general character of the soil is very suitable for tree growth. The ground is far too rough to be of value for nursery crops, so it is intended to use it altogether for setting out comparatively large demonstration plantations and raising our grain and hay crops. It is proposed to break up and backset 50 acres this summer, 25 of this to be ploughed a third time, and if possible put in shape for planting in the spring of 1908. An attempt will be made to collect this spring about 30,000 native larch seedlings, which will be transplanted in the nursery and set out permanently in about a ten-acre plantation on this new ground in 1908. Large plantations of white spruce and native jackpine will be set out at the earliest opportunity, and considerable planting of rapid growing broad-leaf varieties, such as willow and cottonwood, will be done, with a special view to demonstrating the practicability of raising fuel quickly. Results from plantations of this nature should prove of great value to the west generally, as at present it is not possible to obtain any reliable data regarding the growth of trees under cultivation for economic purposes. This we find to be a great handicap when trying to persuade some men to plant for direct returns, as, without actual facts and figures, it is difficult to convince a person, who has had but little experience with trees in this country, that such work would be very profitable.

MACHINE FOR SOWING MAPLE AND ASH SEED.

Since 1901 all our seed has been sown by hand, and as each year the number of acres to be sown has increased different methods for doing this work have necessarily been evolved. When only a small area was required drills were made with a Warren hoe and the seed scattered in the drill, which was finally leveled over with a rake. This necessitates a line being stretched for each drill, and was an extremely slow process. Such a method with three or four acres to sow within a few days becomes out of the question. A plough was then tried for making the drills. This somewhat hastened the operation, but a large gang was required to keep up with the team and cover over the seed before the ground dried out or the seed was blown out of the furrows. The plough was discarded, as this buried the seed too deeply.

Finally we adopted a method of marking out drills with an ordinary single horse scuffler, only the two back teeth being used with large shoes, the teeth being spread apart to about 30 inches. The seed was dropped as evenly as possible and another single horse strawberry cultivator was used for covering in the seed. By thoroughly flailing the seed in bags during winter and rubbing it through sieves of about $\frac{3}{4}$ of an inch mesh all the wings were taken off, and it was found that a man could drop the seed very fast and very evenly in calm weather. We find that with this method four men (two driving the scufflers and two dropping seed) were able to sow as much as four acres a day, making the drills 20 to 30 inches apart. On windy days, however, it was impossible to make any headway there. Where strong winds are so prevalent, there are often weeks at a time when it would be out of the question to sow in this manner. When twenty or thirty acres have to be sown before a certain date in the spring, sowing by hand entails too much risk. There seemed to be no reason why, after the seed had been well cleaned and separated from the stalks a machine could not be found which could do the work even in windy weather. A machine has been obtained from the Massey Harris Co., which after considerable difficulty has been so arranged that from all appearances and from tests made in the shop, it should do very satisfactory work. This seeder will sow three drills at a time 30 inches apart, and is worked on the same principle as the grain drill. The seed can be put at any depth, and attachments are provided for covering in the drills. It is to be hoped that the seeder will turn out to be satisfactory when put to the actual test, as with it 8 to 10 acres per day should be sown, using only one man and two horses. There should also be a great advantage in having the seed dropped more evenly and covered more uni-

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formly. The possibility of regulating the furrows without difficulty is a point of great importance.

During the past winter there was great suffering caused, owing to the scarcity of coal and the practical impossibility of obtaining wood at any price in many districts. A similar state of things is likely to occur again at any time in the future. Such an experience should convince all far-seeing settlers as to the advantage of growing their own fuel. That this can be done, within a very few years and at a considerable financial profit in almost any part of the west, is undoubtedly a fact. As large areas can be planted and cared for at a proportionately less cost than very small plantations, it would seem that something should be done along this line, either by the rural municipalities or the government. In many parts of Europe there are communal or municipal forests. These are operated by the municipalities, usually under the direction of the state, and the resulting profits are used for ordinary municipal expenses. In many cases the revenues are so large that taxation is not necessary to keep up municipal work. It would seem a reasonable proposition, in this country, that in regions where natural wood supplies cannot be obtained except at great expense the municipalities, probably with the co-operation of the government, should obtain considerable areas and plant these up with such trees as would seem most profitable. The original cost of planting, &c., could be largely met by first growing on the land a crop of grain. If a section in each district could be obtained for this purpose, supposing 100 acres were planted each spring for six years, a portion of the remainder could be utilized for cropping and 100 acres summer-fallowed every summer to be ready for the next spring's planting, until the whole area was stocked. In from seven to ten years a certain amount of fuel could no doubt be obtained, the quantity and value increasing annually with the age of the plantation. Such a plantation would very soon become self-supporting from sales of wood and would undoubtedly return a substantial profit in later years. With municipal wood lots of this nature throughout the country little fear need be entertained as to a repetition of last winter's experiences. I make this suggestion in the hope that some method may be considered for at least testing the practicability of this proposition. The necessity for something of the sort is very evident, and the great advantages which would result to the country generally would seem to warrant the government in very materially assisting any municipality that would be willing to co-operate in this work; perhaps even, in order to encourage the work, it could establish these wood lots, and after they had become remunerative they might be turned over to the control of the municipalities.

Your obedient servant,

NORMAN M. ROSS,

Assistant Superintendent.

APPENDIX No. 3.

REPORT OF HUGO CLAUGHTON-WALLIN.

DEPARTMENT OF THE INTERIOR,

OTTAWA, March 31, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit herewith my annual report of work carried on under directions from the Forestry Branch.

At the beginning of the fiscal year I was conducting a forest valuation survey in the Riding Mountain Forest reserve, with the assistance of seven students in forestry.

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In the year 1905 similar work had been carried on in the Turtle Mountain and Moose Mountain reserves under the supervision of Mr. R. D. Craig. The method followed this year was the same as the previous season, and as described by Mr. Craig in his last report. A valuation survey was made of the following townships: townships 23, ranges 19, 20 and 21; townships 22, ranges 20 and 21; townships 21, ranges 20 and 21; townships 20, ranges 19, 20 and 21; townships 19, ranges 18, 19 and 20. The following townships were partly surveyed: township 22, range 19; township 21, range 19; township 20, range 18; and township 19, range 17.

Here as well as in the other Manitoba timber reserves fire has caused considerable damage. Of the townships mentioned above the best timber is found on townships 23, ranges 19 and 21; townships 22, ranges 19 and 21; and township 21, range 19. Some good timber is to be seen in township 23, range 20, and townships 20, ranges 18 and 19; but with this exception the ground gone over was found either almost entirely devoid of mature timber and generally covered with good five to twenty year old reproduction of aspen and balm, or very open and prairie like, with scattered smaller bluffs of green timber, as specially in the country south and west of Clear lake.

The coniferous trees found in the reserve are white and black spruce, larch, jack-pine and some balsam.

The deciduous trees are represented by aspen, balm, birch, Manitoba maple, oak, ash and elm. The last four varieties are found chiefly on the north and east slopes of the mountain.

The prevailing forest consists of aspen and balm in a broken stand, with small groves of spruce and scattered birch. Large muskegs of larch and black spruce are numerous near the height of land. Jackpine is found northeast and southeast of Clear lake. Fire has, however, done much damage there. The reproduction is excellent in places.

The injuries done by insects to the timber are not very important. I quote the following extracts from the notes of Mr. Jas. R. Dickson, of the University of Michigan, who was the entomologist of the party:—

‘The spruce is sometimes attacked by the destructive bark beetle (*dendroctinus rufipennis*). At the present time no considerable damage has been caused by this borer, but there is always a danger of it causing widespread injury. The spruce gall louse is abundant at Clearwater lake, where it gives the spruce a very ragged appearance, attacking and killing the lower branches first and thus making conditions most favourable for the rapid spread of a fire. The shield-bearing spruce borer is very commonly found in the fallen or dying timber. North of Clear lake the larva of a species of *retinia* was found attacking the young spruce cones, destroying the seeds. The jackpine has many insect parasites. Among them may be mentioned a *pissodes* larva which kills back the leaders in the young reproduction. On the bark is the pine louse (*chermes pinicorticus*) and the cones are sometimes ruined by the weevil *dryocetis*.

‘Probably the worst insect enemy of the aspen in the Riding mountains is the spotted cottonwood beetle (*lina lapponica*). The striped variety (*lina scripta*) was also captured. The dark, spiny larva of these beetles are defoliators, and when numerous soon skeletonize the leaves over a considerable area.

‘The ants, birds and predaceous beetles are, however, holding the destructive insects well in check, and the entire insect damage is a mere bagatelle when compared to the losses by either fire or fungi.’

The trees in the Riding mountains that seem to suffer most from the fungi are aspen and balm. Stands of them are found where scarcely a tree is not affected by these pests, chiefly *polyporus ignarius*. Wherever we find any of these hoof-shaped brackets in a tree it is a sure sign that the fungus has gained access to the tree and is destroying the wood. Settlers should be directed to do their cutting in these affected stands, as the only method of checking the disease is to remove the affected trees.

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The coniferous trees are in a healthier condition, though quite a few fungi-affected specimens are found on the reserve.

Game is quite plentiful. Moose and elk were often seen by members of the forest valuation party. There is no doubt, however, that their number is decreasing, as during the open season the mountain is a regular play ground for all kinds of hunters and would-be hunters, who, according to their own tales, are not very particular about sex or number of slaughtered animals; and there are many squatters who, during the closed season, would not let a possible chance of a shot at an elk pass. Tracks of bears were seen now and then. Beavers were found at work at Lake Audy and the Whirlpool river. The bird family is well represented.

The survey work for the summer was closed on the last day of September. In October I was occupied with the locating of squatters on the Riding Mountain reserve. I found about fifty families, mostly French half-breeds and Galicians. The former are scattered around Clear lake, where they have fair buildings but very little land under cultivation. The Galicians are principally in the western part of the mountain. It is a pity that these people have been allowed to settle on the reserve, as there is no doubt that they are and will be the cause of many a destructive fire. Every year there are some new families moving within the boundary of the reserve. A special report in regard to the squatters and their improvements has been made, to which I would refer you for further information.

At the end of October I returned to Ottawa, and have during the winter been occupied with working up the data secured during the summer. If it be my privilege to continue the work in the Riding Mountain reserve next summer I hope to be able in my next report to give a full account of the amount of timber, the rate of growth of the different species, the quantity of wood that could be cut yearly, &c. Volume tables will be constructed.

I have the honour to be, sir,

Your obedient servant,

HUGO CLAUGHTON-WALLIN.

APPENDIX No. 4.

REPORT OF A. H. D. ROSS, M.A., M.F., TECHNICAL ASSISTANT.

OTTAWA, ONT., April 1, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit the following brief report of my work subsequent to September 14, 1906. From that date I continued my work of inspecting the tree plantations established by the co-operation of the Forestry Branch with settlers in Northern Manitoba, and along the Yorkton branch of the Canadian Pacific Railway in Saskatchewan as far as Foam lake.

In most instances I found the trees well cared for, and that the growth was excellent. In some quarters there is a prejudice against the green ash because of its slow growth at first and its liability to injury from rabbits, but most planters are now convinced that it is an excellent tree to mix with the faster growing Manitoba maple or boxelder, willow and cottonwood, which give the desired ground cover to prevent evaporation, and at the same time break the force of the severe gales which blow across the prairie for days at a time.

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From October 4 to 25, I inspected plantations in the Maple Creek region in Saskatchewan, and the Medicine Hat, Gleichen and Calgary districts in Alberta. Here I found that the cottonwood, green ash and willow have done best, the Manitoba maple or boxelder being generally killed back by frosts following the warm chinook winds.

On October 26 I left Calgary for Ottawa, arriving here on the 31st. During the winter I have been engaged in the office preparing the lists of applicants to receive trees the coming season; drawing plans showing how the trees sent out should be mixed to get the best results; helping in answering of inquiries of various kinds; the drawing of curves showing the height and diameter of growth of spruce and larch in the Riding Mountain reserve, and other routine work.

Your obedient servant,

A. H. D. ROSS.

APPENDIX No. 5.

REPORT OF F. W. H. JACOMBE, M.A., M.F., TECHNICAL ASSISTANT.

OTTAWA, ONT., April 11, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to present my report for the period extending from September 8, 1906, to March 31, 1907.

During the remainder of the month of September, 1906, I continued my work of inspecting the plantations along the Soo line. Most of these I found to be in good condition, in spite of the very dry weather during the summer, and well cared for. Cottonwoods planted in the spring of 1904 had, in a number of instances, attained a height of eight feet or thereabouts. The inspection of this line was finished by the end of September.

Since December 1 I have assisted in the office work of the branch at Ottawa, my work having consisted of drawing plans for new applicants planting trees this spring for the first time, making out distribution lists and performing other routine work in this connection.

I have the honour to be, sir,

Your obedient servant,

F. W. H. JACOMBE, M.A., M.F.

APPENDIX No. 6.

REPORT OF A. P. STEVENSON.

DEPARTMENT OF THE INTERIOR,

OTTAWA, ONT., April 1, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to submit the following brief report on the work done by me as tree planting inspector in connection with the work carried on in this province by the Forestry Branch of the Department of the Interior.

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Early in June, 1906, I went to Winnipeg to meet Mr. N. M. Ross, Assistant Superintendent of Forestry, to arrange inspection work in Manitoba for the summer. Two men were expected from the Yale Forest School, Mr. Ross and Mr. Jacombe, to take part in inspection work. On June 21 these men arrived in Morden, where I met them, and in a few days they began on the work of inspection.

Mr. Jacombe began work at St. Claud on the Glenboro branch of the Canadian Pacific Railway, working westward to Estevan, in Saskatchewan; Mr. Ross working along the main line of the Canadian Pacific Railway and its northern tributaries in Manitoba.

The district covered by myself was the Red River valley and westward to Boissevain, also the main line of the Canadian Northern Railway, from Winnipeg westward to Warman, Saskatchewan. This is a new district, both as regards settlement and applications for trees to the Forestry Branch. The majority of the settlers are from the United States, and all thoroughly appreciate the benefits of a properly planted and laid out shelter belt. This is evidenced by the fact that 99 per cent of applicants for trees are only two years settled on their land. With them trees are just as essential to life on the plains as are buildings, and as a result only expressions of satisfaction are heard with the broad-minded policy of the Forestry Branch in assisting them with advice and planting material. Of the trees set out in the spring of 1906, 95 per cent were alive in the fall. The spring was a favourable one for tree planting, and the young trees, on account of the careful supervision in packing and shipping, arrived at their destination in first-class condition.

It was noticed that the ash tree is giving splendid satisfaction, where grown with boxelder or elm. Planted four feet apart, each way the growth is very satisfactory. The Russian willow and cottonwood are showing up very prominently, being among our most rapid growers. The latter are great favourites with the American settlers, who are delighted to find the well-known tree will succeed so well with them in this country. The groves planted out in 1901 and 1902 under the co-operative scheme are now in many cases fine plantations, and in some districts are changing greatly the appearance of the landscape, the dull monotony of the plain giving place to nice bluffs of trees. It is also noticed that the interest in fruit growing is increasing on account of the farmers having these windbreaks. A demand is also arising for ornamental trees and shrubs and perennial flowers, which without the shelter belts would never have been heard of. During the summer of 1906 on various occasions trees in plantations set out under Forestry Branch supervision were measured and a height of 18 feet 4 inches recorded. This gives a fine object lesson of what can be accomplished in tree planting on the prairie, when the proper conditions are given as to planting, care, cultivation and right varieties.

Your obedient servant,

A. P. STEVENSON.

APPENDIX No. 7.

REPORT OF JOHN CALDWELL.

VIRDEN, MANITOBA, April 1, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I beg to submit to you my report for the summer of 1906.

I began work June 18, and finished November 15. The territory given to me was the Kirkella line to Neudorf, the main Canadian Pacific Railway line from the Manitoba boundary to Regina, and the Arcola line back to Manitoba.

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The great bulk of this territory is wide, open prairie, and farmers are taking an ever increasing interest in the planting of shelter belts and windbreaks. Probably 85 per cent of all trees planted to date are doing well, which I consider quite satisfactory. A few years of this work under good supervision will add greatly to the appearance of the country and to the comfort of the homes.

About 75 per cent of the plantations in my district are made up of maple, ash and cottonwood, the remaining 25 per cent of elm, willows and Russian poplars. The demand of course is for fast growers. The elm and ash are a little slow, but still they are perfectly hardy and in the end will make by far the best and most durable trees, and in order to give the plantations a more permanent character we must insist on a fair proportion of these hardwood trees.

Very few willows or poplar have been sent out for four years, and while I am not in favour of many poplar I would like some. I have fifteen years' experience with willows in Manitoba and they are growing much in favour with me. They are extremely hardy and fast growers, they leaf early and hold the foliage late, and are likely to live a fair age.

The cost of growing willow cuttings in large quantities is about 75 cents per 1,000, although I would rather send them out rooted. The cost then would be about the same as cottonwoods from Dakota. A farmer, when once started with willows, could easily propagate from his own trees. I class the willows among our most useful trees.

Farmers are nearly always glad to see the government tree man come around, and they greatly appreciate the good advice tendered. No doubt, this past unusually severe winter, with a coal shortage, has caused many a farmer to wish he had a twelve or fifteen year old bluff back of his buildings. It would certainly have given him less cause for anxiety.

The question of whether trees can be grown on these western prairies is a question no longer, as we have splendid examples all over the country. Probably the most important feature with the inspector is to give the farmer to understand the importance of having the land in a good state of cultivation before he plants, and the necessity of good, clean cultivation afterwards. I am not in favour of handling trees too large. A first-class one-year-old maple is better than a first-class two-year-old; the expense of handling and shipping is less, the work for the farmer is less, which means a good deal in a busy time, and the younger tree is likely to take a hold more quickly and to make the best tree.

The best distances I still think 4 feet x 4 feet, or 3 feet x 5 feet, and we should always be careful and prevent breaks being planted too close to the buildings, as that is a mistake so often made. I find a good many farmers wanting more than they can properly look after; it is far better to take less and get more again. North of Moose mountain and along the Kirkella line there are large settlements of foreigners who know very little of the tree planting work. These people are mostly very industrious and progressive and producing a great deal of wealth. They are there to stay, and means should be adopted to let them know. They are generally fond of tree planting, and would more than likely take good care of trees given to them in this way.

Large farmers who are extensively into wheat growing are not so interested in tree growing as they should be; they are too busy making money. Among the farmers on the quarter and half-sections is where we are most appreciated and where we can do most good.

The planting of trees for fuel and fencing purposes has not received much attention as yet, but for shade and shelter nearly every man who intends living in the country is only too glad to avail himself of the opportunity of getting trees and advice in this way.

The Canadian Northern Railway and Grand Trunk Pacific expected to run from Brandon to Regina, will open up a large tract of new country, and for some years to

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come I expect a heavy demand for trees from southeastern Saskatchewan. I had the pleasure of visiting the Forest Nursery at Indian Head twice this summer and was gratified to see the wonderful improvement and the large quantities of good stock growing, under the charge of Mr. Ross. The growing of large blocks of healthy young trees is of great importance in connection with this work.

I find the general public very much in favour of this tree planting among the farmers. They know that in agriculture lies our sure foundation, and work of this kind, which adds so much value to the farms and gives the whole country so much more of a prosperous and comfortable appearance, is time and money very well spent.

With the country filling up so rapidly we are sure of a heavily increased demand. We know how dreary and desolate a new country looks, and one of the first desires expressed is for shade and shelter, and for years to come we should feel it our duty and pleasure to fully meet this demand with every possible encouragement.

Your obedient servant,

JOHN CALDWELL.

APPENDIX No. 8.

REPORT OF JAMES LEAMY, CROWN TIMBER AGENT.

NEW WESTMINSTER, B.C., May 20, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I beg to acknowledge the receipt of yours of March 27. last, asking me to forward as soon as possible my annual report in regard to the fire ranging service in the Dominion Railway Belt in British Columbia.

In compliance therewith I beg to submit the following short report:—

I have very little to add to my report of September 17, 1906, except to state that all the fires mentioned in that report were completely put down and very little damage resulted, if any, therefrom. The accounts in connection with last year's fire ranging system have been duly sent forward to your department. This season, about the latter part of April, the country being very dry, numerous fires have occurred, doing considerable damage, and I am informed that a quantity of saw-logs on skidways were burned on a limit owned by the Bowman Lumber Company on the east bank of the Columbia river, below Revelstoke. The matter was promptly attended to by Fire Ranger McRae. The last report from him is to the effect that fires are still burning, but are held in check. As the rain began here yesterday I have no doubt that the condition along the Columbia river will be bettered.

In this lower district several fires have occurred along the settled lands, but only in one instance have they extended into the timber, that is near Pitt lake, but we have had a very heavy rain within the last day or so, and those fires are extinguished.

I would respectfully suggest that I be allowed to employ more fire rangers, in order to prevent the occurrence of fires. During the last winter a severe sleet and snow storm occurred which broke down all the young timber, alder, &c., and has covered the ground in a great many places with a very heavy mat of this timber, and if fires occurred it would certainly prove very disastrous, and we cannot exercise too much vigilance in looking after them.

There has been some slight change made in the Fire Act in British Columbia, particularly regarding the locomotive engines and logging engines, which, if carried

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into effect will prevent a number of fires. I have a complaint to make against the Great Northern Railway Company. Their locomotives, owing to defective fire screens, have thrown sparks and caused numerous fires; in fact they are a menace to any country they pass through.

I may add that men are very scarce and are asking from \$3 to \$3.50 per day for their work. There is a great scarcity of labour in the country.

The rangers working so far are: Mr. Cameron Fisher, of Golden; Mr. Frank Ashdown, of Golden. I have divided that district in two, as it was much too large for one man to look after, and both will have their headquarters in Golden, but working in opposite directions. Mr. Alex. McRae, of Revelstoke; Mr. J. D. McGuire, of Salmon Arm; Mr. Angus McGillivray, of Ashcroft; Mr. Murdock Martyn, of New Westminster; Mr. F. W. Hughes, of Mission City; Mr. M. G. Fadden, of Upper Sumas; Mr. John Ball, of Abbotsford, and Mr. Neil W. Johnson, of Elgin.

Your obedient servant,

JAMES LEAMY,

Crown Timber Agent.

APPENDIX No. 9.

REPORT OF C. A. WALKINSHAW, FOREST RANGER.

BOISSEVAIN, MANITOBA, March 31, 1907.

R. H. CAMPBELL, Esq.,

Superintendent of Forestry,
Ottawa, Ont.

SIR,—I beg to submit to you my report of the work done in the Turtle Mountain timber reserve during the past year.

During the month of April and part of May the weather was very dry. Mr. Hamilton, my assistant, and I were kept very busy fighting fires. They were so numerous along the international boundary that I found it necessary to call out assistance to prevent them coming across into the reserve. One did come across at the western part of the reserve, between ranges twenty and twenty-two. While we were fighting this fire, I saw another near the boundary in range twenty, and going in the direction of the forest ranger's house and stable. I took assistance, and by the time we got there it was across the boundary, but fortunately the wind changed around and blew it back into Dakota. That night I counted fifteen big fires burning along the boundary. They made a good fire guard for us. I drove across the line and remonstrated with the settlers about their carelessness in setting out fire, but they only laughed at me. If the wind had not changed when it did the fire would have made terrible havoc in the reserve. When all danger from fire was past I planted two hundred young Scotch pine, sent me from the Experimental Farm at Indian Head, to see how they would do in Turtle mountain. Nearly 90 per cent of them grew and looked healthy when the snow came last fall. Mr. Hamilton and I made a good road through the reserve from the northern part of section thirty-three, township one, range twenty, to section nine, township one, range twenty, where the forest ranger's house is situated. When we got this road finished we patrolled the reserve, guarding against fire, and I am happy to say there was not a spark in the reserve all fall. I may say there was very little wood cut in the reserve this winter, as no person was allowed to cut green wood, and the snow being so deep, it was hard work getting dry stuff. A

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great many farmers who in other years hauled their wood from the reserve, bought coal or bought their wood from private parties who have wood lots in township two.

I am, sir,

Your obedient servant,

C. A. WALKINSHAW,

Forest Ranger.

APPENDIX No. 10.

REPORT OF JOHN RUTHERFORD, FOREST RANGER.

CARLYLE, SASKATCHEWAN, April 18, 1907.

R. H. CAMPBELL, Esq.,
Superintendent of Forestry,
Ottawa, Ont.

SIR,—I have the honour to forward you the following report of affairs in the Moose Mountain timber reserve.

The growth of young timber has increased greatly of late years. Practically speaking there is no standing dry timber, owing to severe wind storms. There is a considerable amount of lying half-green timber. I would strongly recommend the opening of a road through the centre of the timber reserve, running from Fish lake to the western boundary of the reserve.

I am, sir,

Your obedient servant,

JOHN RUTHERFORD,

Forest Ranger.

APPENDIX No. 11.

REPORT BY E. STEWART, SUPERINTENDENT OF FORESTRY, OF A
TRIP DOWN THE MACKENZIE AND UP THE YUKON RIVERS
IN THE YEAR 1906.

OTTAWA, November 16, 1907.

The Honourable FRANK OLIVER,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report on a visit made by me under your instructions during the past season to a portion of our far northern regions within the area drained by the Mackenzie and Yukon rivers. The route taken was down the Athabaska, Slave and Mackenzie rivers, crossing on the way Athabaska and Great Slave lakes, to the delta of the Mackenzie; thence across the mountains to the Bell and Porcupine rivers; down these streams to the junction of the latter with the

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Yukon; and returning up the Yukon to Whitehorse, passing Dawson on the way; from Whitehorse to Skagway by rail, and thence to Vancouver by steamer.

The primary object of the trip was to gain information regarding the timber resources of that part of the Dominion, but note was also taken of the character of the soil and of the minerals, fish and game of the country.

PREFACE.

Having decided on the route to be taken, I communicated with Mr. C. C. Chipman, Commissioner of the Hudson's Bay Company, to whom I had been indebted for great assistance in a former journey to the Peace river, and received from him letters of introduction to certain officers of the company, which served as a passport that only had to be presented to insure not only ordinary attention, but all the hospitality that could be afforded in the country.

Mr. Thomas Anderson, Chief Inspector for the Northern or Mackenzie River district, accompanied the transports all the way down to Fort McPherson, and did everything possible to assist me. I am also indebted to the Royal Northwest Mounted Police for their hospitality in a country where hospitality means so much.

FROM EDMONTON TO ATHABASKA LANDING, 96 MILES.

After making what arrangements seemed necessary for the journey, I left Edmonton on June 3, 1906, for Athabaska Landing.

For the first twenty-five miles the road passes through a splendid agricultural country, which is well settled to the crossing of the Sturgeon river. After that the soil becomes lighter, and from there on to 'The Landing' it varies from what might be called second-class land to light sand covered with jackpine. This is along the trail, but I am informed that many tracts of good land exist at different points both to the east and west of the trail. This seems reasonable to expect, as the trail follows the ridges, which are more likely to be sandy than the lower lying land. Much of this second-class land is well adapted for grazing, there being a good growth of grasses and pea vine. On this portion of the route there is very little timber of special value, though the jackpine will be useful for railway ties, posts, &c.

We reached Athabaska Landing at noon on the 5th, taking about two days and a half to make the trip.

The weather was warm and at times sultry, culminating in a heavy shower of rain on the second day out. This was much needed for the grain, and also to quench the forest fires, which were becoming numerous.

FROM ATHABASKA LANDING TO GRAND RAPIDS, 165 MILES.

At 'The Landing,' which is on a southerly bend of the Athabaska, we learned that the steamer on which we were to take passage would not leave for a few days.

On the afternoon of Friday, June 8, our steamer *The Midnight Sun*, towing several scows all laden with supplies for the northern posts, let loose from the shore, and, assisted by the swift current so characteristic of those northern rivers, was soon hurrying down stream at the rate of ten or twelve miles per hour.

I shall copy pretty freely from notes taken on my trip, and the table of distances herewith copied from one in the Hudson's Bay Company's post at 'The Landing' will assist the reader in following the narration. I am informed that these distances are practically correct, as Mr. Wm. Ogilvie, D.L.S., made a micrometer survey of the route some years ago.

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From Athabaska Landing to	Distance in Miles.
Pelican Rapids.	120
Grand Rapids.	165
Fort McMurray.	252
Chippewyan.	437
Smith's Landing.	539
Fort Smith.	555
Fort Resolution.	749
Hay River.	819
Fort Providence.	917
Fort Simpson.	1,078
Fort Wrigley.	1,214
Fort Norman.	1,398
Fort Good Hope.	1,572
Peel's River (Fort McPherson).	1,854

The Midnight Sun is a flat-bottomed craft 120 feet long by 20 feet beam, and draws, when loaded, about 2 feet 6 inches. Her cargo, as well as that of the scows, contained almost every article that could be found in a departmental store—flour, bacon, tea, sugar, canned goods, powder, shot, guns, cartridges, blankets, clothing, kettles, axes—in fact everything that goes to make life even endurable in those isolated regions.

On board were several passengers; half-breeds going to different points; a party of four young white men, on their way to Fort McMurray, to resume work started last year in boring for oil there; a lady worker at the Anglican Mission at Hay river; a young clergyman of the same church on his way to Fort Norman at the junction of the Great Bear and Mackenzie rivers; a Mr. Steffensson, going to Fort McPherson and thence north to the Arctic sea to join the Anglo-American Polar Expedition; and a mounted policeman also bound for Fort McPherson, to join a detachment of the force there.

We passed the mouth of Lac La Biche river, which is about 40 miles down from 'The Landing,' and tied up for the night at the mouth of Calling river, at 7 p.m., having made 50 miles on our journey.

The country along the banks from 'The Landing' down for some 40 miles has suffered very much from fires. Below this point less damage has been done to the timber, which consists of poplar, birch, spruce, balsam, &c., the spruce being mostly along the river and its tributary streams. It is generally rather too small for lumber, though some belts contain trees of a sufficient size for that purpose.

The appearance from the steamer would indicate that generally the timber is of second growth. The spruce seems to be overtaking the poplar and will supplant it in time. This timber is well worth preserving from fire. The country is undulating, not generally rocky, and the soil of a fair quality. Mr. Prudens says he raises as good wheat at Calling river as can be produced anywhere on the prairie.

The Athabaska is here about 60 rods wide, the current at this time about $3\frac{1}{2}$ miles per hour, and the water of a yellow colour. The land rises gradually back from the river to a height of from 200 to 400 feet.

On Saturday, June 9, we started from Calling river at 8 a.m., and at 4 p.m. tied up at the upper end of Pelican rapids, having now made 120 miles from our starting point.

Near the water's edge on the north side of the Athabaska and at the upper end of Pelican rapids the Dominion government sunk a well two or three years ago. At a depth of some 837 feet, the last 87 feet being through tar sands, gas was struck, which prevented further sinking. From this well a strong current of gas and water issues. The gas was on fire at the time of our visit. The flame was about 15 feet high above

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the pipe, and the noise could be heard for perhaps a half mile distant. When first struck it could be heard several miles, and the flame was much larger.

The Dominion government, in prospecting for oil a few years ago, also put down a hole at Victoria, Alberta, hoping to strike oil on reaching the tar sands at an estimated depth of 2,100 feet. At 1,840 feet the casing became wedged and the work was stopped. Another attempt was made at Athabaska landing, with a similar result, the casing becoming wedged at 1,770 feet, within 30 feet of the calculated depth of the tar sands, where oil probably exists in considerable quantities. These tar sands will be referred to later on.

The timber is still poplar and birch, with some belts of spruce of rather small size. Very little exposure of rock along the banks has so far been seen.

At 1.15 p.m., on Monday, June 11, the steamer left the upper end of the rapids and ran down stream for three-quarters of an hour, when our pilot ordered another stop, as the wind was strong after us and he feared an accident in the rapids. Four of the scows that we had been towing were, however, sent on ahead.

At 5 a.m. on Tuesday, June 12, we started again, but in less than an hour had to tie up to repair the steamer. A stone had been stove through the planking at the bottom. We started again at 9.30 a.m., and reached House River rapid at 12.45 p.m., and tied up again. The water is too low at present for our boat.

The country is fairly well wooded in this part with poplar, birch and some spruce, but so far no great quantity of the latter of good quality has been seen. The soil is generally a clay loam, with sand on some of the hills, but on the whole I am fully persuaded it will yet be settled and found productive.

On Saturday, June 16, after four weary days of waiting, the steamer moved down the river about 6 miles to a point about 4 miles above Grand rapids. During this time she had been nearly emptied of her cargo by the scows, and this permitted her to pass through the shallow water. The fact is, this part of the Athabaska is scarcely navigable for steamers, except for a very short time in summer, when the mountain water is in flood.

Another delay of five long days, each one nearly twenty-four hours in length, occurred during which the steamer lay tied up to the bank above Grand rapids.

The days are not only long, but the weather is getting hot, 90 degrees in the shade being quite frequent, and the mosquitos are plentiful and quite as industrious as those in more southern latitudes.

These delays enabled me to see something of the country a little back from the river. I found it to vary considerably at different places. In some districts the soil was too light for agriculture, while in other parts there were stretches, of apparently considerable extent, of very fair land.

Regarding the timber a similar diversity exists. On the light, poor soil is generally found the jack or banksian pine, while on the heavier land the spruce and poplar are seen, provided in both cases the ubiquitous forest fire has not swept the country.

Our 'tie up' above Grand rapids was rendered more than sad by the death of a young Englishman on board named Herbert Bray. He was engaged as cook before leaving Athabaska landing, but a couple of days after starting he took seriously ill, and at 9.30 p.m., on June 20, expired. It was impossible to obtain any medical assistance, and any of the remedies obtainable seemed to do little good. He got worse and worse, suffering very much from vomiting till the end came. What was the trouble, or whether his life could have been saved under other circumstances, it is impossible to say. Perhaps it was a case of appendicitis, which does not always yield to medical treatment even in expert hands. We buried his remains the following day on the right bank of the river. I carved his name and date of death on a poplar tree nearby, and Mr. Steffansson made a lobster of a spruce tree farther up the bank.

On Thursday, June 21, at 8.30 p.m., we left *The Midnight Sun* without regret, going in scows down the river to an island immediately at the head of the rapids. A tramway across this island for a distance of about a quarter of a mile is used for

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transporting the goods to a point below the roughest part of the rapids, where they are again loaded into scows and taken in this way to Fort McMurray, 87 miles down stream, over a portion of the river that is altogether too rough for a steamer of any kind. It was nearly midnight when we got our tents up on the bank beside an eddy below the rapids. I would estimate the descent of the river in these rapids to be about 50 feet. The banks here rise in terraces on each side of the river to a height of perhaps 300 or 400 feet. The country in the neighbourhood of these rapids has been burned over, and the land is rather too light for agricultural purposes.

The rock formation is sandstone, and along the banks for a considerable distance are found spherical stones in large quantities, some half imbedded in the rocky banks and others lying in great numbers along the beach. They vary in size from a couple of feet to eight or ten in diameter, and when seen partly imbedded in the bank they give the impression of having been fired into a wall by some giant mortar when the elements were at war with each other. Occasional specimens of petrified wood are found along the shore in the neighbourhood.

We remained in camp at the eddy from June 21 till the 25th, waiting till the men had got all the goods across the island and our scows and boats loaded, fourteen in all. The total number of persons making the journey, including boatmen and passengers, was 92.

About 9 p.m., on the 24th, a rumour spread through the camp that an Indian that day had killed a very large buck moose, and on the following morning eleven Indians belonging to the crew were away to bring the carcass to camp from where it had been shot many miles away; and just as we were dropping down about a mile to a lower eddy the Indians were seen coming out of the woods bearing the meat of the slain monarch of these forests. That night each of us had a taste of moose, each piece roasted on a stick before the fire, and it was really delicious. The weather continued very hot, 90 to 92 degrees in the shade, but a breeze along the river makes it endurable.

FROM GRAND RAPIDS TO FORT M'URRAY, 87 MILES.

On Tuesday, June 26, we started in scows and large boats at 8 a.m. For some days previous the weather had been very dry and hot, but to-day it is somewhat cloudy and rain appears to be not far off. The water is still falling slightly.

The country about Grand rapids has been burned over, but as we descend the river about four miles the conditions in this respect change and there is a good covering of green timber, probably 20 or 30 years old.

We passed Burnt rapids at 8.30 p.m., and camped for the night two miles below, or some 28 miles from our start at Grand rapids.

The scenery along this day's journey has been fine, especially near the junction of Buffalo creek, which flows into the Athabaska from the north. The rocks along the high banks assume strange shapes, resembling great castles of the Italian style of architecture, but the timber here is small, very little being large enough for lumber.

Wednesday, June 27, we left camp at 7.20 a.m. It is still somewhat cloudy this morning, but very hot when the sun is not obscured. At noon we landed for lunch at the head of Boiler rapid, and started again at 1.30, and ran the rapid. A slight accident to one of the scows in this rapid delayed us till 7 p.m., when we started again, and very shortly after ran what is known as the Middle rapid. This we passed without any accident, and at 7.30 p.m. went ashore and camped for the night at the head of Long rapid. We are now probably 50 miles below Grand rapid, and 37 above Fort McMurray, where we will take a steamer again. The land along the banks to-day has not been as picturesque as it was yesterday. The land rises in terraces back from the river to a height of probably 400 feet.

The rock formation is still generally sandstone, but in certain places limestone is commencing to be seen. There is a good covering of soil, but rather too light for good crops.

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The timber is small and consists of poplar, birch and spruce, but about one half the area has been recently burned over.

The water is very low, and this causes us much delay, even with our boats and scows, which draw very little water.

Thursday, June 28, we started at 8.25 and were 20 minutes in running Long rapid. At 8.55 we went ashore, as one of the boats had been injured in running the rapid and was leaking, but it was soon repaired and we started again at 9.35. In 20 minutes more one of the scows struck a stone, causing her to leak so badly that her cargo, which was assigned to Fort Resolution, was injured considerably by the water.

Here Captain Shott, who had charge of a number of boats and scows with goods for the Roman Catholic Missions, overtook us and took the lead. We got started again at 3 p.m. and passed our rival fleet.

We reached Crooked rapid at 4 p.m. In this neighbourhood limestone appears along the banks in horizontal layers.

At 4.30 we jumped a small rapid without sustaining injury to any of the boats. Along here the layers of limestone present a very pretty appearance. In some cases there are caves running in to considerable distances along the bank near the water's edge.

At 5 p.m. we went ashore for the night on the right bank, about one-third of a mile above what is known as the Little cascade.

The forenoon of this day was clear and hot, but several showers passed by us in the afternoon, and finally one overtook us and we had an hour of heavy rain. The country has been partially burned over, and the standing timber is very small.

On Friday, June 29, it started to rain at 8.30 a.m., but before this we had run the Little cascade with the cook's scow and got our tent up just below the cascade, which consists of a semi-circular drop in the limestone rock of about two feet and extending completely across the river.

To give an idea of the delay caused by trying to navigate this portion of the Athabaska with loaded crafts, even with those of very light draught, I might mention that this morning Mr. Phillips, Inspector of Hulls and Boilers, caught up to us. He had left Athabaska landing in a canoe with one man, on Monday, June 25, thus making the journey in four days which has taken us twenty to accomplish.

The weather was showery, but the men worked all day, partially unloading the scows and carrying the goods a few rods below the cascade, where they were reloaded after they had jumped the cascade with part of the cargo. Captain Shott has again overtaken us, and this serves to cause delay, as there is only one place where the boats can be let down the rapids. The water, however, has risen about 4 inches, which is hailed with delight.

Saturday, June 29. About a mile and a half below the Little cascade is what is called the Lower cascade. It is very similar in character to the one farther up the river, but the perpendicular fall in the lower one is about twice as great or four feet in descent at the present stage of water. The boats had all to be partially unloaded and let down this rapid with lines and reloaded the same as before, but the men worked with a will, and by night all the boats were over and we camped a short distance below this cascade on the level limestone shore.

The lower cascade, though higher than the upper one, caused us less delay, as the portage at the latter was much shorter, being only about three rods, and the walking was good on the rocks. The upper or little cascade, however, in high water can be run without unloading.

The timber in the neighbourhood of the cascades is small and the country has been partially burned over.

Sunday, July 1, we left camp at 9.10 a.m. Having passed the rapids, no further difficulty was experienced, and we arrived at Fort McMurray at the junction of the Clearwater at 12.45 p.m., where we found the steamer *Grahame* awaiting us.

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The fall of the Athabaska between the head of the Grand rapids and Fort McMurray (87 miles according to the Hudson's Bay Company chart), is 360 feet, or something over 4 feet per mile.

Mention has been made of the bituminous or tar sands. They overlies the limestone and are found at different places along the Athabaska both above and below McMurray. They are also seen on the Slave river and through other sections of the Mackenzie River basin. Mr. R. G. McConnell, of the Geological Survey, made a valuable report on these tar sands in 1892, from which I have made the following quotations:—

'The tar sands hold in places lenticular beds of limestone, lignite seams 2 or 3 feet thick, and fragments of fossil wood. They vary in colour according to the quality of tar they contain, from a gray to a dark brown, and jet black. Where heavily saturated, streams of tar issue from the bank during the heat of summer, and form pools at the bases of the escarpments. This appears to be the origin as suggested by Bell of the tar springs which occur in the right bank opposite Tar island, two miles below the mouth of Red river as it enters the Athabaska, and in numerous other places.

* * * * *

'The tar sands occur along the Athabaska valley from Boiler rapid to a point about nine miles below the mouth of Calumet river, a distance of about 90 miles. West of the Athabaska they are soon concealed by the overlying divisions of the cretaceous, but are exposed for some miles along the valleys of the tributary streams. They were not found on Peace river. East of the Athabaska they occur in heavy sections on the Clearwater, Pembina and High-bank rivers, but on Muskeg and Firebag rivers the sections are small, and the greater part of the material in this district has evidently been planed away by glacial action.

* * * * *

'The tar sands, the principal bitumen-bearing formation of the district, are described in a preceding part of the report. This unique formation is of Dakota age, and constitutes in this region the basal member of the cretaceous series. It rests unconformably on the Devonian, and is exposed overlying the latter along the valley of the Athabaska for a distance of 90 miles. Lithologically it may be described as a soft sandstone, the cementing material of which is a bitumen or inspissated petroleum derived from the subjacent limestones. The boundaries of the tar sands were only precisely defined at a few points, but they were estimated to have a minimum distribution of fully 1,000 square miles, where either completely uncovered, or buried beneath a part of the overlying Clearwater shale on the highlands, and exposed in the river valleys. They vary in thickness where the section is complete, from 140 to 225 feet. The bitumen is unequally distributed through the sands, in a few places merely staining the grains, but in most of the sections examined it is present in sufficient quantity to render the whole mass more or less plastic. The following calculation, which is extracted from the summary report for 1890, although it can only be regarded as an approximation, yet will serve to give some idea of the enormous outpouring of bituminous substances which has taken place in this region.

"An analysis by Mr. Hoffmann of a specimen collected some years ago by Dr. Bell, gave by weight:—

Bitumen.	12.42
Water (mechanically mixed).	5.85
Siliceous sands.	81.73

"A cubic foot of the bituminous sand rock weighs, according to Mr. Hoffmann, 117.5 lbs. This figure multiplied by the percentage of bitumen 12.42 gives 14.59 lbs. as the amount of bitumen present in a cubic foot, or $14.59/63.7 = 22.9$ per cent in bulk. Taking the thickness at 151 feet, and assuming the distribution as given above at 1,000 square miles, the bituminous sands in sight amount to 28.40 cubic miles.

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Of this mass, if the preceding analysis is taken as an average, although it is probably rather high, 22.9 per cent in bulk, or 6.50 cubic miles is bitumen. The amount of petroleum which must have issued from the underlying limestones to produce 6.50 cubic miles, or by weight approximately 4,700,000,000 tons of bitumen, cannot now be estimated, as the conditions of oxidation and the original composition of the oil is unknown. It must, however, have been many times greater than the present supply of bitumen."

"The commercial value of the tar sands themselves, as exposed at the surface, is at present uncertain, but the abundance of the material, and the high percentage of bitumen which it contains, makes it probable that it may, in the future, be profitably utilized for various purposes, when this region is reached by railways. Among the uses to which it is adapted, may be mentioned roofing, paving, insulating electric wires, and it might also be mixed with the lignite which occurs in the neighbourhood, and pressed into briquettes for fuel.

"The tar sands evidence an upwelling of petroleum to the surface unequalled elsewhere in the world, but the more volatile and valuable constituents of the oil have long since disappeared, and the rocks from which it issued are probably exhausted, as the flow has ceased. In the extension of the tar sands under cover the conditions are different, and it is here that oils of economic value should be sought. In ascending the Athabaska, the tar sands are overlaid at Boiler rapid by a cover of shales sufficient to prevent the oil from rising to the surface, and in ascending the river, this cover gradually thickens. The geological attitude of the shales is not the most favourable, as the beds dip away from the outcrop at the rate of 5 to 10 feet to the mile, and it is possible that a part, or even the whole of the oil may have flowed northwards and eastwards through the sands, and escaped where these come to the surface. It is unlikely, however, that all the oil has escaped in this manner, as small anticlinals in the covering beds are almost certain to exist, and a differential hardening of the beds themselves may serve to inclose reservoirs or inverted basins of large capacity. It is also possible that the sands at their outcrop, may by the deposition of tarry substances, be plugged tightly enough to prevent further egress. Favourable indications of the presence of oil in the vicinity of the Athabaska are also afforded by the existence of the natural gas springs referred to on a previous page.

"The question of the continuity of the tar sands and their petroliferous character under cover, can, however, only be settled in a decided manner by boring, and it is highly desirable that drilling operations should be undertaken for this purpose. At the mouth of Pelican river the tar sands are probably covered by about 700 feet of strata, and this amount increases as the river is ascended. At the Athabaska landing, if the formation extends to that point, it probably lies at a depth of from 1,200 to 1,500 feet below the surface, but the distance of the landing from the outcrop of the tar sands, and the variability in the thickness of the cretaceous formations make it impossible to give more than a rough estimate.

"Indications of the presence of oil in the district are not confined to the tar sands, as on Peace river and Lesser Slave lake inspissated bitumen was found in a number of places lining cracks in nodules, and at Tar island in Peace river, small quantities of tar are brought to the surface by a spring. Tar springs are also reported from several other points, but their existence lacks verification. North of this district tar occurs at intervals in the Devonian limestones exposed along the valleys of Slave river and the Mackenzie, all the way to the Arctic ocean."

Before reaching Fort McMurray, and at a distance of about 4 miles above Mountain rapid, on the right bank of the Athabaska there was observed what appeared the strongest deposit of asphalt yet seen, which emitted a very distinct odour.

Fort McMurray, though not a post of very great importance at present, has a history of considerable interest. It was here that the weary traveller of one hundred years ago from far away Montreal, metaphorically speaking threw down his pack

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and gave a sigh of relief after a journey by bark canoe through a wilderness for a distance of over 2,500 miles.

The names of the lakes and rivers traversed are alone sufficient to excite the imagination and to fully recall what such a journey meant. The Ottawa and Mattawa rivers, Lakes Huron and Superior, Rainy lake and Rainy river, Lake of the Woods, and its outlet, the Winnipeg river; Lake Winnipeg to Grand rapids; the Saskatchewan to Cumberland; thence by devious courses across unnamed portages and streams scarcely navigable even for the bark canoe to Pelican lake, to Churchill river, up that stream for many miles; across Buffalo lake and Lac La Loche, till at last the final portage has been made and Clearwater river is entered. He has now reached one of the streams that go to swell the volume of that greatest of Arctic rivers, the Mackenzie. In course of time other and more favourable routes were established, and only a very few of the oldest voyageurs are now left to tell the tale of such an adventurous journey.

FROM FORT M'MURRAY TO FORT SMITH ON THE SLAVE RIVER, 303 MILES.

We found the steamer *Grahame* to be a very comfortable boat. She is a stern-wheeled craft, with a flat bottom similar to those used on the Mississippi and other western rivers, and considerably larger than *The Midnight Sun*. We are assured that there are no serious obstructions to navigation in the course of her route, and that our difficulties will probably be few from here on to Smith's landing on the Slave river.

We lay at Fort McMurray from Sunday noon till Monday, July 2, at 7.30 p.m., when we resumed our journey down the Athabaska. The weather continued very hot. The river widens considerably after receiving the Clearwater, attaining a width of half a mile in many places. The banks become lower, islands clothed with timber are more frequent, and the scenery for many miles as we descend is devoid of the grandeur of the Upper Peace, but is nevertheless very pretty if not enchanting.

At 9.35 p.m. we tied up and took on wood, and did not start again till 4.45 a.m. on Tuesday, July 3.

The timber is larger below McMurray, some of the spruce being large enough for lumber, and there seem to be considerable quantities of it. Lignite and asphalt are seen along the banks between Fort McMurray and Fort McKay. We passed the last-named post at 7 a.m. It is situated on the left bank of the river, and consists of about a dozen whitewashed houses, the principal ones being a Hudson's Bay Company store and the Roman Catholic Mission.

The boat tied up for the night about 30 miles from Chippewyan. On account of the sand bars in the river near its entrance into Lake Athabaska it was thought best not to attempt this part of the journey till morning.

This has been another very hot day, 100 degrees in the shade. The water has risen 2 feet. It was very muddy till this afternoon, when we got ahead of the flood. Considerable driftwood is being brought down. During the day considerable spruce timber was passed, large enough for saw-logs. The land gradually lowers as we approach the lake. Where we tied up for the night only cottonwood and willow are seen.

On Wednesday, July 4, I rose early to see the entrance to Lake Athabaska, or 'Lake of the Hills,' as it was known in the early days, and as it is always referred to by Sir Alexander Mackenzie, whose explorations down these waters to the frozen sea, and afterwards up the Peace river and across the mountains to the Pacific ocean furnish the subject of one of the most interesting narratives of adventure ever written.

The morning was exceedingly hot, the sun at 3 a.m. resembling a ball of fire on the surface of the lake; and as the day advanced its rays pierced through the clear atmosphere with scorching effect. The ground falls gradually away, willows taking the place of the cottonwood trees, then great marshes, and lastly the lake itself spreading out far to the east; a great lake in a vast wilderness without a sail to enliven it

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or a sound to break the solitude. But as we round a point, about 6 or 8 miles to the north, we behold the whitewashed houses of Fort Chippewyan, built on high land, or rather red granite rock. Viewed from the lake, this post is rather imposing in appearance. The Hudson's Bay Company buildings, forming a quadrangle, show up well as we approach the shore. The Roman Catholic Mission buildings are large, but lose effect from their dull colour.

We lay at Chippewyan unloading freight till 7.45 p.m., when we started, and almost at once entered the main channel of Great Slave river. For the first 8 miles the channel winds in and out through drowned land covered with reeds and grass. It is one of the greatest resorts for wild geese and ducks to be found anywhere in the world. At 9.45 the steamer tied up for the night. This has been the hottest day yet. It registered over 100 degrees in the shade at Chippewyan, but the appearance to-night portends rain, and as we retire we hear rumblings of thunder and some lightning is seen. A little later the welcome rain is heard pattering on the decks. All will welcome a relief from what deserved to be called tropical weather.

Thursday, July 5. It rained most of the night, and in the morning the air was cool and refreshing. At a distance of some 20 miles from Chippewyan the land becomes higher and is covered with timber, and considerable quantities of good spruce are seen up to 15 inches in diameter and of good height. The other varieties are poplar, birch, tamarack and willow.

At about 25 miles below Chippewyan the Peace river joins the Slave, and at once the size of the latter increases from a half-mile to a stream a mile and a half in width. The Peace, and its extension the Slave, might well be called the Upper Mackenzie. The Peace itself is really an immense river. Far west, some 800 miles from its junction with the Slave and within the Rocky mountains, the Finlay and the Parsnip, themselves large rivers, join and form the Peace. The latter then flows easterly and northerly, bringing with it large quantities of drift timber, which is seen scattered along the shores and sand bars all the way to Great Slave lake. The size and quality of this timber, much of which is spruce, affords an idea of the forests along the shores of the stream all the way to the Rocky mountains. It is no exaggeration to say that there are several million feet of spruce drift-wood piled up along the shores which would make very fair lumber.

We reached Smith's landing about 10 p.m., having lost some three hours in taking on wood and also on account of wind. The Slave river from this point to Fort Smith, 16 miles farther down the river, is not navigable owing to rapids. Boats and scows partly loaded are sometimes sent down the rapids, but for the most part the goods are transported by wagons overland across this portage. The land along the Slave from the junction of the Peace to Smith's landing is generally level, and the soil along the river is a clay loam of fair quality. Vegetables are successfully grown when proper attention is given to their cultivation. There is said to be a district of prairie country some 40 miles wide and extending from Great Slave lake to the Peace river where the soil is good. Whether this information is reliable or not I am unable to say.

The journey across the portage was made in a wagon, and took about three hours. For the first 6 or 7 miles out from Smith's landing the soil is a clay loam. We then pass through a tamarack swamp for half a mile, and from there on to Fort Smith the land is a very light sand and worthless for agricultural purposes. The timber is jackpine, some of which is quite large enough for railway ties. The timber on the heavier soil consists of black and white poplar, spruce, birch and willow of small size and little value.

We were detained from July 5 to 11. During this time, part of which was spent at Smith's landing and part at Fort Smith, the men with teams were busy getting the goods across the portage. At Fort Smith the Slave river is upwards of a mile and a half wide.

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FROM FORT SMITH TO FORT M'PHERSON, 1,299 MILES.

At 3.15 p.m. Mountain or Pacific time, on July 11, we left Fort Smith on the steamer *Wrigley*, the *Grahame* returning to Fort McMurray. The *Wrigley* is a smaller boat than the *Grahame*, of a different model, and of the propellor type. She resembles one of the smaller steamers on our great lakes, being built on similar lines. She draws about 5½ feet of water when loaded.

The day is cloudy and quite cool. We are at last clear of all obstructions to navigation from Fort Smith all the way down to the delta of the Mackenzie. There is also very little darkness and the boat runs both day and night. We passed Salt river at 5.30 p.m., and Bell Rock a little after, and later also Gravel point, where we saw the last gravel to be met with in our journey north on these waters. The country is level, the banks rising at first to a height of 30 or 40 feet, but gradually getting lower as we descend the river.

Thursday, July 12. The boat ran all night, and at 8.30 a.m. we were opposite McConnell island. Below Fort Smith islands are more numerous and increase in size as we approach the mouth of the river. The land falls away till it becomes submerged, and at last by careful piloting we reach Great Slave lake at 2 p.m. Here we wait till the lake becomes calmer, then start for Fort Resolution some miles distant in a bay west of the mouth of the river. During our journey of the past two days the soil along the river was apparently a good, rich clay loam, but an indication of our approach to an Arctic climate was afforded by the appearance of frozen earth along the banks. As the earth thawed and was washed by the water, arches were formed extending under the surface of the ground and considerable distances from the shore. The outlet into the lake is obstructed by deposits of earth brought down the river. The pilots here have great difficulties, as the channel is annually changing, and we had the misfortune of being grounded just when it was thought we had reached deep water, which delayed us a few hours, but we got off without receiving any injury, and reached Fort Resolution at 10 p.m. This is a whitewashed village and, like many others of these posts, looked better at a distance than when within its limits. What added to the picturesque appearance of the place was the large number of Indian tents on the plateau between the water and the buildings. Mr. Conroy was here 'paying treaty,' as it is called, to the Indians of this part of the country, and as usual, this event had brought together the population of the whole surrounding country, including women and children and their dogs.

At Fort Resolution I saw several small gardens containing potatoes, beets, turnips, cabbages, peas, &c., so well advanced that by August 1 the potatoes should be fit for use.

Friday, July 13. The boat lay at Fort Resolution till 2.30 a.m. this morning. We have now reached a latitude where there is no darkness at this date; simply twilight for a short time. The run from Fort Resolution to Hay river, a distance of 70 miles, is all in the open lake and delays are frequently experienced, especially when the steamer has in tow scows heavily laden and incapable of weathering gales that frequently occur here. We were compelled to seek shelter in the lee of Burnt island, where we remained from 6 a.m. till 4 p.m., when the sea having abated we started again and reached the mouth of Hay river early on Saturday morning, July 14. At this place the Rev. Mr. Marsh, of the Anglican Church, has a mission and school that are being very successfully conducted under his supervision.

The land here, like most along the lake and Slave river, is of good quality, being a clay loam. A garden containing vegetables similar to those at Fort Resolution, though not quite so far advanced, was seen at this mission.

We left Hay river at 8.30 a.m. and had a calm sea and good run of some 40 miles to the entrance of the Mackenzie river, which we reached at 2.30 p.m. There is a bar at the entrance, but as the channel had been recently buoyed we had no great difficulty in getting through, though the steamer touched a rocky bottom once or twice.

The land is low at the entrance, and covered with spruce and tamarack of a small size.

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Great Slave lake impresses one with its size, similar to that of our great eastern lakes. We were at one time entirely out of sight of land. For some distance from the mouth of Slave river the water of the lake is muddy, caused by the sediment carried down the river, but this large body of water acts as a great filtering basin, and the water soon becomes quite clear. The Mackenzie for some miles below the lake is very wide. In some cases the expansions deserve and receive the distinction of lakes. Islands covered with green timber are numerous and the appearance is suggestive of the lower St. Lawrence. We had some difficulty in following the channel at the mouth of one of these expansions, named Beaver lake, where we grounded twice on a soft bottom, which did no damage but caused several hours' delay.

On Sunday at 6 a.m., July 15, the blowing of the whistle announced that we were approaching Fort Providence, which is on the right bank of the Mackenzie, about 40 miles down from Great Slave lake, and 917 miles from Athabaska landing.

The village is very prettily situated. The Roman Catholic Mission at this point is an important one. The mission buildings, consisting of a church and convent, are quite imposing, and the garden is a surprise to the traveller in this far northern district. In it were seen peas fit for use, potatoes in flower, tomatoes, rhubarb, beets, cabbages, onions; in fact about the same as we would see a thousand miles further south. Besides the vegetables, were cultivated flowers and also fruit, such as red currants, gooseberries, strawberries, raspberries and saskatoons. But most surprising of all was, near by, a small field of wheat in the milk, the grain being fully formed. I was informed that it had been sown on May 20. I was anxious to know whether this grain had ripened, and was fortunate enough to learn later from one of the passengers who, returning by the *Wrigley*, had visited the same field on July 28, that he found it had been harvested before that date, probably in about two months after sowing. This seems almost incredible, but when we remember that during this whole period it had been subjected to almost constant sunlight and heat the reason for its rapid growth is obvious.

The banks of the river here are about 30 feet high. The land appears level and the soil is a rich deposit of clay loam, and this is the general character of the soil along the whole course of this great river.

Leaving Fort Providence at 10.40 a.m., we soon enter 'The Little Lake,' one of the numerous expansions of the Upper Mackenzie. At 10 p.m. we reached a point known as 'The End of the Line,' so named from being the place where the boatmen coming up the river could dispense with the tracking line. As the river widens above this point the current decreases so that boats and canoes can be propelled without outside assistance, while below here till the river widens again near its mouth, a distance of over 800 miles, the current is too swift for the general use of oar or paddle, and the line is necessary.

One notable characteristic of these northern rivers is that, though the rapids are not numerous, the current is generally so strong that it is only waste of time and energy to attempt to propel any craft against it, not driven by steam, without assistance from the shore. The Indians and half-breeds take very kindly to the work of tracking, but I question if any other people in the world would be willing to endure what this work necessitates. The winding shore has to be traversed where no work has ever been done worth speaking of to smooth the course. Rocky banks and clay cut banks have to be passed and tributary streams waded or swam; but the native trackman, without complaint and without profanity, seems to look upon such work as his to do, and fortunate it is that he is so persuaded.

On Monday, July 16, at 7 a.m., we arrived at Fort Simpson, in latitude 61° 52' N., 161 miles below Fort Providence and 1,078 from Athabaska landing.

It is prettily situated on the left bank of the Mackenzie just below the mouth of the Liard. I was sorry to see that the clear Mackenzie had to be polluted with the muddy water brought down by the Liard. Evidently the latter has not the advantage of a filtering basin such as the waters of the Mackenzie have in Great Slave lake. The

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banks of the river at Fort Simpson are about 30 feet in height. The soil resembles that at Fort Providence and the vegetable gardens are similar to those seen there. The increased sunlight and heat as we proceed north counterbalance the disadvantages of the higher latitude. Fort Simpson has been regarded for many years as the most noted of the Hudson's Bay Company's posts in the north, and though it has, I believe, lost some of its importance, it is still a centre of trade for a wide district of country. It certainly can boast of one distinction which no other place of its latitude on this continent can. The Hudson's Bay Company have installed a system of electric lights for their buildings. There is also here a museum containing exhibits of the animals and birds of the country. In addition to the buildings of the company and those of its employees, there are several other houses, and besides these the Church of England mission building, consisting of a frame church and large dwelling nearby. The latter is used both for the residence of the clergyman in charge, and also for a school which he conducts.

The timber along the Mackenzie so far is smaller than that found along the Slave river, but nevertheless it is of sufficient size in some cases for lumber. There is a small saw-mill at Fort Simpson, not now running, at which lumber 12 inches in width was cut and used in buildings at this post. One cannot but be struck with the vast quantity of spruce along the route traversed, which is a little under size for lumber, but would make excellent pulpwood. The driftwood coming down the Liard is similar to that from the Peace, and indicates timber of a larger size farther up the stream than is found near its mouth.

On Tuesday morning, July 17, at 5.30, we left Fort Simpson and at 9 a.m. caught the first sight of the Rocky mountains (Nahanni Range), with their snow-capped peaks. It strikes the observer as extraordinary that the Mackenzie in selecting a course to the sea should have chosen a direction so far to the west as to necessitate its cutting its way through one chain of these mountains when a much shorter course lay open to the east where no such difficulties apparently exist. Probably all this is easily explained. The task at all events has been accomplished apparently without difficulty, and the traveller has reason to be thankful, for it affords him scenery so different from what he has seen for a thousand miles back that he can almost fancy he is again in British Columbia.

In the afternoon it rained and then turned decidedly cool, a great change from what we have had for some time. We arrived at Fort Wrigley, 136 miles from Simpson and 1,214 from Athabaska landing, at 9.20 p.m.

This is a new post on the left bank of the river 25 miles below the old post of the same name. The change was made owing to the locality of the latter proving very unhealthy.

The country about Wrigley is wooded. I noticed a spruce log cut near the post that was 20 inches in diameter.

The Nahanni flows from the west and joins the Mackenzie about halfway between Fort Simpson and Fort Wrigley. Just north of it rises Mount Camsell, a snow-clad peak of the Rockies, 5,000 feet high.

I am informed that there is considerable spruce up the Nahanni river, of sufficient size for lumber, though not so large as that which grows along the valley of the Liard. A man who had explored the latter stream assured me that he had never seen finer saw-log timber anywhere, except on the Coast, than along the valley of the Liard. He also said that good birch was found there, which is highly prized by the Indians for bark for their canoes.

Below Wrigley the river narrows to from a half to three-quarters of a mile in width. This continues for some distance and then widens out as we proceed down stream. Two noted mountain peaks, known as Mount Bompas and Mount Wrigley, are seen between Wrigley and Norman. About 20 miles above Fort Norman, and on the left side of the river the clay banks assume a very red appearance, and the people use the earth as a paint. This condition of the earth has been produced by fire in the

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coal seams. For several miles along the route the fire is now apparently extinct, but as we reach a point 8 miles above Fort Norman, for upwards of 2 miles along the right bank of the river smoke is distinctly observed from fires still burning far down in the seams of coal, or rather lignite.

It is worthy of note that Sir Alexander Mackenzie makes mention of these fires in his narrative as existing in 1789, when he explored and gave his name to the river, and the natives say it has been burning ever since and for an unknown period of time before.

About 60 miles below Wrigley we pass the mouth of Salt river, which flows from the east. It is so named from deposits of salt that exist some miles above the mouth. Rock salt is said to exist on the Great Bear river above Norman, but the greater part of that used at the posts is brought from the other Salt river, which has already been referred to as flowing into the Slave river from the west below Fort Smith.

At 7 p.m., July 18, we reached Fort Norman at the mouth of the Great Bear river, which is the outlet of Great Bear lake. Fort Norman is distant from Fort Wrigley 184 miles and 1,398 miles from Athabaska landing. Its situation is very picturesque. The mountain peaks stand up in bold relief out of a vast level plain. Bear mountain, on the north side of Great Bear river and east of the Mackenzie, is the most conspicuous.

It was 11.30 p.m. when we left Fort Norman, but there was no darkness, only a subdued light such as we have in more southern latitudes shortly after sunset. The steamer ran all night, and on rising on the morning of the 19th, we were over half way between our last port and Fort Good Hope. Between Norman and Good Hope we have mountains on both sides of the river, and as we approach the latter and at about 6 miles above the port we enter the 'Upper Ramparts of the Mackenzie.' The great river is here contracted for some 4 miles to a width of about a quarter of a mile. On each side rise perpendicular walls of limestone rock to a height of from 100 to 300 feet, which resemble huge fortifications. The river is here very deep, and a mile or two below the ramparts, where it takes a sharp turn to the left, Fort Good Hope appears in view like another Gibraltar, securely guarded, but where no foe ever approaches.

At 3.30 p.m. we reached Fort Good Hope, 174 miles below Fort Norman, 1,572 from Athabaska landing and only 26 south of the Arctic circle. Its situation on a level plateau is charming. The banks are about 30 feet high and the soil is similar to that all along the river, being a rich deposit very much resembling the soil of our great prairies. I saw potatoes in flower, cabbages, onions, beets, &c., in the gardens, and on an island nearby very good spruce timber, which is cut into lumber by whipsaws.

The steamer left Good Hope at 1 a.m., July 20, and when we arose in the morning we found we had passed the Arctic circle hours before. The banks of the river are getting lower, the river widens, and we are fast drifting down towards the Arctic sea.

Some time in the evening we stopped at Arctic Red River post at the mouth of a stream of the same name. It struck me as the least desirable place to live in of any in all this northland. A few houses, the church and the graveyard are all crowded on the side of a hill. Perpetual frost is only a foot below the surface and we no longer see that emblem of civilized life, the vegetable and flower garden, that has gone so far to make many of those lonely posts seem somewhat cheerful. We only stopped an hour or two at this post, and then started for our last and the most northerly post in the country, Fort McPherson.

About 1.30 a.m., July 21, I rose as we were rounding Point Separation, so named from the parting here of Sir John Franklin and Dr. Richardson when they separated for their perilous trip around the shores of the frozen ocean. The sun was just skirting the northern horizon, and I endeavoured to take a photo' of it, which I am afraid was a failure. Point Separation lies between the junction of the Mackenzie and Peel rivers. Below this point is the delta of the Mackenzie, which is many miles in width, with numerous islands between here and the sea, which is some 80 miles

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distant. At the point where Franklin and Richardson were camped are two spruce trees, which were marked as lobstersticks at the time of their separation and in commemoration of that event. Both are still standing, though one of them is dead. Judging from their appearance at a distance I would say that they are each about 16 inches in diameter and 70 feet in height, and this nearly 100 miles beyond the Arctic circle. I have been very much interested in the tenacity of life as shown in the growth of trees under the adverse conditions prevailing in this north country. Since crossing the Arctic circle we have seen no vegetables, but trees such as the spruce, birch, tamarack and willow are seen all the way, and as we round Point Separation and ascend Peel river, spruce lines the banks. It attains a size of 12 to 16 inches, and is used at Fort McPherson not only for their log buildings, but also is whip-sawed into lumber for general use.

After entering the Peel river the steamer stopped to take on wood, which delayed us a couple of hours, but very soon after starting we beheld on the high banks of the east side of the river the houses of Fort McPherson, with the white tents or tupics of the Esquimaux on the beach below. These Esquimaux had come over in their whale boats from Herschel island, in the Arctic sea, to meet the *Wrigley*. Their complexion is almost white, with a dash of ruddy colour that indicates good health. They seem very cheerful, are not at all diffident or stoical like many of our Indian tribes. On the contrary, they are very inquisitive, and disposed to make themselves almost too familiar. They are of fair stature, and do not show any of the marks of the struggle for existence that is observable in their neighbours, the Indians, in this part of the country.

At Fort McPherson, as at all the points visited for the last 1,300 miles of our journey, no news from the outside world had been received since the last winter mail in March. For over four months the news received was purely local, and generally consisted of reports from a few posts in the surrounding country, from hunting parties returning from their winter quarters, and from the whalers entrapped by the ice in the sea at Herschel island. We were the first to inform them of the eruption of Mount Vesuvius and the San Francisco earthquake, both of which had happened months before. Another message was one of sadness to all in this district. It was the death of Bishop Bompas, who was well known and evidently highly esteemed by all.

The *Wrigley* remained at McPherson, or Peel's River post, as it is generally called here, from Saturday morning till 2 a.m. on Monday, July 23, when she started back on her long journey of 1,300 miles, or, to be exact, 1,299, to Fort Smith, most of the passengers returning with her. The total distance from Fort McPherson to Athabaska landing by the route taken is set down as 1,854 miles, or 1,950 miles to Edmonton.

A few words regarding Fort McPherson may be of interest. It is, as before stated, the most northerly of the Hudson's Bay Company's posts. Its latitude is 67° 25', and it is truly an Arctic village. The sun never sets for about six weeks in summer and is constantly below the horizon for the same time in winter. The thermometer went as low as 68 degrees below zero (Fahrenheit) last winter.

The inhabitants are in close touch with the Esquimaux of the Arctic sea and with the whaling ships that annually visit these waters. These whalers are mostly from San Francisco, coming up through Behring's strait in the summer, and returning again in the early fall. Last season most of them were entrapped by the ice that blocked the straits and were compelled to remain there for the winter. They went into winter quarters at Herschel island, where there is a detachment of the Royal Northwest Mounted Police. They were not sufficiently supplied with provisions for this emergency, and had to rely largely on what could be obtained in the country. They engaged the Indians of the mainland to supply them with meat from the chase, principally moose, with the result that the shipment of fur this year from the post at McPherson was very much smaller than usual.

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The report by the whalers of the ice conditions of the summer of 1905 is of interest to Arctic navigators. They say that the ice that drove into Behring's sea from the northeast and prevented their exit left that part of the ocean almost free of ice, a very unusual thing; and one of the captains is reported to have said that he was strongly tempted to set sail for the pole, as in his experience of twenty or twenty-five years he had never seen what seemed so good an opportunity of winning fame by such a venture. But he said his commission was to capture whales and not the pole. That these reports are correct is borne out by the fact that Captain Amunsden, who was exploring along the northeast coast, finding open water to the west set sail in that direction, and to his surprise soon found himself in the company of these whalers near the mouth of the Mackenzie. He was compelled to go into winter quarters, and laid up with them at Herschel island till this summer, when he succeeded in getting out through Behring's strait, being the first to make the entire northwest passage. During last winter he made an overland journey out to the Yukon and returned again to his ship, the *Gjoa*.

SPECIAL NOTES ON THE TIMBER OF THE MACKENZIE BASIN.

It may be well for me to add to the foregoing report a few observations dealing specially with the timber in the Mackenzie basin, and also a map with additional notes thereon.

Varieties.—As we go north, the varieties of trees greatly decrease in number and in the sub-Arctic forest belt they are reduced to eight species, namely, white spruce (*picea alba*), black spruce (*picea nigra*), larch or tamarack (*larix Americana*), jack or Banksian pine (*pinus banksiana*), Canada balsam (*abies balsamea*), aspen or white poplar (*populus tremuloides*), balsam poplar or balm of Gilead (*populus balsamea*), and canoe birch (*betula papyrifera*).

The first five of these belong to the coniferous family, while the last three, namely, the aspen, the balsam poplar and the canoe birch, are of the broad leaved variety.

In addition to these are various species of willow, extending throughout the whole region, but they are too small in size to be classed as trees.

The larch or tamarack continues pretty well north to prefer the swampy land, but as we approach the Arctic regions it attains its best growth on higher ground.

The black spruce also follows the example of the tamarack in this respect, while the white spruce thrives best on the higher and dryer land throughout the whole of the subarctic watershed. The tamarack vies with the white spruce in enduring the Arctic climate and is found almost to the limit of tree growth.

The wood of the tamarack is harder and better than the spruce for purposes where strength and durability are required. It is also the best, perhaps excepting the birch, of these northern species for fuel. Though widely distributed it is only found in limited quantities here and there in scattered patches, whereas the spruces of different varieties are found in almost every part of Canada from the Atlantic to the Pacific and from the southern boundary of the Dominion to the tundra and frozen land beyond the Arctic circle.

It would undoubtedly be misleading, with our limited knowledge of the greater part of the country, to attempt to define the areas that may, with the settlement of the country, offer profitable fields to the lumbermen. It is true that there has been for many years a good deal of travel through the country, but the routes taken are mostly confined to the great water courses. While in the country I made diligent inquiries from those I met who are engaged by the companies and who take the place of the old *coureurs du bois* of the early days in 'tripping' in winter, visiting the hunting lodges of the Indians to get furs. Occasionally some of the information obtained seemed valuable, but even these routes or dog trails, are always chosen where there is

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the least timber to obstruct the course, generally along the lakes and rivers or through level and sparsely timbered muskegs. The Indians, being interested in the fish and game of the country, can give reliable information concerning them, but it would be unwise to make any calculations from what information can be gained from them regarding either the quantity or quality of timber in the country.

I am more than ever impressed with the view that I have long held, that no more judicious expenditure of public funds can be made than what would be involved in a regular system of exploration of our unoccupied lands.

So far as our present knowledge affords us a means of judging, the whole of the Arctic basin, except the barren lands of the far north and certain limited areas in the watersheds of the Athabaska and Peace rivers, which latter are prairie, may be correctly described as forest lands.

It must not be inferred that the whole of this vast area is timbered in the same sense that Ontario and Quebec were in their primeval state. The timber is not as large, and by no means as evenly distributed. Very frequently after proceeding a mile or less from one of the large rivers we will enter a muskeg with only a few small scattered spruce and tamarack here and there dotting the landscape. This will probably continue till we approach a small stream draining the muskeg, and as we pass down such a stream we will frequently find very good spruce, poplar and birch along the banks and extending for varying distances to the right and left.

From the information at hand I think it quite safe to assert that the largest extent of timber in the Mackenzie basin, as well as the largest in size, is to be found along the tributaries of the Mackenzie which flow from the west, such as the Athabaska, the Peace, the Liard, the Nahanni and others. It must be remembered that these are themselves great rivers with many tributary streams, and the aggregate quantity of spruce, which is the principal timber tree in that region, must be very large; while trees of the same variety large enough for pulpwood are found in great quantities throughout the whole of the Mackenzie waters and extending all the way down to the delta of that river.

The spruces of this region are of two varieties, namely, the white and black spruce; the former is the larger and more valuable. Both varieties when accessible are now becoming very valuable, as they furnish the best material for the manufacture of pulp, and this district contains a world's supply of such timber of a sufficient size for that purpose. At present there is no outlet for this supply, but if a railway were built between Athabaska lake and Fort Churchill it would open a pulp district extending from tide water to the Rocky mountains.

FROM FORT M'PHERSON TO FORT YUKON, PROBABLY 500 MILES.

Following out my intention of 'coming out' by a different way, I allowed the *Wrigley* to leave on her return trip without me. The only other practicable summer route is by way of the Porcupine and Yukon rivers, and this was the one chosen. It would be a very good route indeed were it not for the part from Fort McPherson to the Bell river, a tributary of the Porcupine. This can be made either by following up the Rat river from its junction with the Peel to near its source in the mountains, and then making a portage of a few miles into one of the small branches of the Bell, or by going overland across the mountains by a portage of 82 miles to Bell river near La Pierre House. I had intended going by the former and had chosen a good Peterboro canoe for the purpose, but as the Indians from near Rampart House had come over the portage and were returning that way and would assist me as far as Rampart House, I decided to go with them. They reported that owing to the dry weather Rat river was almost impassable, but that the portage was on that account better than usual.

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With the kind assistance of Mr. John Firth, the Hudson's Bay Company's agent at McPherson, I was able to make a bargain with the Indians to pack my outfit over this 82-mile portage and to take me from there on down to Rampart House; and on the afternoon of Tuesday, July 24, we crossed the Peel river and started up the trail. Part of our outfit was carried by the Indians and part by their dogs. A good dog will pack thirty or forty pounds quite easily.

For a distance of a few miles from the Peel the country is partially wooded with spruce, birch, balsam-poplar and willow; but after this the route is through an Arctic swamp, and the only timber is that found skirting the shores of the small streams on the way. The trail takes a westerly course through a pass in the mountains which seems as well chosen as possible. There is no mountain climbing, but until we are perhaps two-thirds of the way over there is a constant gradual ascent which is very wearying to the traveller, especially if he has a load to carry. Though the hot summer had made the trail dryer than usual there was nevertheless a great deal of wading and trying to walk on the hummocks or *têtes des femmes*, which latter is a rather unsatisfactory exercise in gymnastics. There need, however, be no fear of getting mired in any of these bogs, for at about 8 or 10 inches beneath the moss we reach perpetual ice or frozen earth.

It was a little after 5 p.m. when we started on the trail, and when we had gone about 7 miles it commenced to rain, and we camped for the night.

The next day, July 25, it took us some time getting our things dried, and we did not start till 11 a.m. We travelled till 8.30 p.m., when we camped on the bank of a stream about 25 miles from Peel river. The trail is in the valley of Lapierre or Stony creek, which flows easterly to Peel river, and is south of the trail. We forded one small tributary of this creek about 3 miles east of the one where we camped. A narrow fringe of spruce, balsam-poplar, willow and canoe birch is seen along Stony creek.

The stream at our camp was about 2 rods wide and 15 inches deep at that time, but evidently it is one of considerable importance at other seasons of the year.

On July 26 we started at 9 a.m. and travelled till 7 p.m., making about 18 miles, and crossing another small stream in the afternoon. Our course lay westerly up the same valley with Stony creek still far below us to the left. The day was quite cool and the night decidedly so. We are now well up the mountains and snow is seen in the ravines.

We left camp at 8.30 a.m. on Friday, July 27, and at 1 p.m. we reached the Great Divide, which in the pass is 2,630 feet above the sea. The mountains on each side, which are of sandstone, are from two to three thousand feet above the pass.

Shortly after passing the Divide we crossed a small stream which flows into one farther south similar to Stony creek, but of course flowing west. Our course was down the valley of this stream and to the north of it. Another cool day and no mosquitos. We passed over some snow along the sides of the hills, but without the least difficulty, as it was almost as hard as ice. After passing the summit, though the descent is scarcely perceptible to the eye, the difference is soon felt by the traveller, the walking being much less fatiguing. After making some 18 or 20 miles we camped again beside a stream.

On Saturday, July 28, we started at 8 a.m., and at once forded the stream by which we had camped and in the valley of which we had been travelling since crossing the Divide. It was of considerable size, but at this season was easily forded. Four miles farther on we crossed this stream again.

The weather is still cool and there are no mosquitos. The mountain scenery here is beautiful. Though the peaks are not so high as in the Rockies farther south, they probably reach 5,000 feet above sea level. No large glaciers are seen, but considerable snow remains the year round on some of the peaks. At noon to-day a high mountain lies directly in front of us, with valleys to the north and south of it.

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We travelled on, following the trail as it bore off to the north, and finally came to the same stream again, which we crossed for the last time, now flowing to the north. The current was very rapid. The water was about 18 inches deep and the fording the most difficult we experienced anywhere on the trail. We camped immediately after making the crossing.

On the following morning we passed through a very bad swamp and then down the side of a long, steep hill partially wooded, and at 11 a.m. reached the Bell river at the end of the portage.

On our journey across we found growing in the swamps a large quantity of berries of the variety *rubus chaememorus*, which the Indians called nuckles. They grow on a very low bush in the moss and are about the size of a large raspberry. They are granulated, the grains often numbering twenty or more on a single berry. They are of a white colour until ripe, when they become a light yellow. The Indians seem very fond of them. We also saw several patches of blueberries, which were beginning to get ripe at this time.

It was pleasant to see the calm waters of the Bell in front of us and to realize that by our journey of four and a half days we had reached the waters flowing to the Pacific ocean.

The bark canoes left by the Indians on their way east were found, and we were soon making 4 or 5 miles an hour down this fast flowing stream. I had been assured that one of the canoes was large and quite capable of carrying two men and a lot of 'dunnage,' but it was about the smallest of its species for such a load I had ever seen, and from the start all the way to Rampart House, a distance of over 200 miles, my time was fully employed in sitting perfectly still. I had expected to have a seat in the bow, and the pleasure of paddling, but these crafts are not 'built that way.' They are long, but very narrow, so narrow in fact that the only place wide enough for a seat is in the centre, and I was compelled to sit very close behind the captain of the craft, and too near to use a paddle without interfering with his, which at every three or four strokes he changed from one side of the canoe to the other in order to keep it in its proper course.

The afternoon was cloudy, with some rain, but the Indians were anxious to get home and we kept on till 10 p.m., probably making 25 or 30 miles from where we started with the canoes.

The Indians killed three young wild geese, which made us an excellent supper.

On Monday, July 30, rain delayed our starting till 9 a.m., and at 10.20 we were at the mouth of Bell river and entering the Porcupine. The Bell, from where we entered it to its junction with the Porcupine, is about 20 rods wide and without any rapids or other obstruction to navigation. The current, however, is strong, similar to that in most of these northern rivers.

A fringe of timber, mostly small spruce, lines the banks, but apparently does not extend far back.

The Porcupine at the mouth of the Bell is about 60 rods wide and the current somewhat stronger than in the Bell.

The day was cool and cloudy, with occasional light showers, but the Indians cared not for these and paddled very hard all day and till 9.30 p.m., when we reached the mouth of the Driftwood river, probably over 50 miles from our start in the morning. The land along the route so far has been clay, sand and gravel, but no matter what its quality the climate forbids successful agriculture. At less than a foot below the surface the ground is frozen even through the hottest summer months.

On Tuesday, July 31, we left camp at 7 a.m. and made a long journey of upwards of 50 miles to Old Crow river, arriving there at 7 p.m., and killing eight or ten geese on the way. A raw wind with showers made travelling very uncomfortable the whole day, but the Indians had set their hearts on reaching their home that night, and nothing would stop them.

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Both the Bell and Porcupine are very crooked, so much so that the distance following the windings of these streams is probably three times as great as it would be in a straight line, and while the wind assisted us on certain stretches this was more than counterbalanced by the delay it caused us on others, and besides I was in constant fear that our frail craft would be swamped.

The cut banks of the Porcupine, when seen at a distance, especially through a haze or fog, take on the most fantastic shapes, frequently resembling great buildings of all styles of architecture, and it is impossible for me to describe an illusion of this kind that met our view as we approached the Indian encampment at the mouth of the Old Crow. It was a cloudy, hazy evening with almost a gale of wind from the north, and as we rounded a point leading up to the encampment a great city appeared a few miles away, with wharfs and vessels in front and buildings of various kinds extending far back from the shore. There was a fine church, with its spire so real in appearance as almost to persuade me that my Indians had been too modest in not informing me of their great advance in architecture. This illusion was kept up for fully half an hour, though varying somewhat in appearance. I watched the panorama till finally through the haze one portion of the bank after another gave up its fancied appearance and resumed its true character, when, instead of the castellated city which I had pictured as the home of these Indians, we saw only about forty half-starved creatures all out on the high bank to welcome us, while behind among the trees were a dozen dilapidated tents, the whole surroundings indicating want and starvation, sickness and a struggle for existence, known only to those who are condemned to live in this Arctic land, and whose very existence is dependent on the exigencies of the chase.

I was assured before leaving McPherson that it would only be necessary to take sufficient supplies to last my Indians and myself as far as Rampart House, and on reaching Old Crow they were nearly exhausted, so I was in poor condition to meet a whole band of hungry beings who always expect a feast when a white man visits them. The only thing I could do was to promise that I would send a present back to them from Rampart House. They had no flour, and my intention was to get some for them there, but this I was unable to do. The supplies had not yet arrived, and there was no flour to be had, so I sent them some tobacco and tea, which are both considered prime necessities; next come meat and fish, and then flour. An Indian camp is always said to be in a starving condition if it has no tea or tobacco.

I might observe here that once we cross the mountains and enter the waters flowing into the Pacific, one of the principal topics of conversation is the salmon. If it were not for the salmon, the moose and the cariboo, existence in these regions would be impossible.

It was long after midnight before the people of the village (if such a term is applicable) retired to rest; there was so much to talk about and so many anxious listeners to the tales that the travellers had to tell. There was the death of Bishop Bompas, at Caribou crossing, conveyed by a letter from the Venerable Archdeacon Macdonald, of Winnipeg; the death of Mrs. Christie, of Fort Simpson; the San Francisco earthquake; with all the local news from McPherson and the surrounding country.

The weather cleared up during the night, and on Wednesday, August 1, the view when I rose was really charming. Our camp was on a point on the river some 40 feet high, and below the calm waters glistened in the sunlight like a sea of glass. What a change from last night, when these same waters, angered by the north wind, threatened our little canoes and caused me an hour of downright fear such as I had never before experienced. For miles and miles the river could be traced winding through the valley land, while away beyond, the mountains were seen with their snow-clad peaks, one beyond the other as far as the eye could reach.

We left Old Crow at 10.30 a.m. Our party, which hitherto had consisted of three Indians with three canoes, was now reduced to two, one of the Indians with his canoe remaining at their camp. After the most pleasant day yet experienced on the journey,

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we camped for the night on the bank above Blue Fish river, which flows into the Porcupine from the south. The Porcupine is here about 60 rods wide, and the water is somewhat clearer than further up the stream. The banks are some 30 or 40 feet high, with very little timber of any value to be seen.

On Thursday, August 2, another lovely summer day, we left camp at 8.45 a.m.

In a few hours the river narrowed to less than half its usual width. The current increased, carrying us along almost at steamboat speed, but without any broken or turbulent water to cause uneasiness. We were in the upper ramparts of the Porcupine. Though not to be compared in grandeur with those of the Mackenzie, they nevertheless possess characteristics that are entirely unique. The stream winds around between sandstone banks, and at every turn as we descend new scenes open up to view that are very tempting to the photographer. At noon we saw a tent on the beach occupied by a white man, the first we had seen since leaving McPherson. Shortly after this we reached Rampart House, which is just east of the Alaska boundary line. It was formerly a post of the Hudson's Bay Company, but is now occupied by Mr. D. Cadzow, an independent trader. I here dismissed my Indians, and engaged a man with a boat of comfortable size to take me down to Fort Yukon, at the mouth of the Porcupine, 225 miles distant.

GENERAL REMARKS.

As we are now passing out of Canadian territory, a few general remarks regarding the resources of the district passed over, and of the condition of the Indians and others who make their home there, may be appropriate.

I have already made frequent mention of the soil and its capabilities, and also of the timber so far as could be ascertained from a somewhat hasty journey through the country, and I shall not have much further to say here on these subjects. I have also touched on the evidences of certain minerals, such as coal, petroleum and salt. But we are dealing with a vast and almost entirely unexplored wilderness, and it is scarcely probable that it is without much undiscovered mineral wealth. Such products are not confined to southern latitudes, as the riches of the Yukon and Alaska go to prove. The fish in these cool northern waters, as might be expected, are for the most part of excellent quality. They are found in abundance in all the northern lakes and rivers, the whitefish (*coregonus*) being the most widely distributed. The pike (*lucius*) is also pretty generally distributed. The fresh-water ling (*lota*) and the Arctic trout, sometimes called Back's trout, are all found in many of the northern lakes and rivers. The inconnu (*stenodus*) is peculiar to the Mackenzie river. It was named 'inconnu' (unknown) by Sir Alexander Mackenzie's exploring party, as it was to them an unknown fish. It is a good fish, and the largest of any of the species found in the Arctic watershed.

As before stated, the salmon is the great fish of the Pacific waters, and of it there are a great number of species. Among them are the king salmon, in Alaska and the Yukon; the spring salmon and the sock-eye or blue back, called also the red fish of British Columbia. The last-named is the most valuable for canning purposes, on account of its flavour and for the deep red colour of the flesh. Another species, called the coho or silver sides, is of less importance than the sock-eye, on account of the colour. It is generally frozen. The dog salmon reaches a considerable size. It is chiefly salted for the Japanese market. The hump back is seldom over five or six pounds in weight. It is chiefly used by the Indians. One of the very best fish found on the Pacific coast is the steel head. It is large, weighing from twenty to forty pounds. It is unlike in appearance any of the other salmon of the west, and exactly resembles the salmon of eastern Canada and Europe. It is very good for cooking, and is pronounced one of the most delicious of fish.

One of the resources to which I have not yet referred is the wild animals that find a home in the wilderness. Among them are the moose, the caribou, the bear, the wood

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buffalo and the musk ox, and a large number of the fur-bearing animals, such as the beaver, marten, fox, mink and many others. It is unnecessary to say that had it not been for these furs it is probable that this sub-Arctic region would never have been visited except by a few adventurous explorers and missionaries. Attracted, however, by the value of the furs, the Northwest Company and the Hudson's Bay Company were early in the field, and to-day, in addition to the latter, there are a large number of independent traders whose agents traverse practically the whole country, and if records of their journeyings could be collected, very interesting information of great value would be obtained. There is a virgin field here for any adventurous author who wishes to gather details at first hand.

But I must confine myself to the purpose of this report, and I desire to say that if for nothing else, this region may for all time be of great value to the Dominion for the furs it produces. There seems to me no reason why the productiveness of this country in this respect may not be vastly increased by proper methods. This may not be practicable yet, but in the future, with the constantly increasing value of furs, it will certainly be found profitable to maintain preserves where the game and fur-bearing animals will be protected and the returns greatly increased by prudent management.

Interesting as are the natural characteristics of the country and its undeveloped resources, the inhabitants who make their home there are at least worthy of some attention. In the region traversed between Edmonton and Fort Yukon we meet with several tribes of Indians, speaking as many different tongues. The first of these as we go north are the Crees, the Knistineaux of Mackenzie. Then as we reach Athabaska lake we have the Chippewyans; next the Slaves, and lastly the Loucheux. The Cree, the Chippewyan and the Slaves, though differing much in speech, resemble each other in character and appearance; but when we come to the Loucheux we seem to have reached a different type and one more closely allied to the eastern Asiatic than to the American Indian. They inhabit the country of the lower Mackenzie down to the sea and west along the Porcupine and lower Yukon. They are rather short of stature and dark in colour, are very inquisitive and seem much disposed to imitate the white man. They are very devout in their religious observances, most of them being members of either the Anglican or Roman Catholic church.

Any narrative of travel would be most incomplete that did not make reference to the missions of these two churches in the far north. At Chippewyan, Providence and Good Hope, the Roman Catholics have fine buildings and large schools, as well as at other points, while the English Church has established itself at most of the posts. They also have schools at Fort Simpson, at Hay river, and I believe also at several of their other missions.

The Indians, the half-breed, the white trader and his employees, and the missionaries constitute the very scattered population of that vast region between the borders of civilization on the south and the Arctic sea on the north. To endure the rigorous climate, the isolation from civilized life, with starvation constantly to be feared, and the many deprivations incidental to the wilderness, one would think should have its compensations somewhere, but it must be said that they are not apparent to the ordinary observer. Such a life undoubtedly has some enjoyment for the young, active and vigorous, but for the afflicted and the aged the case is very sad. At very many of the points visited we were implored for advice and for medicine by the sick. Many having chronic diseases which simple surgical treatment would cure, are compelled to live out a shortened existence, for no physician except by merest chance ever visits them. The Department of Indian Affairs has physicians who attend to the medical wants to those Indians that are under treaty, but throughout the whole valley of the Mackenzie river, from Great Slave lake to the sea, nearly a thousand miles, being outside of treaty limits, there is no physician to be had. Surely the people of this country would endorse any action that the government might take to induce a few medical men to reside in those far outlying districts and afford medical relief where it is so much required.

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The watershed of the Mackenzie is computed to contain 451,400 square miles of territory. Within it are the Athabaska, the Peace and the Liard, all great rivers, besides the Mackenzie itself; also the Athabaska and Great Slave lakes, and many other smaller lakes and rivers. They afford a great system of inland navigation, with comparatively little obstruction. To decide on an outlet to the Atlantic for the products of this large territory will be a problem for the future. The distance between Fond du Lac at the east end of Lake Athabaska, and Fort Churchill on Hudson bay, is less than 500 miles, and if these points were connected by a railway an outlet would be afforded vastly shorter than that via the St. Lawrence, and to a district of country greater in area than the whole watershed of that stream from Montreal west, including the great lakes of that basin.

CONTINUATION OF ROUTE OF EXPLORATION.

Having rested two days at Rampart House, we started down stream at noon on August 4, and immediately crossed the 141st meridian and entered Alaska. We will now be under the flag of the United States for some distance. About 5 p.m., at a distance of some 27 miles, we passed the site of Old Rampart House, and about 10 miles further down saw a tent on the beach, which proved to belong to a party of the United States Geological Survey in charge of Mr. Kindle. We camped here over night and left next morning at 9 a.m., August 5. We soon left the Upper Ramparts, which we have had for 40 or 50 miles, and having a strong current with us, made about 40 miles, camping earlier than usual owing to rain.

The next morning, August 6, we left camp at 7 a.m. and soon entered the Lower Ramparts, which are very beautiful, but they only extend about 5 miles. After this the country becomes level, the banks are lower and the river widens considerably. The timber, principally spruce, improves, resembling for size that of the Peel river. This was a fine day, and we made about 60 miles, camping at 11 p.m.

On Tuesday, August 7, we left camp at 6 a.m. It was a windy day, which somewhat retarded our speed. The country becomes flat and the banks low as we approach the Yukon river, which we reached at 10 p.m.

Fort Yukon is situated on the right bank of the Yukon river, about 2 miles above the mouth of the Porcupine. It will have been noticed that our whole course from Athabaska river to the delta of the Mackenzie, as well as that on the Bell and Porcupine rivers, was with the current, but in these 2 miles on the Yukon we had to work our boat against the stream, and this afforded a good idea of the difference in going up and down these rivers. It took us fully an hour and a half of very hard pulling and some tracking to make this distance.

I reached Fort Yukon about midnight, just two weeks after leaving Fort McPherson, and glad that we had again reached a point where steam navigation will make the journey homeward less arduous.

A further reference to the Ramparts of the Porcupine may be permissible. They are very picturesque, often rising perpendicularly or nearly so to heights varying from 40 to 200 feet. Frequently they appear like great stone fortifications. The river often narrows to from 500 to 800 feet, in some cases much less; and with frequent abrupt changes in the direction of the river, they appear, when looking ahead, to completely block the stream, and with the sunlight glistening on the rocks they resemble when seen from a distance, buildings of all sizes and shapes. Very frequently these are so grouped as to give the appearance of stone cities, similar to those seen in eastern lands.

The Upper Ramparts begin about 10 or 12 miles above the Alaska boundary, and extend down stream some 40 or 50 miles. The rock formation as we descend is for the first 25 miles a hard sandstone and quartzite; then changes to basalt for some distance, and below this limestone and shale penetrate upwards through the basalt.

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The Lower Ramparts begin some 20 or 25 miles below the end of the Upper Ramparts. Their formation is principally magnesian limestone and shales, the limestone being the predominant rock.

The formation between the Upper and Lower Ramparts is clay, sand and gravel.

FROM FORT YUKON TO DAWSON CITY, ABOUT 385 MILES.

At Fort Yukon I had to wait from Tuesday night till the following Sunday evening for a steamer going up the river to Dawson. It was a 'deserted village' at that time, most of the Indians, who at certain seasons of the year inhabit the small log huts of a primitive style of architecture, being away. Before the Alaska boundary was defined the Hudson's Bay Company occupied Fort Yukon as one of their posts. There are now two white traders there, who do considerable business at certain seasons of the year.

I had been so rushed along for the past month that I had little time to reflect on anything but what was passing before my eyes. Within the last four short weeks I had travelled 1,300 miles down the Mackenzie, 82 across the mountains, and something in the neighbourhood of 450 at least in a canoe and row boat down the Bell and Porcupine rivers to this point. I have already stated that Fort Yukon is a few miles north of the Arctic circle. Its longitude is also a little over 145° west of Greenwich, and the local time here is about $4\frac{1}{2}$ hours slower than in Ottawa. Perhaps many who are tolerably familiar with the geography of Canada would be surprised to learn that even Fort McPherson is much further west than any part of Vancouver island, while Fort Yukon is 10° further west still. In our journey north we changed time twice, and when I reached Fort McPherson the local time was one hour slower than that used in any other part of Canada. The reason is apparent. Our general course had been west of north, and as we ascend towards the pole, the convergence of the meridians so increases that a degree of longitude is soon passed over.

The Yukon river, for some 75 miles below Fort Yukon, and nearly as far above, is many miles in width, forming what is known as the Yukon flats. This portion of the river is filled with islands, and it would be unwise for anyone unacquainted with the proper courses to attempt to go up it without a guide, as he would be almost certain to get into wrong channels. Evidently these flats have once formed a large inland lake.

Fort Yukon is just a few miles beyond the Arctic circle, and notwithstanding this, I saw in a garden there at the time of my visit vegetables well advanced, peas fit for use, potatoes, lettuce, beans, beets, &c.

The Yukon is a swift flowing stream, the current probably averaging, between Fort Yukon and Dawson, 4 miles an hour. The distance is, I believe, 385 miles, but the machinery of our steamer, the *Lavelle Young*, was partially disabled, and it took us from Sunday evening till Friday afternoon, August 17, before we reached Dawson.

We crossed the international boundary on August 17, and again entered Canadian territory, which I had left at Rampart House twelve days before. At 5 p.m. we arrived at Dawson City, the most important town on the river or in this part of the continent.

I was five days at Dawson waiting for a boat to Whitehorse. During this time I had an opportunity of visiting the mines in the vicinity. It is beyond my field to make any report on the present condition of mining there. This will be competently done by members of the Geological Survey who have spent the past summer in that district. I may say, however, that the work seems now to be in a transition stage. The day for the hand miner with his rocker is over, and hydraulic mining and dredging (more particularly the latter) are being profitably engaged in.

What struck me very forcibly was the way in which the timber had been completely stripped from the hills, the larger for building purposes, for mining props and

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for fuel, and the brush for building embankments to hold the tailings. Spruce wood was selling for \$13 per cord at the time of my visit.

DAWSON CITY TO SKAGWAY, 571 MILES.

The journey from Dawson City to Whitehorse, some 460 miles, was comfortably made in a well-equipped steamer, the *Dawson*. She left on Wednesday evening, August 22, and arrived at Whitehorse on Sunday afternoon, August 26, and on the following morning at 9.30 we took the train for Skagway, arriving there at 4.30 p.m.,

This road, which is 111 miles in length, is narrow gauge, but the road-bed is good and the cars comfortable. Along the route as far as the south end of Lake Bennett there is nothing specially worthy of note. The soil is generally sandy. Jackpine and spruce of little value for lumber are seen along the track. After leaving Bennett, the road winds up the mountain to the summit of the pass, which is 2,897 feet above the sea. Here we pass again into United States territory. The road descends 21 miles with a very steep grade to Skagway, at tidewater on an arm of the Lynn canal. The trip between Bennett and Skagway affords some exceedingly fine mountain scenery. In many places we pass near the snow line, and from Skagway a large glacier is visible. The country is almost entirely devoid of timber. The rocks are granite, and in no part have I seen a more desolate landscape.

FROM SKAGWAY TO VANCOUVER, 867 MILES.

The fine Canadian Pacific Railway steamer *Princess May* was waiting at the dock at Skagway when we arrived, and at 8 p.m. on Monday, August 27, we started for Vancouver. I was sorry that the trip down the Lynn canal was made at night, and a very dark one at that, which prevented our having a view of the glaciers that otherwise would have been visible. Tuesday was a dull, rainy day and without anything of interest to record. The steamer called at Port Simpson early on Wednesday morning, and passed Kaien island, the site of the future city of Prince Rupert, in the forenoon, but did not stop. A little later we called at Port Essington, but the tide was out and our steamer was unable to reach the dock. Further on we called at Caxton, where there is a very large cannery and where we took on a quantity of canned salmon. On Thursday at 6 a.m. we called at Bella Bella, and at 3 p.m. at Alert bay on Vancouver island, to see the totem poles of the Indian village there. Nearly the whole sail from Skagway is so sheltered with islands that one can fancy he is sailing down a river.

On waking on Friday morning, August 31, I found we were approaching the City of Vancouver. It was a delightful morning, and at 7.30 our steamer tied up at the wharf, and my round trip may be said to end here. The distance travelled from Edmonton to Vancouver was about 4,250 miles, and occupied a few days less than three months. It has been to me a trip of very great interest, and I trust the little information gained, and which I have endeavoured to convey in this report, may be of some public service.

I have the honour to be, sir,

Your obedient servant,

E. STEWART,

Superintendent of Forestry.



