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SESSIONAL PAPERS

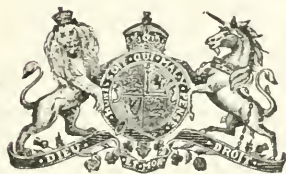
VOLUME 12

FIRST SESSION OF THE ELEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION, 1909



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VOLUME XLIII

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CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson; also 19th February, 1909, by Hon. W. S. Fielding; also 23rd February, 1909, by Hon. W. Paterson.

Printed for both distribution and sessional papers

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson..*Printed for both distribution and sessional papers.*
3. Estimates of the sums required for the services of Canada for the year ending 31st March, 1910. Presented 1st February, 1909, by Hon. W. Paterson.

Printed for both distribution and sessional papers.

4. Estimates of the sums required for the services of Canada for the year ending on the 31st March, 1909. Presented 15th March, 1909, by Hon. W. S. Fielding.

Printed for both distribution and sessional papers.

- 4a. Further Supplementary Estimates of sums required for the service of Canada for the fiscal year ending 31st March, 1909. Presented 10th May, 1909, by Hon. W. S. Fielding.

Printed for both distribution and sessional papers.

5. Supplementary Estimates of sums required for the service of Canada, for the fiscal year ending on 31st March, 1910. Presented 10th May, 1909, by Hon. W. S. Fielding.

Printed for both distribution and sessional papers.

- 5a. Further Supplementary Estimates of sums required for the service of Canada, for the year ending on 31st March, 1910. Presented 18th May, 1909, by Hon. W. S. Fielding.

Printed for both distribution and sessional papers.

6. List of Shareholders in the Chartered Banks of Canada, as on 31st December, 1908. Presented 13th May, 1909, by Hon. F. Oliver.

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, 1908..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 4.

8. Report of the Superintendent of Insurance for the year ended 31st December, 1908.
Printed for both distribution and sessional papers.
9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1908... ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 5.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1909. Part I.—Canadian Trade. Presented 27th January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.
- 10a. Report of the Department of Trade and Commerce, Part II, Trade of Foreign Countries and Treaties and Conventions, for the fiscal year ended 31st March, 1908. Presented 5th April, 1909, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 6.

- 10b. Report of the Department of Trade and Commerce, Part III, Subsidized Steamship Service, &c., for the year ended 31st March, 1908. Presented 22nd March, 1909, by Sir Wilfrid Laurier... ..*Printed for both distribution and sessional papers.*
11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 7.

12. Inland Revenues of Canada. Excise, &c., for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.
13. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.
14. Report on Adulteration of Food, for the fiscal year ended 31st March, 1908. Presented 11th March, 1909, by Hon. W. Templeman.
Printed for both distribution and sessional papers.
15. Report of the Minister of Agriculture, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.
- 15a. Report of the Dairy and Cold Storage Commissioner, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.
- 15a. (2) Report of the Veterinary Director General and Live Stock Commissioner, for two years ended 31st March, 1908... ..*Printed for both distribution and sessional papers*

CONTENTS OF VOLUME 8.

- 16.** Report of the Directors and Officers of the Experimental Farms for the year ended 31st March, 1908. Presented 31st March, 1909, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.
- 17.** Criminal Statistics for the year ended 30th September, 1908.
Printed for both distribution and sessional papers.
- 18.** Return of the Eleventh General Election for the House of Commons of Canada, held on the 26th day of October, 1908... ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 9.

- 19.** Report of the Minister of Public Works, for the fiscal year ended 31st March, 1908. Presented 3rd February, 1909, by Hon. W. Pugsley.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 10.

- 19a.** Georgian Bay Ship Canal. Report upon survey, with plans and estimates of cost, 1908. Presented 22nd January, 1909, by Hon. W. Pugsley.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 11.

- 20.** Report of the Department of Railways and Canals for the fiscal year ended 31st March, 1908. Presented 19th February, 1909, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.
- 20a.** Canal Statistics for the season of navigation, 1907.
Printed for both distribution and sessional papers.
- 20b.** Railway Statistics of Canada, for the year ended 30th June, 1908. Presented 25th February, 1909, by Hon. G. P. Graham.*Printed for both distribution and sessional papers.*
- 20c.** Third Report of the Board of Railway Commissioners for Canada, to 31st March, 1907, for the year ending 31st March, 1908. Presented 29th January, 1909, by Hon. G. P. Graham... ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 12.

- 21.** Report of the Department of Marine and Fisheries (Marine) for 1908. Presented 18th February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.
- 21a.** Seventh Report of the Geographic Board of Canada; containing all decisions to 30th June, 1908. Presented 22nd February, 1909, by Hon. L. P. Brodeur.
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, 1908.
Printed for both distribution and sessional papers.
- 22.** Report of the Department of Marine and Fisheries (Fisheries) for 1908. Presented 9th February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

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- 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, 1908.
Printed for both distribution and sessional papers.
- 24.** Report of the Postmaster General, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 14.

- 25.** Report of the Department of the Interior, for the fiscal year ended 31st March, 1908. Presented 15th February, 1909, by Hon. F. Oliver.
Printed for both distribution and sessional papers.
- 25a.** Report of the Chief Astronomer for the fiscal year ending 31st March, 1908. Presented 13th May, 1909, by Hon. F. Oliver...*Printed both for distribution and sessional papers.*
- 25b.** Annual Report of the Topographical Surveys Branch, including Report of the Surveyor General of Dominion Lands, 1907-1908. *Printed for both distribution and sessional papers.*
- 25c.** Correspondence and papers, including financial statement, relating to Seed Grain Distribution of 1908 in the provinces of Saskatchewan and Alberta. Presented 28th January, 1909, by Hon. F. Oliver...*Printed for both distribution and sessional papers.*
- 25d.** Return to an order of the House of Commons, dated 1st March, 1909, showing how many bushels of seed wheat were bought for Saskatchewan and Alberta for the season of 1908, whom it was bought from, at what price, and what grade it was; if the wheat so bought was cleaned for seed; how the wheat so bought was used; who it was sold to, and at what prices; the total loss in connection with the wheat so bought. Presented 15th March, 1909.—Mr. Sharpe (*Lisgar*)...*Not printed.*
- 25e.** Return to an order of the House of Commons, dated 1st March, 1909, showing how many bushels of English oats were bought for seed in Saskatchewan and Alberta for the season of 1908, and at what prices; the condition the oats were in before or when they were bought; if used for seed or sold; whom they were sold to and in what places; the total loss in connection with the oats bought in England, and any complaints there were about them. Presented 15th March, 1909.—Mr. Sharpe (*Lisgar*)....*Not printed.*

CONTENTS OF VOLUME 15.

- 26.** Summary Report of the Geological Survey Branch of the Department of Mines, for the calendar year 1908. Presented 3rd May, 1909, 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 nine months ended 31st December, 1908...*Printed for both distribution and sessional papers.*
- 27.** Report of the Department of Indian Affairs, for the year ended 31st March, 1908. Presented 22nd January, 1909, by Hon. F. Oliver.
Printed for both distribution and sessional papers.

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28. Report of the Royal Northwest Mounted Police, 1908. Presented 9th March, 1909, by Sir Wilfrid Laurier.. . . . *Printed for both distribution and sessional papers.*
29. Report of the Secretary of State of Canada, for the year ended December, 1907, and the first three months of the year 1908. Presented 22nd January, 1909, by Hon. C. Murphy.. . . . *Printed for both distribution and sessional papers.*
30. Civil Service List of Canada, 1908. Presented 22nd January, 1909, by Hon. C. Murphy. *Printed for both distribution and sessional papers.*
31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1908. *Printed for both distribution and sessional papers.*

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32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ended 31st March, 1908. Presented 7th May, 1909, by Hon. C. Murphy. *Printed for both distribution and sessional papers.*
33. Report of the Joint Librarians of Parliament for the year 1908. Presented 21st January, 1909, by the Hon. the Speaker.. . . . *Printed for sessional papers.*
34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson. *Printed for both distribution and sessional papers.*
35. Report of the Militia Council, for the fiscal year ended 31st March, 1908. Presented 9th March, 1909, by Sir Frederick Borden. *Printed for both distribution and sessional papers.*
- 35a. Memorandum respecting the estimates for Militia and Defence for 1909-10. Presented 9th March, 1909, by Sir Frederick Borden. *Printed for both distribution and sessional papers.*
36. Report of the Department of Labour, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. R. Lemieux. *Printed for both distribution and sessional papers.*
37. Report upon the Survey of the Georgian Bay Ship Canal, with plans and estimate of cost.. . . . *See No. 19a.*
38. Report of the Hon. Mr. Justice Cassels, Commissioner appointed to investigate the affairs of the Department of Marine and Fisheries. Presented 22nd January, 1909, by Hon. L. P. Brodeur.. . . . *Printed for both distribution and sessional papers.*
- 38a. Minute of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 29th March, 1909:—The Committee of the Privy Council have had under consideration a report, herewith, dated 27th March, 1909, from the Minister of Marine and Fisheries, upon the investigation recently held by the Honourable Walter Cassels respecting the statement contained in the Report of the Civil Service Commission reflecting upon the integrity of officials of the Department of Marine and Fisheries and submitting certain recommendations affecting the officials therein named. The Committee, concurring in the said Report and the recommendation therein contained, submit the same for Your Excellency's approval. Presented 30th March, 1909, by Hon. L. P. Brodeur. *Printed for both distribution and sessional papers.*
39. Report of the Royal Commission appointed to inquire into industrial disputes in the cotton factories of the province of Quebec. Presented 25th January, 1909, by Hon. R. Lemieux.. . . . *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 17—*Continued.*

40. Statement of expenditure on account of miscellaneous unforeseen expenses from the 1st April, 1908, to the 20th January, 1909, in accordance with the Appropriation Act of 1908. Presented 26th January, 1909, by Hon. W. Paterson.. . . . *Not printed.*
41. Statement of superannuations and retiring allowances in the civil service during the year ended 31st December, 1908, 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 26th January, 1909, by Hon. W. Paterson.. . . . *Not printed.*
42. Statement in pursuance of section 17 of the Civil Service Insurance Act for the year ending 31st March, 1908. Presented 26th January, 1909, by Hon. W. Paterson.
Not printed.
43. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1908-9. Presented 26th January, 1909, by Hon. W. Paterson.. . . . *Not printed.*
44. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1908. Presented 27th January, 1909, by Hon. C. Murphy.. . . . *Not printed.*
45. Third Report of the Board of Railway Commissioners.. . . . *See No. 20c.*
46. Report of the Commissioners of the Transcontinental Railway, for the year ending 31st March, 1908. Presented 29th January, 1909, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.
- 46a. Return to an order of the House of Commons, dated 15th February, 1909, for a copy of all correspondence between Rothwell, Johnston & Stubbs, lawyers, of Winnipeg, and the government, or the Transcontinental Railway Commissioners respecting their instructions in regard to the purchase of the Winnipeg terminals from Kern & Mathews, and in respect to the legal services rendered by them for the government, and passing of titles of the property, and a copy of the solicitors' bills of costs, charges and correspondence arising therefrom; and of all correspondence between the government and the Railway Commissioners and the vendors, Kern & Mathews, from the commencement of the negotiations; and also showing what steps, if any, were taken towards expropriating the property, or obtaining judicial determination as to the value of the said property. Presented 4th March, 1909.—*Mr. Bradbury*.. . . . *Not printed.*
- 46b. Return to an order of the House of Commons, dated 22nd February, 1909, showing the final estimates on the contract entered into on August 22, 1906, between J. D. McArthur and Smith & Prendible on the National Transcontinental Railway, for work from station 9370 to station 9480; and the contract entered into on 21st November, 1908, between the same parties on the same railway for work from station 9260 to station 9370. Presented 11th March, 1909.—*Mr. Haggart (Winnipeg)*.. . . . *Not printed.*
- 46c. Report of Collingwood Schreiber, Esquire, chief engineer western division National Transcontinental Railway. Presented 15th March, 1909, by Hon. G. P. Graham.
Not printed.
- 46d. Interim Report of the Commissioners of the Transcontinental Railway, for the nine months ending 31st December, 1908. Presented 15th March, 1909, by Hon. G. P. Graham.. . . . *Not printed.*
- 46e. Statistics of Dominion Police Constables employed along the line of the Transcontinental Railway during the calendar year 1908. Presented 23rd March, 1909, by Hon. A. B. Aylesworth.. . . . *Not printed.*
- 46f. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all letters, correspondence, statements and writing between the Grand Trunk Pacific Railway Company, or its engineers or agents, and the Commissioners of the Transcontinental Railway, or their engineers or agents, and between the commissioners and their engineers, and between the commissioners and their engineers and agents and the con-

CONTENTS OF VOLUME 17—Continued.

tractors or sub-contractors on Districts B and F after mentioned, as to classification or alleged over classification on Districts B and F of the Eastern Division of said railway, and of all estimates, returns, certificates, memoranda, statements or writings, showing classification or over-classification of the cuttings and work on said Districts B and F. Presented 22nd April, 1909.—*Mr. Lennox*. *Not printed*.

46g. Return to an order of the House of Commons, dated 26th January, 1909, showing the names of all persons appointed to office or employment by the Transcontinental Railway Commission since its creation, showing the county or city from which such person came, the office or employment to which he was appointed, the date of appointment, the salary and allowances attached thereto, the place or district where the work of each employee is done, and the total amount paid each year for all such services up to the end of December, 1908. Presented 22nd April, 1909.—*Mr. Foster*. *Not printed*.

46h. Return to an order of the House of Commons, dated 3rd March, 1909, for a copy of all tenders received for the construction of the following sections of the Eastern Division of the National Transcontinental Railway, together with the itemized schedules of the engineer's estimates of quantities on which the award of contracts was based, the sections referred to being those mentioned in the answer of the Minister of Railways and Canals in the House on the 13th April, 1908, as follows:—

STATEMENT NO. 1.—COMMISSIONERS—EASTERN DIVISION.

Mileage from Moncton.		Description.	No. of One Miles.	Amount of Estimate on which Contracts were let.	Date of	
From	To				Contract.	Completion.
				\$ cts.		
0-00	50-00	Moncton to near Chipman.	50-00	989,895 90	Mar. 14, '07	Sept. 1, '08
50-00	58-55	Near Chipman easterly 8-55 miles.	8-55	289,190 62	Aug 23, '07	Aug. 1, '08
58-55	97-60	Near Chipman westerly to I.C.R. crossing	39-05	767,434 95	Mar. 28, '08	Sept. 1, '10
97-60	164-00	I.C.R. crossing to Mile 164.	66-40	1,898,124 21	" 28, '08	" 1, '10
164-00	195-80	Mile 164 to Grand Falls	31-80	1,646,253 65	" 28, '08	" 1, '10
195-80	256-68	Grand Falls to New Brunswick boundary.	60-88	1,385,941 09	" 9, '07	" 1, '08
256-68	309-74	N.B. boundary to 150 miles east of Quebec Bridge.	5			
			143-06	2,377,409 60	" 28, '08	" 1, '10
309-74	459-74	From Quebec Bridge 150 miles eastward.	8-89			
		Quebec Bridge link (not included in estimate.	1-11	5,011,346 50	" 9, '07	" 1, '09
459-74	509-74	Quebec Bridge westerly 50 miles.	50-00	1,489,537 92	May 15, '06	" 1, '07
509-74	609-74	50 miles west Quebec Bridge to 150 miles west.	100-00	3,807,719 54	" 15, '06	" 1, '07
609-74	654-74	150 miles west Quebec Bridge to near Waymontachene	45-00			
654-74	656-07	To be included in this contract.	1-33	1,691,073 41	Mar. 14, '07	" 1, '08
656-07	877-75	Near Waymontachene to near Harricaniaw River.	221-68	Not let.		
877-75	1,027-75	Near Harricaniaw River to Junction T. & N. O. Ry.	150-00	3,986,901 42	" 14, '07	" 1, '09
1,021-75	1,127-75	Junction T. & N. O. Ry. for 100 miles west.	100-00	3,936,566 00	" 28, '08	" 1, '10
1,027-75	1,171-85	100 miles west of Junction T. & N. O. Ry. to west end of District 'D'.	44-10	Not let.		
1,171-85	1,334-35	West end of District 'D' westerly.	162-50	"		
1,334-35	1,409-35	From 19½ miles west of Mud River, easterly.	75-00	2,101,499 88	" 28, '08	" 1, '10
1,409-35	1,429-76	" " " to west end of District 'E'.	20-41	Not let.		
1,429-76	1,557-80	From westward District 'E' to Lake Superior Junction.	128-04	"		
1,557-80	1,804-66	From Lake Superior Junction to west bank of Red River	246-86	13,010,398 92	May 15, '06	" 1, '07

Presented 26th April, 1909.—*Mr. Lennox*. *Not printed*.

CONTENTS OF VOLUME 17—*Continued.*

- 46i. Return to an order of the House of Commons, dated 3rd March, 1909, showing the various quantities of work of each description or class actually executed by the several contractors and certified as correct by the engineers and paid for up to 31st December, 1908, upon the several sections of the Eastern Division of the National Transcontinental Railway, where the sections have not been completed, the various chief engineers' estimates of the quantities of the various class of work remaining to be executed, together with an estimate of the cost of completing the same, based on the contractors' prices attached to each tender. Presented 26th April, 1909.—*Mr. Lennox..Not printed.*
- 46j. National Transcontinental Railway. Information in reply to questions by Mr. R. L. Borden, M.P. Presented (Senate) 7th May, 1909, by Hon. Sir Richard Cartwright.
Not printed.
- 46k. Correspondence and reports relative to complaints as to the manner men employed on the Grand Trunk Pacific Railway construction are treated in the hospital at Prince Rupert; the complaint of non-payment of just claims for wages, &c., on the Prince Rupert section of the said railway. Presented 12th May, 1909, by Hon. R. Lemieux.
Not printed.
- 46l. Supplementary Return to 46g. Presented 14th May, 1909.. . . .*Not printed.*
- 46m. Supplementary Return to No. 46h. Presented 14th May, 1909.. . . .*Not printed.*
47. Return to an address of the House of Commons, dated 25th January, 1909, for a copy of all orders in council, correspondence, reports and other documents and papers, not already brought down, touching or relating to the All-Red Line, so-called, as referred to in the resolution passed by this House on the 9th day of July, 1908, or touching or relating to any similar or substituted proposal for the like purpose. Presented 29th January, 1909.—*Mr. Borden (Halifax).. . . .Not printed.*
48. General rules and orders in the Exchequer Court in Canada, 1909. Presented 29th January, 1909, by Hon. C. Murphy.. . . .*Not printed.*
49. Classification of the following departments of the inside Civil Service at Ottawa, by order in council of the 25th January, 1909, as on the 1st September, 1908, viz.:—Agriculture, Auditor General, Customs, Finance, Superintendent of Insurance, Governor General's Secretary, Indian Affairs, Inland Revenue, Justice, Labour, Library of Parliament, Marine and Fisheries, Militia and Defence, Mines, Post Office, Privy Council, Public Printing and Stationery, Public Works, Railways and Canals, Royal Northwest Mounted Police, Secretary of State, Trade and Commerce. Presented 1st February, 1909, by Sir Wilfrid Laurier.. . . .*Not printed.*
- 49a. Classification of the officers, clerks and employees of the Library of Parliament, as on the first day of September, 1908. Presented 11th March, 1909, by Sir Wilfrid Laurier.
Not printed
- 49b. Classification and organization of the officers and clerks of the Distribution Office of the Department of the Printing of Parliament, as on the first day of September, 1908. Presented 11th March, 1909, by Sir Wilfrid Laurier.. . . .*Not printed.*
- 49c. Classification of the permanent officers, clerks and employees of the House of Commons. Presented 11th March, 1909, by the Hon. the Speaker.. . . .*Not printed.*
- 49d. Organization of the Staff of the House of Commons, with the classification of the various officers, clerks and employees. Presented 11th March, 1909, by the Hon. the Speaker.. . . .*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

- 49e. Classification of the Department of the Interior (Inside Service) at Ottawa, by order in council of the 1st February, 1909, as on the 1st September, 1908. Presented 1st April, 1909, by Hon. F. Oliver... ..*Not printed.*
- 49f. Order in Council approved by His Excellency the Governor General on the 5th May, 1908, granting authority for the continued employment of certain officers and clerks of the non-permanent branches of the Department of Public Works. Presented 5th April, 1909, by Hon. W. Pugsley... ..*Not printed.*
- 49g. Schedules in connection with the Civil Service Bill. Presented 10th May, 1909, by Hon. S. A. Fisher... ..*Not printed.*
50. Correspondence, &c., relative to the construction of a subway near the Kingston Junction of the Grand Trunk Railway of Canada. Presented 1st February, 1909, by Hon. G. P. Graham... ..*Not printed.*
51. Copy of official communication, addressed by the Minister of Marine and Fisheries, to Commissioner Cassels, respecting the abolition of the patronage system in the Department of Marine and Fisheries. Presented 1st February, 1909.—*Mr. Foster.**Not printed.*
52. Minutes of proceedings of the Board of Internal Economy of the House of Commons, pursuant to Rule of the House No. 9, from the 16th December, 1907, to 14th July, 1908, inclusive. Presented 29th January, 1909, by the Hon. the Speaker... ..*Not printed.*
53. Return to an order of the House of Commons, dated 10th February, 1908, showing the number of applications for the release of prisoners and the number granted since the year 1896 by the Minister of Justice before the expiry of sentence, the terms of sentence, the date of release, the reasons therefor as far as expedient, and the name of the solicitor who was interested in procuring the release. Presented 2nd February, 1909.—*Mr. Foster.*... ..*Not printed.*
54. Report of the Commissioner, Dominion Police Force, for the year 1908. Presented 2nd February, 1909, by Hon. A. B. Aylesworth... ..*Not printed.*
55. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada since last return, 7th December, 1907, submitted to the Parliament of Canada under section 32, of chapter 19, of the Revised Statutes of Canada, 1906. Presented 2nd February, 1909, by Hon. C. Murphy... ..*Not printed.*
56. 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 2nd February, 1909, by Hon. C. Murphy... ..*Not printed.*
57. Report of the Ottawa Improvement Commission for the nine months ended the 31st March, 1908. Presented 4th February, 1909, by Hon. W. Paterson... ..*Not printed.*
58. Partial Return to an order of the House of Commons, dated 1st February, 1909, showing what persons have been appointed, transferred, or promoted, respectively, since 1st July, 1908, in the various departments coming under the operation of the Civil Service Act of 1905; the positions and salaries of such persons as have been transferred and promoted at the time of the change; the positions and salaries at present of all who have been so appointed, transferred or promoted, and which of these appointments, transfers or promotions were made in accordance with the present Civil Service Act. Presented 5th February, 1909.—*Mr. Foster.*... ..*Not printed.*
- 58a. Partial Return to an address of the House of Commons, dated 1st February, 1909, for a copy of all orders in council, departmental orders, rules and regulations, and schemes of reorganization adopted in the several departments, rules and regulations

CONTENTS OF VOLUME 17—*Continued.*

- made by the Civil Service Commissioners, and all other orders, steps and proceedings made, had or taken under or pursuant to the Civil Service Amendment Act, 1908. Presented 8th February, 1909.—*Mr. Borden (Halifax)*.. . . .*Not printed.*
- 58b. Supplementary Return to No. 58. Presented 8th February, 1909... . .*Not printed.*
- 58c. Return to an order of the House of Commons, dated 10th February, 1909, showing how many officials were appointed in the year 1908 to the various departments and brought from the outside service into the inside service under the Civil Service Act, with their names and salaries; and what addition to the various staffs have been made thereby. Presented 11th February, 1909.—*Mr. Sharpe (Ontario)*.. . . .*Not printed.*
- 58d. Further Supplementary Return to No. 58. Presented 11th February, 1909..*Not printed.*
- 58e. Return to an order of the House of Commons, dated 2nd February, 1909, showing the names of the temporary clerks formerly paid out of Civil Government Contingencies who have been classified under section 7 of the Civil Service Act since the 1st September, 1908, and placed in the third division subdivision B; the position filled by each at the time of classification and the salary paid, the length of service, the age and what examination has been passed; the position to which assigned under the classification and the salary attached; the names of the persons appointed to the Civil Service since 1st September, 1908, under section 47 of the Civil Service Act, the positions to which appointed, the date of appointment, and the salary attached. Presented 11th February, 1909.—*Mr. Foster*.. . . .*Not printed.*
- 58f. Further Supplementary Return to No. 53. Presented 18th February, 1909..*Not printed.*
- 58g. Return to an address of the House of Commons, dated 15th February, 1909, for copies of orders in council by authority of which increases of salary detailed on pages 556, 557, 558, 559, 560, 561, 562, 563 and 564, unrevised *Hansard*, 1909, were granted. Presented 23rd February, 1909.—*Mr. Foster*.. . . .*Not printed.*
- 58h. Return to an order of the House of Commons, dated 15th February, 1909, showing the name and date of the first appointment, position and salary at time of increase of each clerk or other employee in the outside service of the Department of Public Works at Ottawa, to whom any increase of pay was given on and after the 1st of April, 1908, the amount of such increase or increases, the date on which increase was granted, the date it became effective, and the date on which the increase was paid. 2. A similar return from each of the following Departments: Militia and Defence, Marine and Fisheries, Railways and Canals, Customs, Inland Revenue, Public Printing, Indian Affairs, Auditor General, Finance, Mines and Post Office Department. Presented 23rd February, 1909.—*Mr. Foster*.. . . .*Not printed.*
- 58i. Return to an address of the House of Commons, dated 15th February, 1909, for copies of orders in council passed from the 1st of May, 1908, to 31st January, 1909, authorizing increases to the employees of the Department of Public Works. Presented 25th February, 1909.—*Mr. Foster*.. . . .*Not printed.*
- 58j. Orders in Council attached to Sessional Paper No. 58g herewith were the only ones passed in connection with the increases of salary detailed on pages 556, 557, 558, 559, 560, 561, 562, 563 and 564, unrevised *Hansard*, 1909. The increases given to the officials employed in the Surveys Branch were granted in accordance with the Act respecting the Department of the Interior, chapter 54, sections 6 and 8, of the Revised Statutes, which relate to the employment and payment of temporary assistants in the Surveyor General's Branch, for the performance of services requiring technical, scientific or professional qualifications. The increases given to the employes on Dominion Lands, Outside Service, School Lands, Immigration and Boundary Surveys were granted under departmental authority. Presented 26th February, 1909, by Hon. F. Oliver.
- Not printed.*

 CONTENTS OF VOLUME 17—*Continued.*

59. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st December, 1907, and 1st December, 1908, 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 5th February, 1909, by Hon. F. Oliver.*Not printed.*
60. Return under the provisions of section 57 of the Northwest Irrigation Act, being chapter 61 of Revised Statutes of Canada, 1906, being copies of all Orders in Council, which have been passed or regulations which have been made or forms prescribed by the Minister of the Interior under that Act, and which have been published in the *Canada Gazette*, since the date of the presentation to Parliament of a similar return at its last preceding session. Presented 5th February, 1909, by Hon. F. Oliver.
Not printed.
61. Return under the provision of section 77 of the Dominion Lands Act, chapter 20, of the Statutes of 1908, of section 5 of the Dominion Lands Surveys Act, chapter 21, of the same Statutes, of subsection 2, of section 13 of the Dominion Forest Reserves Act, chapter 56, R.S.C., 1906, of subsection 3 of section 5 of the Rocky Mountains Park Act, chapter 60, R.S.C., 1906, and of subsection 2 of section 18 of the Yukon Act, chapter 63, R.S.C., 1906, being copies of all orders in council, ordinances or regulations which have been passed under any of the above mentioned Acts and which have been published in the *Canada Gazette*, since the date of the presentation to Parliament of a similar return at its last preceding session. Presented to Parliament of a similar return at its last preceding session. Presented 5th February, 1909, by Hon. F. Oliver.*Not printed.*
62. Return to an order of the House of Commons, dated 25th January, 1909, for a copy of all correspondence during the last three months with reference to Lachute Mills post office. Presented 8th February, 1909.—*Mr. Perley*.*Not printed.*
63. Order in Council, &c., in relation to the issue of \$50,000,000 additional stock by the Canadian Pacific Railway Company. Presented 8th February, 1909, by Hon. G. P. Graham.*Not printed.*
- 63a. 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 8th February, 1909, by Hon. F. Oliver.*Not printed.*
- 63b. Correspondence on the subject of the Canadian Pacific Railway Company securing running rights over the Intercolonial Railway between St. John and Halifax. Presented 8th February, 1909, by Hon. G. P. Graham.*Not printed.*
- 63c. Return of lands sold by the Canadian Pacific Railway Company, from the 1st October, 1907, to the 1st October, 1908, and the names of the purchasers. Presented 15th February, 1909, by Hon. F. Oliver.*Not printed.*
- 63d. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of any order in council authorizing the Canadian Pacific Railway to increase its capital stock. Presented 18th February, 1909.—*Mr. Maclean (York)*.*Not printed.*
- 63e. Further correspondence on the subject of the Canadian Pacific Railway Company securing running rights over the Intercolonial Railway between St. John and Halifax. Presented 22nd February, 1909, by Hon. G. P. Graham.*Not printed.*

CONTENTS OF VOLUME 17—Continued.

- 64.** Return to an order of the House of Commons, dated 1st February, 1909, showing what sums of money have been paid each of the several holders of stock in the Quebec Bridge Company on account of stock, bonus and interest, respectively; and what amount remains to be paid and to whom. Presented 8th February, 1909.—*Mr. Foster.*
Not printed.
- 65.** Return to an order of the House of Commons, dated 1st February, 1909, showing what disposition has been made in detail of the vote of \$25,000 under Miscellaneous, for seed grain in Alberta and Saskatchewan. Presented 11th February, 1909, by Hon. F. Oliver... ..*Not printed.*
- 66.** Return to an order of the House of Commons, dated 26th January, 1909, showing in detail the assets amounting to \$157,483,926.17 in the balance sheet of Canada on 31st December, 1909. Presented 11th February, 1909.—*Mr. Ames.*... ..*Not printed.*
- 67.** Return to an address of the House of Commons, dated 11th February, 1909, for a copy of the report of the commissioners appointed by the government to inquire into, examine and report upon the branch lines of railway connecting with the Intercolonial Railway; also a copy of the report of the commissioners appointed by the government of the province of New Brunswick to inquire into, examine and report upon the branch lines of railway within said province and connecting with the said Intercolonial Railway. Presented 11th February, 1909.—*Mr. Emmerson.*
Printed for both distribution and sessional papers.
- 67a.** Return to an order of the House of Commons, dated 1st February, 1909, showing the tenders called for by the Department of Railways and Canals for 144 miles, more or less, of wire fencing during the summer or fall of 1908, and the advertisements or circulars calling for same; how many tenders were received and from whom; how the contract was let, at what price and to whom; the quantity of wire fencing purchased by the Department of Railways and Canals during 1908, by tender or otherwise, and the prices paid per mile. Presented 2nd March, 1909.—*Mr. Taylor (Leeds).*... ..*Not printed.*
- 67b.** Return to an order of the House of Commons, dated 26th January, 1909, showing, in respect of the following items which appear in the Public Accounts:—
- | | |
|--|--------------|
| Intercolonial Railway, open account.. | \$965,418 00 |
| Windsor Branch, open account.. | 180 34 |
| Prince Edward Island Railway, open account.. | 19,687 00 |
- (a) what proportion of these amounts represents moneys due the government since a date prior to the end of the fiscal year 1906-7; (b) what part of the amount thus over-due was incurred in each fiscal year prior to 1906-7; (c) a list of the items included in (a) which represent an amount exceeding one hundred dollars, with name in each case of debtor, date and nature of services. Presented 4th March, 1909.—*Mr. Ames.*
Not printed.
- 67c.** Return to an order of the House of Commons, dated 15th March, 1909, for a copy of the Report of the Conciliation Board in connection with the freight clerks of Halifax and St. John. Presented 23rd March, 1909.—*Mr. Crosby.*... ..*Not printed.*
- 67d.** Return to an order of the House of Commons, dated 22nd March, 1909, showing the names of the Intercolonial employees dismissed or suspended during the year 1908, the position held by each, the date of dismissal or suspension, and the special cause alleged therefor; also the names of any such persons so dismissed or suspended who have been reinstated up to 28th February, 1909, and the dates of reinstatement. Presented 22nd April, 1909.—*Mr. Foster.*... ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

- 67e.** Copy of Order in Council constituting a Board of Management for the Government Railways—the Intercolonial and the Prince Edward Island Railway—and naming the members of the said Board of Management. Presented 26th April, 1909, by Hon. G. P. Graham... ..*Not printed.*
- 67f.** Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all petitions and correspondence, whether by letter or telegrams, and all plans submitted either to the Railway Department or to the authorities of the Intercolonial Railway, and of all decisions arrived at, relating to the enlargement of the station of the Intercolonial Railway at Cap St. Ignace, or the construction of a new station. Presented 11th May, 1909.—*Mr. Roy (Montmagny)*... ..*Not printed.*
- 67g.** Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence, memorials, reports and decisions arrived at respecting the construction of a tank at the Intercolonial Railway station at Cap St. Ignace, and the increased cost to be paid to the Aqueduct Company supplying the water for the engines running on the said railway. Presented 14th April, 1909.—*Mr. Roy (Montmagny)*... ..*Not printed.*
- 67h.** Return to an address of the Senate, dated 18th March, 1909, praying for all petitions presented to the Governor General in Council, asking that the Intercolonial Railway may be placed under the Railway Board, together with all correspondence in connection therewith. Presented 4th May, 1909.—*Hon. Sir Mackenzie Bowell*... ..*Not printed.*
- 67i.** Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 20th April, 1909, *re* Intercolonial Railway. Presented (Senate) 30th April, 1909, by Hon. Sir Richard Cartwright... ..*Not printed.*
- 68.** Return to an order of the House of Commons, dated 1st February, 1909, for the production of all the original applications and tenders filed in the Department of the Interior in respect of Timber Berth No. 1122, and that the same be laid on 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 12th February, 1909.—*Mr. Campbell*... ..*Not printed.*
- 69.** Return to an order of the House of Commons, dated 1st February, 1909, showing what lands, at what price, and to what persons or corporations have been sold along the route of the Grand Trunk Pacific for stations, terminal or town site purposes. Presented 12th February, 1909.—*Mr. Foster*... ..*Not printed.*
- 70.** Return to an order of the House of Commons, dated 26th January, 1909, showing, year by year, since 1881, the expenditures charged annually to capital under the caption of Dominion lands, together with a similar statement of the total receipts from sale of lands, town sites, &c., where public domain has been permanently alienated. Presented 12th February, 1909.—*Mr. Ames*... ..*Not printed.*
- 71.** Return to an order of the House of Commons, dated 1st February, 1909, showing the amount of gold, silver and copper coins manufactured by the branch of the Royal Mint in Canada, and the amount of said coin not disposed of since it commenced operation up to 1st January, 1909. 2. How much silver in its crude state has been offered for sale to the management of the Royal Mint from Canadian mines in the year 1908, and what quantity has been accepted. 3. What reason the government gives for not purchasing all the silver in its crude state that is offered. 4. The system used in deciding from whom to make purchases. 5. How many Canadian mines have sold silver to the government, the names of said mines, and the quantity purchased from each. Presented 12th February, 1909.—*Mr. Armstrong*... ..*Not printed.*

CONTENTS OF VOLUME 17—Continued.

- 71a.** Return to an order of the House of Commons, dated 1st February, 1909, showing the total cost of the Royal Mint to 31st December, 1908; the total expenses of Royal Mint for the calendar year 1908, (a) for additions and improvements, (b) for maintenance, (c) for salaries, (d) for bullion copper, silver and gold, respectively; the amount of copper, silver and gold coinage that was struck during that time; and the net profit on each kind of coinage. Presented 31st March, 1909.—*Mr. Foster*.*Not printed.*
- 72.** Return to an order of the House of Commons, dated 25th January, 1909, showing, in detail, the items comprised in the amount \$699,235.52, given as miscellaneous revenue for the month of December, 1908. Presented 12th February, 1909.—*Mr. Ames*.
Not printed.
- 73.** Return to an order of the House of Commons, dated 25th January, 1909, showing all free mail deliveries established or authorized since the 30th of June, 1908, in towns or villages; all free rural mail deliveries established or authorized since said date, the number of persons served by each such free mail delivery in the community or route for which it has been so established and the cost in each instance. Presented 12th February, 1909.—*Mr. Borden (Halifax)*.*Not printed.*
- 73a.** Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence and memoranda relating to rural mail delivery in the province of Alberta. Presented 17th May, 1909.—*Mr. McCarthy*.*Not printed.*
- 74.** General orders issued to the Militia between 28th November, 1907, to 31st January, 1909. Presented 15th February, 1909, by Sir Frederick Borden.*Not printed.*
- 75.** Return to an order of the House of Commons, dated 8th February, 1909, in detail showing what disposition has been made of the vote of \$35,000 to cover the cost of boring for oil, gas, coal, &c., passed on 15th July, 1908, with a copy of all correspondence, reports, telegrams, memoranda, &c., connected with the matter, giving the district in which the wells were drilled, the cost and present condition of each well, and a copy of all contracts and tenders. Presented 15th February, 1909.—*Mr. Armstrong*.*Not printed.*
- 76.** Return to an order of the House of Commons, dated 25th January, 1909, showing: 1. The number of accidents which occurred at level railway crossings in Canada during the period of five years prior to the 31st of March, 1908. 2. The time where and the places at which these accidents occurred. 3. The alleged cause of the accident in each case. 4. The number of persons killed in each case. 5. The number of persons injured and the nature of the injury in each case. 6. A statement in each case as to whether the crossing was protected or not, and if protected, by what means. Presented 16th February, 1909.—*Mr. Lennox*.*Not printed.*
- 76a.** Return to an order of the House of Commons, dated 10th February, 1909, showing since the constitution of the Railway Board, in how many cases they have ordered protection of highway-railway crossings, (a) by separation of the highway and railway, (b) by gates, (c) by other means, and the method adopted in each case; how the proceedings were initiated in each case; what order was made as to the expense of the work or service in each; at what points separation of highway and railway was ordered, and the actual or estimated cost in each case; in how many, and what cases applications were refused. Presented 4th March, 1909.—*Mr. Lennox*.*Not printed.*
- 76b.** Return to an address of the Senate, dated 25th February, 1909, for copies of all requests to the Board of Railway Commissioners by the Minister of Railways, under section 28 of the Railway Act, and also copies of all orders in council made within the last twelve months respecting level crossings by railways over public highways, the dates of making such requests or orders in council to be given. Presented 19th March, 1909.—*Hon. Mr. Ferguson*.*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

- 77.** Return to an order of the House of Commons, dated 1st February, 1909, showing all importations of steel bars, steel ingot, rolled iron and steel, steel rails and structural steel, into the Dominion of Canada, by months, since the 31st day of March, 1908, and up to the 31st January, 1909, showing: (a) the quantity imported, (b) the country from which imported. (c) port of entry, (d) the value of the imports, and (e) the amount of duty paid thereupon. Presented 18th February, 1909.—*Mr. Boyce.*
Not printed.
- 78.** Return to an order of the House of Commons, dated 8th February, 1909, showing the number of seizures made by the Department of Inland Revenue during the years 1904, 1905, 1906, 1907 and 1908; the date of seizures; by whom seized; what the seizures consisted of; amount realized by the sale of such material seized; and how the seized material was disposed of. Presented 18th February, 1909.—*Mr. Barr.* . . . *Not printed.*
- 78a.** Return to an order of the House of Commons, dated 10th February, 1909, showing the number of seizures made by the Department of Customs during the years 1904, 1905, 1906, 1907 and 1908; the date of seizures; by whom seized; what the seizures consisted of; the party from whom seized; amount realized by the sale of such material seized; and how the seized material was disposed of. Presented 11th March, 1909.—*Mr. Barr.*
Not printed.
- 79.** Return showing remissions of interest made under subsection 2 of section 88 of the Indian Act, chapter 81, Revised Statutes of Canada, for the year ended 31st March, 1908. Presented 18th February, 1909, by Hon. F. Oliver. *Not printed.*
- 80.** Return to an order of the House of Commons, dated 3rd February, 1909, showing how many sessional clerks and messengers have been appointed to the House of Commons since 1880; their names and the date of their appointments; if appointed by the Internal Economy Commission or otherwise; how many sessional clerks and messengers have been removed from the House of Commons since 1880; their names and the dates of their removal; if removed by the Internal Economy Commission or otherwise. Presented 19th February, 1909.—*Mr. Paquet.* *Not printed.*
- 81.** Copy of an order in council of the 15th February, 1909, relative to the Second Joint Report of the Commission for the demarcation of the meridian of the 141st degree of west longitude (Alaska Boundary), appointed in virtue of the First Article of the Convention between Great Britain and the United States, signed at Washington on the 21st April, 1906; and also a copy of the said Report. Presented 22nd February, 1909, by Hon. F. Oliver. *Not printed.*
- 82.** Return to an order of the House of Commons, dated 3rd February, 1909, showing what precautionary measures were taken by the government to combat the introduction of the foot and mouth disease into Canada from United States; what officials were appointed especially for the work, the dates of appointment, length of service, remuneration paid to each as salary or expenses; the present danger, and when the embargo on live stock from the United States was raised. Presented 22nd February, 1909.—*Mr. Sharpe (Ontario).* *Not printed.*
- 82a.** Return to an order of the House of Commons, dated 8th February, 1909, showing what States of the United States have been quarantined by order in council by reason of the prevalence of foot and mouth disease in such States; how many inspectors were appointed by the government to prevent the importation of live stock into Canada from quarantine States; at what points such inspectors were stationed; and what salaries these inspectors were paid. Presented 22nd February, 1909.—*Mr. Chisholm (Huron).* *Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

83. Return to an order of the House of Commons, dated 10th February, 1909, showing the quantity of summer-caught white fish, and the value, the pickerel, quantity and value, the sturgeon, quantity and value, exported to the United States for each year, respectively, during the years from November 1893 to November, 1908, from the Manitoba ports. Presented 23rd February, 1909.—*Mr. Bradbury*. *Not printed.*
84. Return to an order of the House of Commons, dated 8th February, 1909, showing, in detail, all moneys received by this government from the sale of land, forest, mines, fisheries and other natural resources of the province of Alberta for the last fiscal year. Presented 23rd February, 1909.—*Mr. McCarthy*. *Not printed.*
85. Return to an order of the eHouse of Commons, dated 17th February, 1909, showing from whom the wood-working machinery was purchased for Intercolonial Railway shops at Moncton or elsewhere since 1st January, 1908, how much from each and the prices paid; from whom the iron-working machinery was purchased for the Intercolonial Railway shops at Moncton, or elsewhere, since 1st January, 1908, how much from each, and the prices paid, the dates, (a) of purchase, and (b) of delivery. Presented 23rd February, 1909.—*Mr. Clare*. *Not printed.*
- 85a. Return to an order of the House of Commons, dated 22nd March, 1909, showing the claims of any person or persons in Nova Scotia against the government by reason of personal damages or losses of animals or damages to property on account of the Intercolonial Railway, settled or paid between 1st June and 31st December, 1908, together with the names and addresses of such persons, the nature of their claims, how settlement was effected, and on what date settlement was effected in each case. Presented 22th March, 1909.—*Mr. Rhodes*. *Not printed.*
86. Return to an address of the House of Commons, dated 15th February, 1909, for a copy of all orders in council, regulations, reports, correspondence, documents, and papers under, relating to or touching the several treaties of 11th April, 1908, between His Majesty and the United States of America, relating to or touching any action, proceeding, appointment, reports or other matter made, had or undertaken under or pursuant to the said treaties or either of them. Presented 25th February, 1909.—*Mr. Borden (Halifax)*. *Not printed.*
87. Return to an order of the House of Commons, dated 26th February, 1909, for copy of a report of Thomas Costello, special officer of customs, on the subject of the Woollen Industry in Great Britain. Presented 26th February, 1909.—*Mr. Paterson*.
Printed for both distribution and sessional papers.
88. Copy of special agreement for the submission of question relating to Fisheries on the North Atlantic Coast under the general treaty of Arbitration concluded between the United States and Great Britain on the 4th day of April, 1908. Presented 26th February, 1909, by Hon. A. B. Aylesworth. *Not printed.*
89. Return to an order of the House of Commons, dated 22nd February, 1909, showing how many heads of stock there are on the respective experimental farms and what they consist of; the estimated value of the different kinds, and for what purposes they are utilized; how many acres there are in each experimental farm; how many acres there are under cultivation on each farm. Presented 26th February, 1909.—*Mr. Staples*. *Not printed.*
90. Declaration of Principles, North American Conservation Conference. Presented 26th February, 1909, by Hon. S. A. Fisher. *Printed for both distribution and sessional papers.*
91. Statement of insurance paid on the St. Lawrence route on merchandise, provisions and grain, from 1900 to 1907, both years inclusive. Presented (Senate) 28th January, 1909, by Hon. Sir Richard Cartwright. *Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

92. Statement of the affairs of the British Canadian Loan and Investment Company (Limited), for the year ended the 31st of December, 1908, also a list of the shareholders for the same year, in compliance with the Loan Corporation Act. Presented (Senate) 25th February, 1909, by the Hon. the Speaker. *Not printed.*
93. Copy of the Progress Report, Hudson Bay Railway Surveys, 1st February, 1909. Presented 4th March, 1909.—*Hon. G. P. Graham*. *Not printed.*
- 93a. Return to an order of the House of Commons, dated 8th February, 1909, showing all surveys made to date in the prosecution of the proposed Hudson Bay Railway. Presented 8th March, 1909.—*Mr. Meighen*. *Not printed.*
94. Return to an order of the House of Commons, dated 26th January, 1909, of all correspondence, papers and reports of engineers or others, relating to the authorization and construction of a canal from Lake Simcoe to Newmarket, including all contracts entered into, the amount of money so far paid, and the estimated cost of the completed work, with plans showing the capacity of the canal, and for all statements and estimates of the commercial reasons for the work. Presented 4th March, 1909.—*Mr. Foster*. *Not printed.*
- 94a. Return to an order of the House of Commons, dated 22nd March, 1909, showing: 1. Who were employed to value the land of the right of way of the canal from Holland River to Newmarket, and what other duties than valuation of lands these parties were entrusted with. 2. The remuneration of each of these valuers. 3. How long they were employed, and upon what terms. 4. (a) What properties they valued, (b) at what amount or rate in each case, (c) the acreage of each property, (d) in how many cases, by names, the valuations were accepted by the owners, (e) in how many cases, by names, the valuations were finally rejected by the owners, (f) in what cases expropriation proceedings were resorted to, and (g) the result as compared with valuers' figures. 5. What titles to all properties have been required. Presented 31st March, 1909.—*Mr. Lennox*. *Not printed.*
95. Return to an order of the House of Commons, dated 8th February, 1909, for a copy of all lists of voters as prepared by the enumerators and completed by the deputy returning officers for the several polling subdivisions in the electoral riding of Calgary, in the province of Alberta, and used in the recent general election for the House of Commons. Presented 4th March, 1909.—*Mr. McCarthy*. *Not printed.*
- 95a. Return to an order of the House of Commons, dated 8th February, 1909, showing the names of the deputy returning officer, poll clerk, scrutineer or agent, or any other officer who acted, respectively, as such in the several polling subdivisions in the electoral district of Calgary in the recent general election for the House of Commons. Presented 4th March, 1909.—*Mr. McCarthy*. *Not printed.*
- 95b. Return to an order of the House of Commons, dated 15th March, 1909, showing, in respect of the election for the House of Commons, held in the county of Montcalm, on the 26th of October, 1908, and in respect of each polling subdivision (a) the number of votes polled for each candidate; (b) the total number of valid votes polled; (c) the number of rejected ballots; (d) the number of spoiled ballots; (e) the number of voters on the revised voters' list; (f) the number of ballot papers in possession of the deputy returning officer at the hour of the opening of the poll; (g) the number of ballot papers remaining unused in the hands of the deputy returning officer at close of the poll; (h) the name and the address of the returning officer and names and addresses of each of his deputies and poll clerks; (i) all correspondence between the government, or any officer thereof, and the returning officer, or any deputy returning officer or poll clerk or, any candidate in respect of said election. Presented 22nd March, 1909.—*Mr. Ames*. *Not printed.*

 CONTENTS OF VOLUME 17—*Continued.*

- 95c. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all lists of voters as prepared by the enumerators and completed by the deputy returning officers for the several polling subdivisions in the electoral riding of Qu'Appelle, and used in the recent general election for the House of Commons; also for a return showing the boundaries of the said polling subdivisions, and the names of the enumerators, deputy returning officers, poll clerks, candidates' agents or scrutineers who acted for each poll. Presented 22nd March, 1909.—*Mr. Lake..Not printed.*
96. Return to an order of the House of Commons, dated 11th February, 1909, for a copy of a report made by Charles Olin to the Department of the Interior, of his visit to Sweden for that department in 1907-8, and of all correspondence leading up to his appointment to make such trip, and in any way relating thereto. Presented 4th March, 1909.—*Mr. Goodere.. . . .Not printed.*
97. Return to an order of the House of Commons, dated 8th February, 1909, for a copy of all applications that have been received for the transfer of villa lots in section 14, township 24, range 1, west of the fifth meridian, and all correspondence in connection therewith since the 10th day of June, 1908. Presented 4th March, 1909.—*Mr. McCarthy. Not printed.*
98. Return to an order of the House of Commons, dated 1st March, 1909, showing the average number of men employed in every capacity in the working, maintenance and repairs of the Carillon and Grenville Canals during each of the following months: July and August, 1906 and 1908, September and October, 1907 and 1908; and the total outlay for wages and salaries; also, the total expenditure of every kind in connection with the said canal during each of these months. Presented 4th March, 1909.—*Mr. Perley.. . . .Not printed.*
99. Return to an address of the House of Commons, dated 22nd February, 1909, for a copy of orders in council, correspondence, letters, despatches, memoranda and communications, between the Imperial and Canadian governments relating to the organization of a Imperial General Staff. Presented 5th March, 1909.—*Mr. Talbot.*
Printed for both distribution and sessional papers.
100. Return to an order of the House of Commons, dated 1st February, 1909, for a copy of all correspondence between the Surveyor General's Department or Department of Indian Affairs and the late Mr. Vaughan, D.L.S., covering his instructions to survey the parish of St. Peters, St. Clements and St. Peters Indian Reserve; together with Mr. Vaughan's correspondence, &c.; of all correspondence between the Department of the Interior and Mr. H. M. Howell, Commissioner to investigate Indian claims on said reserve; of the report of Mr. Rothwell, Law Clerk of the Department of the Interior, on the said St. Peters land claim; of the itemized account of Frederick Heap, of the services rendered during the investigation, and instruction to him from the Department of the Interior and Indian Affairs. Presented 5th March, 1909.—*Mr. Bradbury.*
Not printed.
- 100a. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of the treaty arranged between St. Peters Indians and the government; and of all correspondence, papers, instructions, and documents relating to the aforesaid treaty. Presented 11th March, 1909.—*Mr. Bradbury.. . . .Not printed.*
- 100b. Return to an order of the House of Commons, dated 17th February, 1909, showing the number and names of all parties who were entitled to receive patents, and did receive patents, under the treaty made by Mr. H. M. Howell for the surrender of St. Peters Reserve, Manitoba. Presented 12th March, 1909.—*Mr. Bradbury.. . . .Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

- 100c.** Supplementary Return to No. 100. Presented 5th April, 1909.*Not printed.*
- 100d.** Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all papers, letters and correspondence relating to, and an itemized statement of, the account of Mr. H. M. Howell in regard to the surrender of St. Peters Reserve. Presented 27th April, 1909.—*Mr. Smyth*.*Not printed.*
- 100e.** Supplementary Return to No. 100. Presented 19th May, 1909.*Not printed.*
- 101.** Supplementary Convention respecting the commercial relations between France and Canada, entered into at Paris on the 23rd day of January 1909, between His Majesty and the President of the French Republic. Presented 8th March, 1909, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
- 102.** Correspondence relating to Supplementary Convention respecting commercial relations between Canada and France. Presented 10th March, 1909, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
- 103.** Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all evidence, reports, correspondence, writings, papers and documents in possession or control of the Department of Inland Revenue, including all correspondence and written statements between the department or its officials or agents, and the government of Manitoba, or the Attorney General or other officials or agents of that province, in reference to the quality of coal oil sold in Manitoba, and accidents caused by coal oil there during the year 1908, and connected with recent investigations into the cause of these disasters. Presented 8th March, 1909.—*Mr. Schaffner*.*Not printed.*
- 104.** Copies of cablegrams between His Excellency the Governor General and the Honourable the Secretary of State for the Colonies respecting the International Boundary Waters Treaty. Presented 8th March, 1909, by Sir Wilfrid Laurier.*Not printed.*
- 104a.** International Boundary Waters Treaty, signed at Washington, 11th January, 1909, (2) Rider attached by United States Senate. Presented 15th March, 1909, by Hon. W. S. Fielding.*Not printed.*
- 105.** Return to an order of the House of Commons, dated 16th January, 1909, showing the number and amount of temporary loans made by the government since 1st July, 1906, the bank or corporation with which each was made, the conditions and cost of the same. Presented 9th March, 1909.—*Mr. Foster*.*Not printed.*
- 105a.** Return to an order of the House of Commons, dated 26th January, 1909, showing the amount and conditions of each permanent loan made by the government since 1st July, 1896, the bank or corporation through which it was made, the cost of each, in (a) brokerage and commission, (b) stamps, &c., (c) legal or other services, and (d) discounts, the net result of each loan and per cent of interest upon the same. Presented 24th March, 1909.—*Mr. Foster*.*Not printed.*
- 105b.** Supplementary Return to No. 105a. Presented 31st March, 1909.*Not printed.*
- 105c.** Return to an order of the House of Commons, dated 8th March, 1909, showing what expenses under the following heads: (a) bank commission, (b) underwriting charges, (c) brokerage, and (d) advertising, were incurred by the government on each of the following loans, and to whom the several amounts were paid, viz:—

	£	s.	d.
1874 loan extended to 1911, 4 per cent.	1,753,830	4	10
1875-8 Public Works guaranteed loan, 4 per cent.	3,200,000	0	0
Loan of 1884, 3½ per cent.	5,000,000	0	0

CONTENTS OF VOLUME 17—*Continued.*

Canada reduced 1885, 4 per cent..	6,443,136 2 9
Loan of 1885, 4 per cent..	4,000,000 0 0
C. P. R. land grant 1888, 3½ per cent..	3,093,700 0 0
4 per cent loan of 1908-12, 4 per cent..	1,379,600 0 0
3½ per cent loan 1908, (February issue) 3½ per cent..	3,000,000 0 0
3¾ per cent loan 1908, 3¾ per cent..	5,000,000 0 0
3½ per cent loan 1908 (October issue) 3½ per cent..	5,000,000 0 0
3¾ per cent loan 1909, 3¾ per cent..	6,000,000 0 0
Payable in Canada—	
Reduced loan of 1883, extended 3½ per cent..	\$1,425,800 00
Dominion stock issue—	
A reduced in 1897, 3½ per cent..	58,899.67
B reduced in 1897, 3½ per cent..	325,900 00
C reduced in 1897, 3½ per cent..	49,066 34
E extended for 10 years, from 1st July, 1906, 3¾ per cent..	2,500,000 00
Dominion stock issue 1891, 3½ per cent..	404,202 00
\$5,000,000 for one month; Bank of Montreal, Ottawa; 2nd March, 1909; 4 per cent. Presented 6th April, 1909.— <i>Mr. Sharpe (Ontario)</i>	
<i>Not printed.</i>	
105d. Return to an order of the House of Commons, dated 26th January, 1909, showing, in respect of the sinking fund in connection with each outstanding loan forming on 31st March, 1908, part of the funded public debt: (a) term of loan, (b) the sinking fund rate, (c) the amount that has been each year set aside, including earnings of interest reinvested, (d) the aggregate amount to credit of sinking fund of that particular loan on 31st March, 1908, (e) the aggregate amount which may be reasonably expected to stand to credit of sinking fund on date when loan shall fall due, and if extended at the end of final period, (f) percentage which accrued sinking fund and its earnings will bear to the nominal amount of loan on date of expiry. Presented 6th April, 1909.— <i>Mr. Ames</i>	
<i>Not printed.</i>	
105e. Supplementary Return No. 105c. Presented 19th April, 1909..	
<i>Not printed.</i>	
105f. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of all orders in council, correspondence and papers, including prospectuses, in relation to the loans negotiated by the Minister of Finance from the 1st January, 1907, to date. Presented 19th April 1909.— <i>Mr. Foster</i>	
<i>Not printed.</i>	
105g. Return to an order of the House of Commons, dated 26th January, 1909, showing, in detail, the contingent or nominal liabilities of the Dominion government on the 1st of January, 1909; that is to say, a statement of all amounts which might under existing legislation become exigible, such as earnable railway subsidies, government guaranteed loans, deficiencies which might require to be made good, &c. (See also 109a.) Presented 19th April, 1909.— <i>Mr. Ames</i>	
<i>Not printed.</i>	
106. Return to an order of the House of Commons, dated 22nd February, 1909: 1. Showing the approximate area of coal and timber lands, respectively, in each of the provinces of Saskatchewan and Alberta (a) owned by private individuals or companies, (b) leased by the government to private individuals or companies; and the approximate area in each province on which mining or lumbering operations are actually being carried on. 2. The approximate amount of revenue collected by the government between 1st January, 1906, and the 31st December, 1908, on account of (a) payments for coal lands; (b) coal royalties; (c) bonuses and rentals on timber lands; (d) timber dues; (e) hay lands; (f) grazing lands, and (g) irrigation areas within each of the above provinces. Presented 11th March, 1909.— <i>Mr. Lake</i>	
<i>Not printed.</i>	

CONTENTS OF VOLUME 17—*Continued.*

- 106a.** Return to an order of the House of Commons, dated 22nd February, 1906, showing how many acres have already been taken up in Manitoba, Saskatchewan and Alberta, respectively, by homestead and pre-emption, by railway lands, by Hudson Bay lands; by other corporations or persons; by waste, swamps or mountainous land unfit for tilling; by lake areas, including Winnipeg, Winnipegosis, Manitoba, Big Quill, Birch and Beaver; and the area in square miles of each province above named. Presented 11th March, 1909.—*Mr. Hughes*... ..*Not printed.*
- 106b.** Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all applications, advertisements, tenders, leases, correspondence and papers of every description, with respect to timber berths Nos. 1316, 1317, 1318, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1360, 1361, 1362, 1363, 1364 and 1365. Presented 30th March, 1909.—*Mr. Bradbury*... ..*Not printed.*
- 106c.** Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, communications in writing and documents, to the Minister of the Interior, or any official of the department, and the replies or communications from the minister or any official of the department, since 11th January, 1905, relating to the transfer of certain swamp lands in the Big Grass Marsh, in the province of Manitoba, to His Majesty King Edward VII., for the purposes of the province of Manitoba. Presented 30th March, 1909.—*Mr. Molloy*... ..*Not printed.*
- 106d.** Supplementary Return to an order of the House of Commons, dated 3rd March, 1909, showing with respect to leases granted since 30th June, 1896, for timber on Dominion lands in British Columbia, the names and addresses of lessees, the date, term and acreage of each lease, and the bonus received for the same. Presented 5th April, 1909.—*Mr. Taylor (New Westminster)*... ..*Not printed.*
- 106e.** Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence, reports, papers, and communications in the possession of the Dominion Lands Office at Prince Albert and the Department of the Interior at Ottawa, in connection with the application for patent for the N.E. $\frac{1}{4}$ section 10, township 47, range 1, west 3rd meridian of A. A. Strachan, and the performance of his homestead duties. Presented 16th April, 1909.—*Mr. Lake*... ..*Not printed.*
- 107.** Return to an order of the House of Commons, dated 1st February, 1909, showing the total amount received by the *Winnipeg Free Press* from all the departments of the government from 1st July, 1896, to 1st January, 1909, specifying amount each year. Presented 11th March, 1909.—*Mr. Herron*... ..*Not printed.*
- 107a.** Supplementary Return to No. 107. Presented 26th March, 1909... ..*Not printed.*
- 108.** Return to an order to the House of Commons, dated 26th January, 1909, showing approximately the total amount of available cash on deposit to the credit of the government on the last day of each month during the period between the 1st of April, 1907, and the 31st December, 1908. Presented 11th March, 1909.—*Mr. Ames*... ..*Not printed.*
- 109.** Return to an order of the House of Commons, dated 26th January, 1909, showing to date the statement found on page 15 of the Budget Speech of 1898. Presented 11th March, 1909.—*Mr. Ames*... ..*Not printed.*
- 109a.** Return to an order of the House of Commons, dated 26th January, 1909, showing, in detail, the contingent or nominal liabilities of the Dominion government on the 1st January, 1909; that is to say, a statement of all amounts which might under existing legislation become exigible, such as earnable railway subsidies, government guaranteed loans, deficiencies, which might require to be made good, &c. (Supplementary to No. 105g.) Presented 11th March, 1909.—*Mr. Ames*... ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

- 110.** Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence passing between the Department of Justice and the officers of New Westminster Penitentiary or other persons whatsoever, relating to the visit or proposed visit of detectives to Bill Miner during his incarceration in said penitentiary; also of the report of the Inspector of Penitentiaries after investigating the circumstances connected with Miner's escape, and of the evidence on which such report is based; also a copy of telegram sent from the said penitentiary to the department or its officers respecting Miner's escape, and of such telegrams as received and of telegrams sent and received in answer within two weeks from such escape. Presented 12th March, 1909.—*Mr. Taylor (New Westminster)*.. . . .*Not printed.*
- 111.** Return to an order of the House of Commons, dated 17th February, 1909, showing what amounts the government has paid property owners for damages caused by the holding up of water in the Otonabee River, between Hastings and Peterboro', and the names of the parties receiving settlements. Presented 15th March, 1909.—*Mr. Sears Smith.*
Not printed.
- 111a.** Return to an order of the House of Commons, dated 17th February, 1909, showing what amounts the government has paid property owners in or around Stony Lake for damages caused by the rising of water, and who they were. Presented 15th March, 1909.—*Mr. Sears Smith.*.. . . .*Not printed.*
- 111b.** Return to an order of the House of Commons, dated 8th February, 1909, showing what measures, if any, have been taken by the government to lower the waters of Lakes Simcoe and Couchiching; what moneys, if any, have been expended for this purpose, the date of expenditure, and persons superintending the same; the future intention of the government in this direction, for the purpose of reclaiming thousands of acres of first-class arable land. Presented 25th March, 1909.—*Mr. Sharpe (Ontario).*
Not printed.
- 112.** Return to an order of the House of Commons, dated 3rd March, 1909, for the production of the original tenders received in reponse to advertisement calling for tenders for the erection of the building at Kingston R. M. C., intended for barracks accommodation, for stables; and also for a Return showing the advertisement and the papers in which inserted; said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of Public Works after inspection. Presented 15th March, 1909.—*Mr. Edwards.*.. . . .*Not printed.*
- 112a.** Return to an order of the House of Commons, dated 3rd March, 1909, for the production of the original tenders received in response to advertisement calling for tenders for the erection of the Veterinary Hospital at Kingston, and also for a return showing the advertisement and the papers in which inserted, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of Public Works after inspection. Presented 24th March, 1909.—*Mr. Edwards.*.. . . .*Not printed.*
- 113.** Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all papers, letters, telegrams and communications, with reference to the complaint against and conviction and fine of F. Macdonald Jacobs, of Caughnawaga Reserve, for cutting cordwood upon territory occupied by him on the reserve, and to have refund of dues or fine. Presented 15th March, 1909.—*Mr. Boyce.*.. . . .*Not printed.*
- 114.** Return to an address of the House of Commons, dated 17th February, 1909, for a copy of all correspondence, letters, despatches, memoranda, &c., between the Imperial government, or any member thereof, and the Governor General, government or any member thereof, relating to or bearing upon the question of Canada contributing to the support of the British fleet, or purchasing ships of her own, or assisting in any way in maintaining with the mother country the supremacy of the seas. Presented 17th March, 1909.—*Mr. Worthington.*.. . . .*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

- 115.** Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all reports, memorials, documents and correspondence in possession of the government with regard to the superannuation and to making provision for the superannuation of officers and members of the crew of the winter or ice-breaking steamers owned or in the employ of the government. Presented 17th March, 1909.—*Mr. Warburton.*
Not printed.
- 116.** Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence between J. H. Davis and the Department of Marine and Fisheries referring to the fisheries of Manitoba; and of all petitions and correspondence from the Fisherman's Union, Gimli, Manitoba, to and with the said department. Presented 17th March, 1909.—*Mr. Bradbury.**Not printed.*
- 116a.** Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence or petitions received from F. W. Colelaugh, while he was inspector of fisheries for Manitoba, referring to the operations of commercial companies and others. Presented 29th March, 1909.—*Mr. Bradbury.**Not printed.*
- 117.** Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all reports, correspondence, statements, receipts, vouchers and documents of every description with respect to the granting and payment of the railway subsidy authorized under 6-7 Edward VII., chapter, 40, section 1, subsection 16. Presented 17th March, 1909.—*Mr. Ames.**Not printed.*
- 118.** Return to an address of the House of Commons, dated 1st March, 1909, for a copy of all correspondence, documents and papers relating to the construction, or proposed construction, of a line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles, referred to in the Acts of 1903, chapter 57, section 23d, and all orders in council, reports, contracts, agreements and other papers, relating to the same matters. Presented 18th March, 1909.—*Mr. Borden (Halifax).**Not printed.*
- 119.** Return to an address of the Senate dated 3rd March, 1909, calling for a statement showing the imports of oxide of aluminum for the years 1903, 1904, 1905, 1906, 1907, 1908, with value. Also a statement showing the exports of aluminum for the same years, with values. Presented 19th March, 1909.—*Hon. Mr. Domville.* . . .*Not printed.*
- 120.** Return to an order of the House of Commons, dated 1st February, 1909, 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 23rd March, 1909.—*Mr. Barr.**Not printed.*
- 121.** Return to an order of the House of Commons, dated 17th February, 1909, giving detailed items of the sum of \$10,646.93, being revenue received from Kingston Penitentiary, other than from sale of twine, as shown on page L—36 of the Auditor General's Report, and stating what proportion of such revenue was derived from sales to officers of the penitentiary, with the names of such officers, and the amounts and nature of the goods purchased by them. Presented 23rd March, 1909.—*Mr. Barnard.* . . .*Not printed.*
- 122.** Return to an order of the House of Commons, dated 1st March, 1909, for a copy of all papers and correspondence between the government and the government of British Columbia with reference to the reduction of Indian Reserves in that province, proportionately to the decrease of Indian population as provided for by order in council. Presented 23rd March, 1909.—*Mr. Barnard.**Not printed.*

CONTENTS OF VOLUME 17—Continued.

- 123.** Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence, reports and papers of every description treating of or in connection with the application of or grant to Francis Percival Aylwin, of the city of Ottawa, of a tract of land in the province of Alberta for irrigation purposes. Presented 23rd March, 1909.—*Mr. Magrath*... ..*Not printed.*
- 124.** Return to an order of the House of Commons, dated 3rd March, 1909, showing the amounts on deposit in the Government Savings Department on 1st October, 1889, 1st October, 1896, and 1st October, 1897 and 1898; how many officials were employed in connection with the management of this fund in the years 1888, 1890, 1898, 1900 and 1908; the cost of the management of this fund in the years 1888, 1890, 1898, 1900 and 1908. Presented 23rd March, 1909.—*Mr. Sharpe (Ontario)*... ..*Not printed.*
- 124a.** Supplementary Return to No. 124. Presented 5th April, 1909... ..*Not printed.*
- 125.** Return to an order of the House of Commons, dated 1st February, 1909, showing what operations, including all expenditures, were carried on last year under the fishing leases granted to F. H. Markey, of Montreal, for Great Slave Lake, Nelson and other rivers; J. K. McKenzie, of Selkirk, for Lesser Slave Lake and Arthabaska Lakes; Archibald McNee, for parts of James Bay; Coffey and Merritt, Cedar Lake; The Capital City Packing Company (Limited) and the William Hickey Company (Limited). Presented 24th March, 1909.—*Mr. Bradbury*... ..*Not printed.*
- 126.** Return to an order of the House of Commons, dated 26th January, 1909, showing the names and places of registry of the several American fishing vessels seized by the Dominion fishery cruisers for illegal fishing in Canadian waters since 1900, and of the courts in which action for penalties or forfeitures were instituted, the mode of service of the writs or other process on such foreign fishing vessels, and in what court tried and a statement of the fines imposed, or proceeds of sale realized, and how such fines or proceeds of forfeiture were appropriated; also a copy of the judgment of the High Court of Justice for Ontario in the case of Rex vs. American Gasoline Fishing Boat. Presented 24th March, 1909.—*Mr. Macdonell*... ..*Not printed.*
- 127.** Return to an address of the House of Commons, dated 1st February, 1909, for a copy of all orders in council, reports, correspondence, deeds, conveyances, regulations, conditions and other documents relating to (a) the grant or conveyance to the Grand Trunk Railway Company of Canada of a portion of Major Hill Park, so-called, for the site of an hotel, or touching the use or purpose for which the said conveyance was made or proposed; (b) the grant or conveyance to the said company or to the Ottawa Railway Terminal Company or to any other person or corporation of any lands in or adjoining the city of Ottawa for the purpose of or in connection with the building of a station at Ottawa or for other railway purposes. Presented 24th March, 1909.—*Mr. Borden (Halifax)*... ..*Not printed.*
- 128.** Return to an order of the House of Commons, dated 3rd March, 1909, showing how many post offices have been transferred in the province of Manitoba since 1st November, 1908; who the former postmasters were, and who the present postmasters are, with the names of offices; and the reasons assigned for the transfers. Presented 24th March, 1909.—*Mr. Roche*... ..*Not printed.*
- 128a.** Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all applications, correspondence, reports, documents and papers relating to the establishment and service of a post office at Hand Hills, Alberta. Presented 13th April, 1909.—*Mr. Magrath*... ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

- 128b.** Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, petitions and reports addressed to the government, or Post Office Department, and all correspondence and orders consequent thereon, relating to the change of the name of the post office of Weymouth North, and of the post office of Weymouth Bridge to Weymouth. Presented 19th April, 1909.—*Mr. Jameson.*
Not printed.
- 129.** Return to an order of the House of Commons, dated 8th March, 1909, showing the names and addresses of the several immigration agents in Canada whose duty it is to locate or settle immigrants upon their arrival in Canada, what salary or remuneration has been paid to each such agent for the fiscal year 1908 and up to the 1st February, 1909, and on what basis they are paid. Presented 25th March, 1909.—*Mr. Maedonell.*
Not printed.
- 129a.** Return to an order of the House of Commons, dated 8th March, 1909, showing the names and addresses of the several inspectors of immigrants employed by the government; what salary or remuneration has been paid to each such inspector during the fiscal year 1908 and up to the 1st February, 1909; and on what basis they are paid. Presented 25th March, 1909.—*Mr. Herron.* *Not printed.*
- 129b.** Return to an order of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, reports and documents between the Department of the Interior and the immigration agents in the United States; and between the Department of the Interior and the colonization societies since the 1st of January, 1908. Presented 30th March, 1909.—*Mr. Paquet.* *Not printed.*
- 130.** Return to an order of the House of Commons, dated 15th March, 1909, showing the amounts paid during the years 1903-4, 1905-6 and 1907-8 by the following Departments: (a) Marine and Fisheries, (b) Railways and Canals, (c) Customs, (d) Post Office, (e) Militia and Defence, and (f) Public Works, to the following persons, firms and companies, viz.—The Wilson Gas Buoys Company, the Canadian Fog Signal Company, James Murphy, William R. Blakiston, James Holliday, Allison Davie, J. B. Côté, Adolph Huot, Joseph Samson, Samson & Philion, E. Pelletier, Napoleon Mercier, Severin Martel, Michel Thibodeau, Edmond Belanger & Co., Marie & Themblay, Terreau & Racine, Rock City Tobacco Company, J. N. Martineau, George Marchand, Jean Drolet, Elie Amyot, Charles A. Parent, A. N. Melvin, W. G. Robertson, Wm. Robertson & Co., Howell & Co., St. John Iron Works, Charles McDonald, John A. Moore, Wm. J. Vroom, John A. McAvity Bros., George McAvity, Patrick J. Mooney, Polson Bros. or Polson Iron Works, Merwin & Company, F. L. Brooks & Company, F. S. Brooks, Safety Company, Submarine Company, Wm. J. Allen and Mr. Willard. Presented 25th March, 1909.—*Mr. Sharpe (Ontario).* *Not printed.*
- 131.** Return to an order of the House of Commons, dated 25th January, 1909, showing in relation to each dog-fish reduction plant or establishment for the reduction of dog-fish erected by or for the government or maintained in whole or in part by the government (a) the cost of construction, (b) the cost of maintenance for each year, (c) the location, (d) the quantity of dog-fish treated thereat in each year, and (e) the amount realized from the sale or disposal thereof in each year. Presented 25th March, 1909.—*Mr. Borden (Halifax).* *Not printed.*
- 132.** Return to an order of the House of Commons, dated 17th February, 1909, showing the amount of money paid by the government, including all branches of the service, from 1st January, 1897, to 1st January, 1909, to the Logberg Printing Company, Winnipeg. Presented 26th March, 1909.—*Mr. Bradbury.* *Not printed.*

 CONTENTS OF VOLUME 17—*Continued.*

- 132a.** Supplementary Return to No. 132. Presented 6th April, 1909.*Not printed.*
- 133.** Return to an order of the House of Commons, dated 22nd March, 1909, showing the amount of produce of the following lines shipped to Great Britain or other countries in cold storage, or cooled air chambers, during the years 1907 and 1908:—Apples, in barrels or other packages, pears, plums, tomatoes, fresh meat, in pounds, fowl, fish, butter, eggs and cheese; to what country or countries they were shipped, and their condition on landing; the system of cold storage principally in use on the steamships carrying such produce. Presented 26th March, 1909.—*Mr. Sproule.**Not printed.*
- 134.** Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, telegrams, papers, reports and valuations of officers or experts, and orders in council, in connection with the purchase, removal and repairing of the dredge *Industry* and parts thereof, including scow, boilers and parts. Presented 29th March, 1909.—*Mr. Foster.**Not printed.*
- 135.** Copy of a letter sent to all officers of the Department of Public Works charged with the purchase of materials and supplies, and the certifying of accounts for same, under the different branches of the chief architect, the chief engineer and the superintendent of telegraphs. Presented 31st March, 1909, by Hon. W. Pugsley.*Not printed.*
- 136.** Return to an order of the House of Commons, dated 8th February, 1909, showing the Ross Rifles, Mark I. and Mark II., or any other description of Ross Rifle, used by the Canadian rifle team at Bisley last year in the regular team competitions; what Ross rifles of any description were used in the Bisley competitions, regular or extra series matches, by any member of the Canadian team, or any Canadian marksman engaging in such matches; with the name of the individual, and if in the employ of the Ross Rifle Company; the description of the rifle, and in what way it differs from the Ross Rifle, Mark I. and Mark II., both as to length of barrel and such expert accessories as wind gauges, sights, globe or ring, spirit levels, &c., if a target rifle or a service rifle, and if to be adopted by the government for the militia; and where the rifle was manufactured in toto. Presented 1st April, 1909.—*Mr. Worthington.**Not printed.*
- 137.** Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, papers, reports, estimates, orders in council, &c., in connection with the surveys of and boring in, and called for tenders for dredging or excavation in the St. John Harbour and Courtney Bay, or either of them, during the year 1908; a copy of the advertisements, names of the papers in which they were inserted, the tenders received and dates, the names of the tenderers and the amount of each tender; which tender, if any, was accepted, the deposit required, and in which bank it was deposited. Presented 6th April, 1909.—*Mr. Daniel.**Not printed.*
- 137a.** Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, papers, orders in council, advertisements, tenders, contracts, &c., in connection with dredging in the harbour of St. John, New Brunswick, covering the area dredged by Gershen B. Mayes, the Dominion Dredge Company, John Moore, or other parties, during the years 1904, 1905, 1906, 1907 and 1908; the quantities dug under each contract, the amounts paid to each contractor, the date of each payment, and to whom. Presented 11th May, 1909.—*Mr. Daniel.**Not printed.*
- 138.** Return to an order of the House of Commons, dated 1st February, 1909, showing: 1. The total amount expended on public works by this government in the riding of Bonaventure prior to the general elections of 1900. 2. The total amount expended by the government in this riding, (a) on public works, and (b) in aid of the railways and other undertakings since said general election, and the estimated additional amount

CONTENTS OF VOLUME 17—*Continued.*

required, (a) to complete these public works, and (b) to meet the subsidies or grants in aid of railways or other undertakings. 3. The various public works undertaken by the Government in this riding between the general election of 1896 and the general election of 1900, the dates when the several works were undertaken, whether they were let by public advertisement, tender, and contract, or how otherwise, and the sums of money, stated separately, expended upon these works prior to the election of 1900. 4. Which of these several works were completed and which of them remained uncompleted at the date of the election in 1900. 5. The sums of money, stated separately, expended in or towards completing these works since the said election of 1900, and the dates of expenditure. 6. The various public works undertaken and carried on by the Government since the general election of 1900, the dates when the several works were inaugurated or commenced, the sums of money, stated separately, expended upon these works, and the estimated amount required to complete such of these works as have not been completed; and showing whether these works were done by tender or contract, or how otherwise. 7. The moneys granted by the Government by way of subsidy aid to railways or other undertakings in said riding since the general election of 1900, the sums of money paid under these grants and the estimated amount required to meet future payments. 8. The public works commenced and the money obligations incurred and moneys expended for public works within said riding of Bonaventure during the month of October last. Presented 13th April, 1909.—*Mr. Lennox*... ..*Not printed.*

139. Return to an order of the House of Commons, dated 1st March, 1909, showing the names and addresses of all half-breeds living in the United States who have been allotted scrip since January, 1902, and to whom said scrip was sent or delivered. Presented 13th April, 1909.—*Mr. Bradbury*... ..*Not printed.*

140. Return to an address of the House of Commons, dated 1st March, 1909, for a copy of all correspondence, orders in council, papers and other documents relating to the disallowance, or application therefor, of an Act of the Legislature of the province of Ontario, intituled: 'An Act respecting Cobalt Lake and Kerr Lake,' being chapter 15 of the Statutes of 1907. Presented 13th April, 1909.—*Mr. Clarke (Essex)*...*Not printed.*

141. Return to an order of the House of Commons, dated 15th February, 1909, showing: 1. The total mileage of railways authorized to be constructed under charters granted by the Dominion Parliament, between the period from 1888 to 1908, inclusive, exclusive of the Grand Trunk Railway Company, the Canadian Pacific Railway Company, the Canadian Northern Railway Company, and the Grand Trunk Pacific Railway Company. 2. Exclusive of the above named companies, the number of miles actually constructed under said charters. 3. The number of said companies so incorporated. 4. The number of those that have actually constructed any portion of the railway so authorized. 5. The number of said charters which have lapsed. 6. The number granted an extension of time for construction. 7. The number granted two such extensions. 8. The number granted three such extensions or more. Presented 19th April, 1909.—*Mr. Middlebro*... ..*Not printed.*

141a. Return to an order of the House of Commons, dated 17th February, 1909, giving a list of railway charters granted since 1st January, 1900, other than to the Grand Trunk, Grand Trunk Pacific, the Canadian Northern and the Canadian Pacific Railway Companies, showing those whose powers have lapsed, and the length of each of the proposed roads and branches, the date of charters and renewals, if any, the total mileage constructed, the capital stock authorized, subscribed and paid up. Presented 19th April, 1909.—*Mr. Magrath*... ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 17—*Continued.*

- 142.** Return to an order of the House of Commons, dated 1st March, 1909, showing: 1. At what work the Translation Branch of the House of Commons is employed. 2. The number of permanent translators in this branch. 3. The total amount of salaries paid to these translators. 4. The documents, reports and other matters which have been translated in this branch in the last twelve months, not including the pages already translated in the preceding year and repeated for the purpose of the report, nor the tables already made and translated and repeated for the purpose of completing these reports and documents, which have been most recently translated. 5. The total number of pages translated by the permanent translators. 6. The total number of persons, outside of the Translation Branch, to whom has been given translation work. 7. How much this outside work has cost, and how many pages have been translated in this way. 8. What Blue-books, if any, and other matters, excepting *Hansard*, is translated in other departments other than the Translation Branch of the House of Commons, and in what departments. Presented 19th April, 1909.—*Mr. Boyer.*
Not printed.
- 143.** Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency on the 19th April, 1909.—Regulations of the Civil Service Commission with reference to entrance into and promotion in the service. Presented 20th April, 1909, by Hon. C. Murphy.*Not printed.*
- 144.** Return to an order of the House of Commons, dated 25th January, 1909, showing all armouries built since 1st July, 1896, giving situation, cost, capacity, officials employed in each, with yearly expenses of each armoury, distributed under the head of maintenance, improvements, extensions and salaries, with the number of troops actually making use of the same, and to what extent each year. Presented 20th April, 1909.—*Mr. Foster.**Not printed.*
- 145.** Return to an address of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, reports, documents, orders in council, in the possession of the Government relating to the establishment of a Geodetic Service Bureau, and the commencement of a Geodetic Survey in Canada. Presented 20th April, 1909.—*Mr. MacLean (Lunenburg).**Printed for both distribution and sessional papers.*
- 145a.** Supplementary Return to No. 145. Presented 27th April, 1909.
Printed for both distribution and sessional papers.
- 145b.** Further Supplementary Return to No. 145. Presented 28th April, 1909.
Printed for both distribution and sessional papers.
- 146.** Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence respecting the improvements made in the Assiniboia River near Portage la Prairie, in September and October, 1908; and of all papers, vouchers, orders, resolutions, returned cheques, &c., in any way relating to the said work or to carrying out of same. Presented 22nd April, 1909.—*Mr. Staples.**Not printed.*
- 147.** Return to an order of the House of Commons, dated 25th January, 1909, showing the various statistical and special informative publications issued by the several departments of the Government, the number and pages of each, the number and cost of each for the year 1908, the number of persons employed in their preparation, the salaries paid to each person so employed, the number of special employees for engraving or illustrating these publications, and the salaries and expenses of the same, including work and apparatus, the firm or printing company publishing the same, and the amount paid in each case for printing and binding. The above return is not to include the regular reports of the departments, but to be so presented as to show the

CONTENTS OF VOLUME 17—Continued.

name of each statistical or special publication, the number of such printed, and the number of pages in each, the number of officials employed in the preparation of the publication, the total cost of each, and the total cost of all such publications for the year 1908. Presented 22nd April, 1909.—*Mr. Foster*. *Not printed.*

- 148.** Return to an order of the House of Commons, dated 5th April, 1909, for copies of all correspondence between the Marine and Fisheries Department and any person or persons relative to the cancellation of the certificate of Thomas Bibbington, or the removal of his name from the list of certified pilots for the port of Victoria, B.C. Presented 22nd April, 1909.—*Mr. Barnard*. *Not printed.*
- 149.** Return to an order of the House of Commons, dated 8th February, 1909, showing all contracts for the carrying of mail, which expire in the month of April, 1909, that have been renewed without asking for tenders; where the routes are situated, the price paid for carrying the mail, and the name of the carrier, and his place of residence in each case. Presented 27th April, 1909.—*Mr. Armstrong*. *Not printed.*
- 150.** Copy of an ordinance respecting the hearing and decision of disputes in relation to mining lands in the Yukon Territory. Presented (Senate) 5th May, 1909, by Hon. Sir Richard Cartwright. *Not printed.*
- 151.** Copy of an ordinance respecting the imposition of a tax upon ale, porter, beer or lager beer imported into the Yukon Territory. Presented (Senate) 5th May, 1909, by Hon. Sir Richard Cartwright. *Not printed.*
- 152.** Return to an order of the House of Commons, dated 11th February, 1909, for a copy of all communications, accounts, reports and other papers received by the Department of Public Works from A. Edgar Hanson, E. T. P. Shewan, or other person or persons, relating to the survey of the St. John River channel between Fredericton and Woodstock, and of all letters, instructions, &c., from the department to Mr. Hanson, Mr. Shewan, or other person or persons in connection therewith. Presented 7th May, 1909.—*Mr. Crockett*. *Not printed.*
- 153.** Return to an address of the House of Commons, dated 22nd March, 1909, for a copy of all orders in council directing that repairs be made on different wharfs in the county of Soulanges, a copy of all correspondence, reports, accounts and pay-rolls relating to the valuation of these works, the payment and the list of names of all who were employed as day labourers on these works; a copy of all letters, reports and recommendations exchanged between the Government and all other persons relating to the choice of men to be engaged on these works and those who should be refused employment; a copy of the report of accounts produced by Mr. Alfred Bissonette, wharfinger at St. Zotique, and Mr. Trelé Poirier, wharfinger on the wharfs of the canal and River St. Lawrence, in the parish of Des Cèdres, and of those of Mr. Isaïe Lalonde, son of Albert, farmer, of St. Zotique; a copy of accounts for furnishing wood, iron, cement, sand and stone used in the building of said wharfs, and also a statement of the materials purchased as aforesaid, paid for by the department, and which were not used because they were considered unfit for the building of these wharfs. Presented 11th May, 1909.—*Mr. Lortie*. *Not printed.*
- 154.** Return to an address of the House of Commons, dated 8th February, 1909, for a copy of all orders in council, correspondence, papers and other documents between the Government or any member thereof, and any person or persons, referring in any way to the drainage of the Nation River, running through the township of Matilda and Winchester, in the county of Dundas, from the year 1904. Presented 11th May, 1909.—*Mr. Broder*. *Not printed.*

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- 155.** Return to an order of the House of Commons, dated 5th April, 1909, showing the amount of money received from the Government by the *Canada Posten* of Winnipeg during the years 1907 and 1908. Presented 12th May, 1909.—*Mr. Bradbury..Not printed.*
- 156.** Farming in Canada.—Report of the Scottish Commission on Agriculture in Canada, 1908. Presented 12th May, 1909, by Hon. F. Oliver.. . . .*Not printed.*
- 157.** Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence and reports respecting the Colonization and Repatriation Society of Lake St. John from 1900 to this date, and a detailed statement of the moneys paid to the society and of the manner in which they have been expended between these dates. Presented 14th May, 1909.—*Mr. Girard.. . . .Not printed.*
- 158.** Return to an address of the Senate, dated 19th March, 1909, calling for copies of all correspondence and documents from the Pacific Cable Board on the working and revenue of the Pacific cable and all information on the subject of a state-owned Atlantic cable and Empire cables generally. Presented 13th May, 1909.—*Hon. Mr. Belcourt.. . . .Not printed.*
- 159.** Return to an address of the Senate, dated 29th April, 1909, for copies of all correspondence between the Honourable Sir Frederick Borden, Minister of Militia and Defence, Mr. Crowe and others, relating to the admission of Newfoundland into the Dominion as a province of the same. Presented 13th May, 1909.—*Hon. Sir Mackenzie Bowell.*
Not printed.
- 160.** Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all documents, complaints, correspondence and decisions arrived at relating to a contract of lease entered into between Alphonse Laberge, lessor, and the Government of the Dominion of Canada, lessee, of date 20th day of July, 1904. Presented 14th May, 1909.—*Mr. Roy (Montmagny).. . . .Not printed.*
- 161.** Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, tenders and documents in connection with the construction of an ice-breaking steamer for Northumberland Straits, let to Messrs. Vickers, Sons & Maxim; also the same in connection with the construction of a lighthouse tender; and buoy steamer for the Great Lakes, by Messrs. Swan, Hunter, Wigham & Richardson. Presented 15th May, 1909.—*Mr. Currie (Simcoe).. . . .Not printed.*
- 162.** Order in Council granting authority for the exemption from payment of the Chinese Capitation Tax in certain cases. Presented 17th May, 1909, by Sir Wilfrid Laurier.
Not printed.
- 163.** Return to an order of the House of Commons, dated 3rd March, 1909, showing with respect to prosecutions since 1906 for violation of postal law, the nature of each offence alleged, the place of residence of person charged, and the result of each trial and penalty imposed. Presented 17th May, 1909.—*Mr. Taylor (New Westminster).*
Not printed.
- 164.** Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all reports, specifications, offers, tenders, contracts, alterations of contract, correspondence and documents of every description relating to or in connection with the contract of Thadee Desbiens for an extension to the Chicoutimi pier; and the same in connection with the contract of the General Construction Company, for work done by the dredge *Algonquin* at at near said pier. Presented 18th May, 1909.—*Mr. Ames....Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

- 164a.** Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all petitions, reports, specifications, offers, tenders, contracts or papers, of any description in connection with the protection pier at Rivière du Moulin, near Chicoutimi; Saguenay County, P.Q. Presented 19th May, 1909.—*Mr. Ames*... ..*Not printed.*
- 165.** Return to an order of the House of Commons, dated 5th April, 1909, showing how many seining licenses for fishing in Pacific coast waters are now current; to whom they have been granted; the area covered by each license, and how many of these licenses are being operated by the original licensees, and how many by aliens. Presented 18th May, 1909.—*Mr. Cowan*... ..*Not printed.*
- 165a.** Return to an order of the House of Commons, dated 8th March, 1909, showing: 1. How many licenses to fish and pack lobsters in the coast waters of Prince Edward Island have been issued by the Dominion Government since 1st January, 1904, to this date, and to whom same were issued. 2. A copy of any petitions, requests, or correspondence received by the Government from any person or persons, or corporations since 1st January, 1904, asking for licenses to fish and pack lobsters in said province. 3. The number of new licenses likely to be issued by the Government during the present year. Presented 18th May, 1909.—*Mr. Fraser*... ..*Not printed.*
- 165b.** Return to an order of the House of Commons, dated 5th April, 1909, showing the names of all persons residing in the town of Liverpool, Nova Scotia, or in its vicinity, who were paid fishing bounties in the year 1908, and the names of all persons residing in Liverpool, Nova Scotia, or in the vicinity thereof, to whom seine trap licenses were issued in 1908, and the amounts paid for the same in each case. Presented 19th May, 1909.—*Mr. Crosby*... ..*Not printed.*
- 166.** Return to an address of the Senate, dated 18th March, 1909, calling for copies of all charges,—complaints made by Mr. Joseph Girard or others to the Prime Minister, or any member of the Government, against the Lake St. John Colonization Society. Presented 18th May, 1909.—*Hon. Mr. Tessier*... ..*Not printed.*
- 167.** Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all correspondence, communications in writing and documents from the grand secretary, or any other officials of the Fishermen's Union of Nova Scotia, or any branch or station of the said union, to the Minister of Marine and Fisheries or to any official of the department, and the replies or communications from the minister or any official of the department since the 1st of January, 1907. Presented 19th May, 1909.—*Mr. Borden (Halifax)*... ..*Not printed.*
- 168.** Return to an order of the House of Commons, dated 13th January, 1908, showing all wharfs, piers, breakwaters, and other public works of a similar character which have been constructed at the expense of Canada, since 1st January, 1897, or for which public money has been voted or appropriated since that date, giving the amount expended or appropriated in each instance, the total cost of each such work, the estimated total cost in each case where the work has not yet been completed, the name of the place where the work is situated, the cost of annual maintenance and upkeep of each such work, and the amount of annual revenue derived therefrom in each instance. Presented 19th May, 1909.—*Mr. Borden (Halifax)*... ..*Not printed.*
- 169.** Return to an order of the House of Commons, dated 8th February, 1909, showing how many hogs have been killed during each month from the 1st of November, 1907, to 1st November, 1908, inclusive, by the following packing companies: the Laing Pack, and Prov. Co., Ltd., Montreal; the Collingwood Pack Co., Ltd., Collingwood; the Williams Davis Co., Ltd., Harriston; the George Matthews Co., Ltd., Hull; the George Mat-

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thews Co., Ltd., Brantford, the George Matthews Co., Ltd., Peterborough; the Whyte Packing Co., Ltd., Brantford; the Canadian Packing Co., Ltd., London, and the number of hogs condemned, including intestines, during the same period. Presented 19th May, 1909.—*Mr. Beattie*.. . . .*Not printed.*

170. Copy of correspondence between the Government of Canada and the British Government on the subject of Imperial Naval Defence. Presented 19th May, 1909, by Sir Wilfrid Laurier.. . . .*Not printed.*

171. Return to an order of the Senate, dated 12th May, 1909, calling for copies of the petitions, letters patent and telegrams sent by the citizens of the parish, or of the township, and of the village of Laterrière, in the county of Chicoutimi, asking for a subsidy for the Ha-Ha Bay Railway Company, or any other railway company, to build a railway from Jonquière, or near thereto, to St. Alphonse. Presented 19th May, 1909.—*Hon. Mr. Choquette*.. . . .*Not printed.*

FORTY-FIRST ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1908

M A R I N E

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1909

To His Excellency the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY,
VISCOUNT HOWICK ; BARON GREY OF HOWICK ; A BARONET, G.C.M.G., &c., &c.,
&c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit herewith, for the information of Your Excellency and the Parliament of Canada, the Forty-First Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,

Your Excellency's most obedient servant,

LOUIS-PHILIPPE BRODEUR.

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, November, 1908.

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ILLUSTRATIONS

Dredge *Beaujeu* (No. 8) before loading. See St. Lawrence River Ship Channel Report.

Placing Tripod and Submarine Bell in the water.

Pachena Lighthouse, B.C.

Dredge *Beaujeu* (No. 8) after loading.

C.G.S. *Lady Grey*.

Lake St. Peter Curve, No. 2, Upper Pier and Lighthouse, looking south, April 26, 1908.

Dredge *Galveston* (No. 9).

Lady Grey working in Lake St. Peter ice, three to four feet thick.

East Point Light Station, P.E.I.

C.G.S. *Lady Grey* in the ice opposite Sorel Point, December 7, 1906.

Dredge *Beaujeu* (No. 8), Cutter head.

Spruce Shoal approach to Parry Sound crib where first sunk, August 12, 1907.

Hope Island, new Fog-alarm and reinforced concrete chimney, June 6, 1908.

Pigeon Island Lighthouse (incomplete).

Cape Ray, new Fog-alarm and Marconi Buildings.

Guard Pier Lighthouse, Montreal, P.Q.

Combined Gas and Whistling Buoy in tow. Light 30 feet above water.

Cable Landing, Chebucto Head. Cable connecting station with Submarine bell.

Spruce Shoal, Parry Sound, Gas Beacon, Ont.

Placing Submarine Bell on Tripod.

Spruce Shoal Lighthouse, approach to Parry Sound, foundation on way to position, August 11, 1907.

Pachena Light Station, B.C.

Chebucto Head, N.S., Lighthouse, Fog-alarm and Submarine Station.

Red Rock, Georgian Bay Lighthouse.

The *Arctic* in winter quarters, Albert Harbour, Ponds Inlet, 1906-7.

Little Hope Island Station, showing concrete tower built 1907.

Prince Rupert, B.C., Docks.

Banfield, B.C., Lifeboat and Boathouse.

Banfield Lifeboat and Boathouse.

Prince Rupert Harbour, B.C.

Banfield Creek Lifeboat House, B.C.

Laying Cable from Tank between Station and Submarine Bell.

Parry Sound, new Government Dock.

New Government Wharf and Depot, Parry Sound, Ont.

Southampton, new Lifeboat House, May 7, 1908.

Three Lightships in tow of C.G.S. *Druid*.

Port Arthur Lighthouse, October 8, 1907.

Lillooet, Canadian Hydrographic Survey Steamer, British Columbia.

Section of Gas-buoys.

REPORT

OF THE

DEPUTY MINISTER OF MARINE AND FISHERIES

To the Honourable Louis Philippe Brodeur,
Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of the Marine Branch of this department for the fiscal year ending March 31 last.

The usual maintenance of aids to navigation received the attention of the department and many improvements were made in the existing aids. Applications for new lighthouses for gas and other buoys were considered by the Lighthouse Board, recommended and approved and many of these new aids were established. The detailed reports of the work completed and for which notices to mariners were issued, will be found in the reports of the Chief Engineer and Commissioner of Lights.

The numerous applications for the most improved fog alarm and lighting apparatus, and gas buoys continues. It has, however, been impossible to comply with these requests in all cases, owing to the great cost. The department has, as far as possible, established lighthouses, range lights, buoys, beacons and other aids at points and in waters where the greatest need existed. For the establishment of the new aids and the improvement of the existing aids, together with maintaining large warning buoys in an efficient state, and to convey construction material to the light-stations, it was sometimes necessary to employ chartered steamers and tugs in addition to the Dominion steamers. These chartered steamers are not specially constructed for handling aids to navigation and therefore, it has been considered more economical and satisfactory to increase the fleet of Dominion steamers, by building vessels specially designed and supplied with the most efficient apparatus. Definite information, upon the construction of the new steamers, will be found in that part of the report dealing with the subject in detail.

Icebreaking in ports in the Georgian Bay has been necessary, in order that grain laden vessels may reach their destination with safety. Contracts were entered into for the fall of 1907 for icebreaking at Collingwood, Depot Harbour and Midland in Georgian Bay, and at Port Arthur and Fort William, Lake Superior. The contracts were made to suit navigation at the several ports and terminated on or about December 10 for Collingwood, December 16 for Depot Harbour, the 12th of the same month for Midland and for Port Arthur and Fort William on or about December 17. The last-mentioned contract includes opening of the harbour in the spring.

Lightkeepers at important stations in Georgian Bay and Lake Superior, were instructed to keep their lights in operation until December 10, and were relieved by

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a steamer, hired to convey them from their isolated localities to Sault Ste. Marie and elsewhere.

The work was carried on in the following subdivisions of the Marine Branch as usual, viz:

The construction of lighthouses and fog-alarms.

The maintenance of lights, gas buoys and other buoys.

The lighthouse board, which decides the necessity for aids to navigation.

The hydrographic surveys.

The tidal surveys.

The ship channel St. Lawrence river and Sorel works.

Meteorological and magnetic service.

Investigation into wrecks.

Board of steamboat inspection.

Cattle shipments inspection.

Wireless telegraph service.

Signal service.

Life saving service.

Marine hospitals.

Submarine signalling.

Shipping under the Merchants' Shipping Act.

Fisheries. Legislation and administration of laws relating to the Department of Marine and Fisheries.

Humane service in connection with seamen.

Wrecking plant subsidised.

Winter communication.

Removal of obstructions to navigation.

Examination of masters and mates, and issuing certificates.

Naval militia.

Pilotage.

Government of ports and proclaiming of harbours in the Dominion.

Control of government wharfs.

Dominion steamers, Marine and Fisheries.

Hudson Bay and navigation of northern waters.

APPROPRIATIONS AND EXPENDITURE.

OCEAN AND RIVER SERVICE.

Appropriation. \$1,064,750 00

Expenditure. 881,054 56

Expenditure less than appropriation. \$ 183,695 44

PUBLIC WORKS CHARGEABLE TO CAPITAL.

Appropriation. \$1,115,360 00

Expenditure. 1,074,027 91

Expenditure less than appropriation. \$ 41,332 09

LIGHTHOUSE AND COAST SERVICE.

Appropriation. \$3,040,090 00

Expenditure. 2,835,459 44

Expenditure less than appropriation. \$ 204,630 56

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SCIENTIFIC INSTITUTIONS AND HYDROGRAPHIC SURVEYS.

Appropriation including special vote for hydrographic steamer for British Columbia.. . . .	\$ 449,500 00
Expenditure.. . . .	349,373 37
Expenditure less than appropriation.. . . .	\$ 100,126 63

MARINE HOSPITALS.

Appropriation.. . . .	\$ 70,500 00
Expenditure.. . . .	67,585 17
Expenditure less than appropriation.. . . .	\$ 2,914 83

STEAMBOAT INSPECTION.

Appropriation.. . . .	\$ 47,500 00
Expenditure.. . . .	42,210 43
Expenditure less than appropriation.... .	\$ 5,289 57

CIVIL GOVERNMENT.

Appropriation of Marine and Fisheries.. . . .	\$ 107,775 00
Expenditure of Marine and Fisheries.. . . .	103,916 53
Expenditure less than appropriation.... .	\$ 3,858 47

CONTINGENCIES.

Appropriation.. . . .	\$ 21,150 00
Expenditure.. . . .	21,146 77
Expenditure less than appropriation	\$ 3 23

Total appropriation, Fisheries Branch, not including civil government and fisheries bounty.. . . .	\$ 196,306 00
Total expenditure Fisheries Branch, not including civil government contingencies and fisheries bounty..	800,081 73

Total expenditure less than appropriation....\$ 396,224 27

Grand total appropriation.. . . .	\$7,112,931 00
Grand total expenditure.. . . .	6,174,855 91

Grand total expenditure less than appropriation...\$ 938,975 09

The fisheries expenditure is merely added to show the total expenditure of the department, and has no connection with this report.

LIGHTHOUSE SERVICE.

The lighthouse service of the Dominion is divided as follows:—The Ontario division, embracing all lights from Montreal westward to the Northwest Territories; the Quebec division, extending below Quebec and including the St. Lawrence river from Platon, the Gulf of St. Lawrence and Strait of Belle Isle and Cape Ray, Newfoundland, the Montreal division, including the St. Lawrence river from Mont-

real to Platon; the Nova Scotia division, including St. Paul's island, Sable island and Cape Race, Newfoundland; the New Brunswick division, the Prince Edward Island division and the British Columbia division, each including lights within the provincial boundaries.

In the several districts in charge of agents under departmental control, the usual attention has been given to the service in carrying out the requirements of navigation and the agents have made their annual reports. The district above Montreal, not being in charge of an agent, has been controlled directly by the department in connection with aids to navigation.

The Superintendent of Lights for the district above Montreal has his office in the department at Ottawa and has reported upon his work.

The total number of light stations and lightships in the Dominion is 978, and lights attached to these stations number 1,175; the number of steam whistles, fog-horns, bells and fog-guns is 117; the lightkeepers and engineers of fog-alarms according to the pay-lists, number 914, gas buoys 213, whistling buoys 20, bell buoys 52, and submarine bells 9.

The chief engineer's report relating to lighthouse construction, repairs, tidal surveys, &c., contains detailed information. Personal inspection of a number of stations was made by him, upon which he has reported. He also made a special survey of the Restigouche river, the results of which are embodied in a new plan issued by the hydrographer of the admiralty.

Icebreaking at Collingwood, Midland and Depot Harbour in Georgian bay and in the approaches to Port Arthur and Fort William, Lake Superior, was performed in connection with his branch. A report of the work done will also be found in the chief engineer's report.

The principal repairs, changes and improvements at existing stations are referred to in the same report, also new aids to navigation. The work done at fog-alarm stations in connection with steam whistles, compressed air horns and explosives is dealt with under the proper headings. The report contains information respecting the extent of repairs and some account in detail, under the head of the station. The report of the inspector of fog-alarms, is appended to the chief engineer's report.

During the past year, thirty new lighthouses, ten fog-alarm stations and sixteen gas lighted beacons, were established.

Surveys of the lighthouse reserves at Presque Isle and on the Thames river were made with the object of regulating the campers on these government properties, and now all government lands are under lease and strict regulation.

Changes in the colouring of seven lighthouses in Nova Scotia, were made, to cause them to look more conspicuous during the winter. Red horizontal bands were painted on a white ground on some lighthouses and red vertical stripes on others.

Six new lights were established in Nova Scotia. Three new lighthouses were built in New Brunswick, and one fog-alarm building. One fog-alarm building is under construction but not in operation in that province. Six fog-alarm stations, were established in British Columbia, with keeper's dwellings attached to them.

Cape Race, Newfoundland, is a station maintained by the Dominion government. The sounding apparatus at this station was changed from a whistle to an air

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driven diaphone type of fog-alarm. An electric plant was installed for the purpose of illuminating the engine room and other parts of the building.

Cape Ray, also in Newfoundland, is a station maintained by the Dominion government.

Report of W. P. Anderson, C.E., &c., forms Appendix No. 1.

ILLUMINANTS AND ILLUMINATING APPARATUS AND GAS BUOYS.

The report of the Commissioner of Lights contains reference to the substitution of dioptric apparatus, in a number of important coast lights and an extension of the gas buoy and beacon service.

The report contains a list of the different kinds of illuminating apparatus shipped from the Dominion Lighthouse Depot, Prescott, to certain light stations. The kinds of apparatus consist of reflectors, lamps, burners, Chance Bros. lenses, French lenses, fixed and occulting apparatus, the Chance Bros., vapour installation and diamond vapour installation. The old apparatus at each place mentioned in the list, has been removed and the new substituted, by employees from the depot. In other cases apparatus has been sent to the agents of the department who had the changes made by the employees under their control, details of which are found in the same report.

The gas buoy service has been very much improved by the increased number of buoys sent to the different agencies. Combined gas and whistling buoys and combined gas and bell buoys, have been substituted, in a number of instances, for the old style Courtenay whistling buoys and for the Trinity and American pattern bell buoys, with beneficial results. The gas buoys which included the combined buoys in the report for the fiscal year 1906-7, numbered 183. The total number of all kinds of gas buoys at present established is 213, showing an increase of 33 gas buoys.

The submarine bells have been employed with excellent effect and now number nine. The report of the Commissioner of Lights contains a description of the manner of operating these warnings, one method being by electricity, another by compressed air and the third by attaching them to gas buoys. The localities where submarine warnings are established are indicated in the report.

The steamers *Scout* and *Reserve*, have been employed entirely on the St. Lawrence river above Montreal, in maintaining the gas buoy service and attending lighthouses illuminated by acetylene gas.

The gas buoy service in Georgian bay, has been operated from the Parry Sound Depot, but owing to the fact that the government steamer has not been available, hired tugs have been employed to maintain the buoys in position.

The report of the Commissioner of Lights contains a comprehensive table of the aids to navigation established to date in the Dominion. The report forms Appendix No. 2 to this report.

RIVER ST. LAWRENCE SHIP CHANNEL.

The report of Mr. F. W. Cowie, superintending engineer of the work in the St. Lawrence Ship Channel, is of a very interesting nature, containing a short historical account of the improvements in the ship channel, since their beginning.

The project for the channel between Montreal and Quebec had in view a channel of 30 feet depth at the extreme low water depth of 1897, from Montreal to tide water

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at Batiscan above Quebec, and from Batiscan to Quebec at extreme low tide. The width contemplated was a minimum of 450 feet in the straight portions and from 550 to 750 feet in the bends. An anchorage was also provided for Lake St. Peter forming part of the river. The project of the work below Quebec had in view a 30 foot channel at low tide at the St. Thomas Flats and at Beaujeu Bank everywhere, 1,000 feet wide.

The 30-foot channel was completed from Montreal to Batiscan in 1906 and is now in use. The highest water in 1907 was 38 feet 3 inches and the lowest 31 feet.

The work remaining to be done is about two and a half miles of shale rock dredging at Cap à la Roche; about one mile at Grondines; about one mile at St. Augustin bar; about one mile of widening at Ste. Croix and nine and a half miles of widening in Lake St. Peter. Cap à la Roche work will take from three to four years to complete, while the remainder to Quebec should be completed at the same time or, in one year later and the widening in Lake St. Peter is expected to be done in 1909. The Beaujeu Bank work will be completed in 1908; the St. Thomas Flats should be finished in 1909 or early in 1910. This channel is limited to a depth of 30 feet by the St. Roch Traverse. For a greater depth than 30 feet at low tide, the work in the north channel from St. Jean, Ile d'Orleans past Cape Tourment and north of Ile aux Coudres, must be undertaken where a depth of 35 feet can be easily obtained.

In view of what has been accomplished and the comparatively early completion of the project referred to, the report gives consideration to the best proposal for the next project in connection with still further improving the channel, by securing a depth of 35 feet. The width and curves having been designed for a much greater available depth than 30 feet, the operation for the greater depth can be carried on without changing the lines of the channel or the aids to navigation.

It is pointed out that the plant for use below Quebec is in every way suitable for the work. For the channel above Quebec, two or three new elevator dredges, the same number of tugs, one stone lifter and the necessary scows will make the ship channel plant ample to undertake the 35-foot channel.

The progress of the work in the past has been satisfactory and the plant is unique in fitness and economy.

From 1889 to 1899, ten years, the expenditure averaged \$130,000 per annum and the quantity dredged 350,000 cubic yards; from 1899 to 1904, five years, the average expenditure was \$515,000 and the excavation, 3,500,000 cubic yards annually; from 1904 to 1907, four years, the expenditure amounted to \$530,000 per annum and the dredging to 3,700,000 cubic yards. During the past fiscal year 1907-8, the expenditure on dredging plant and dredging, amounted to \$657,548.44 and the quantity removed to 4,831,875 cubic yards.

The most difficult section of the channel to dredge is at Cap à la Roche and Cap Charles where the material is principally all shale rock and the whole bottom is covered with boulders up to thirty and forty tons in weight, necessitating the use of stone lifters.

It is pointed out in the report that dredging of a channel consisting of the displacement only, of the material, from a place where it is taken to a point opposite, does not lower the water level. Great care was taken with regard to dumping dredged material so as to actually raise the water in places and cause the current to run straighter.

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The capacity of the channel for navigation is dealt with, showing among other important facts, that with the present available depth of 30 feet at the lowest stages of the river and a greater depth in the first half of the season, ships of 15,000 tons may freely navigate the river.

The department established a telephone service between Montreal and Crane Island with night and day operators. The service has been useful in giving information as to the whereabouts of vessels and in signalling vessels. The service has also been used in connection with the dredging operations when it was necessary to communicate with the shops at Sorel and with the superintending engineer at Montreal.

The 35-foot channel was commenced in November, 1907; but the real beginning will not take place until the Cap à la Roche channel is completed for low tide.

The channel requiring improvement covers a length of seventy miles and the length completed to 30 feet low water depth is fifty-nine miles, leaving eleven miles to dredge in order to make the 30 feet available at all stages of the tide.

The great excavation works of the world are:—the Suez canal, the Panama canal and the St. Lawrence River Ship Channel. Reference is made in the report of Mr. Cowie to the excavation in these works and showing that of the 70,000,000 cubic yards in the St. Lawrence River Ship Channel estimated at the outset to be dredged, 56,000,000 at the end of the fiscal year of 1907-8 had been successfully dredged. During the last fiscal year, 4,800,000 yards, at a cost of less than 10 cents per cubic yard, had been dredged.

The new steel twin screw hopper hydraulic dredge *Beaujeu* (No. 8), built at Sorel, was put in the hands of the operating branch and taken to St. Thomas, Montmagny, and worked until November 15; it was then put in winter quarters at Sorel. A full description of this dredge and all the dredging plant is given in the report of Mr. Cowie.

Interesting and instructive tables have been prepared by the officers under the superintending engineer and form part of his report. They are, first, the average depth of water from 1890 to 1906 in the channel when it was 27½ feet in depth and the average depth in the channel for 1907 at its present depth of 30 feet; second, the total cost of the dredging and plant to March 31, 1908; third, a table showing number of miles of the contracted part of the River St. Lawrence in divisions, the number of miles requiring dredging, the length dredged in 1907, the total length dredged and the number of miles yet to be dredged to complete the 30-foot channel; fourth, a table showing the total number of cubic yards dredged and the number of cubic yards yet to be dredged in divisions 3, 4 and 5. An abstract is also given of the work of the dredging fleet and a detailed classification of the disbursements for the fiscal year.

Winter navigation has for many years, been dealt with by the department and reports upon the subject have from time to time appeared in the annual reports. The report of the work of the ship channel tug *Lady Grey* during the season of 1907, makes an addition to the records of the department in connection with icebreaking and movements of the steamers. The work of the steamer is given in detail in the report of Mr. Cowie, and need not be repeated here further than to indicate that the vessel did the work successfully and without any mishap or damage to herself.

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The sweeping of the channel was carried on during the whole season of 1907 and no obstruction of any serious nature was found. The semaphore service was started on May 20. The report on the ship channel forms Appendix No. 3 to this report.

SOREL SHIPYARD.

The work at Sorel shipyard was carried on by the employment of a working force, averaging 641 men, during the fiscal year, under the control of G. J. Desbarats, director of the shipyard. The work consisted of the construction of a tug for the upper lakes to be used in connection with building and attending lighthouses, the building of a powerful dipper dredge capable of excavating solid shale rock at Cap à la Roche in the St. Lawrence river ship channel, also some preliminary work was done in building another dipper dredge to be a duplicate of construction number 19. A floating workshop with a scow 90 feet by 25 feet were built and two lodging scows to serve as sleeping quarters for the men working on tugs and dredges.

The repairs to the ship channel fleet were as usual made to dredges, tugs, scows, coal barges and to vessels employed in the maintenance of lights and hydrographic surveys on the St. Lawrence river.

Ten cabins for large and small signal stations were built and flag masts for twelve stations.

Improvements were made in the property of the shipyard by the erection of two buildings; one 170 feet long by 35 feet wide and the other 100 feet long and 30 feet wide. The larger building is occupied as a storeroom, workshop and a moulding loft, the loft running the whole length of the building on the second floor; the other building is used for storing patterns of castings. The buildings of the shipyard were painted and necessary repairs made.

The report of Mr. Desbarats forms Appendix No. 16 and is accompanied by a financial statement showing the expenditure to have been \$1,049,859.41 for the fiscal year.

ST. LAWRENCE RIVER ROUTE.

The reports relating to lighting, buoying and dredging the St. Lawrence river from year to year have shown many important improvements. The effect of these improvements is seen in the use of the St. Lawrence route by larger and deeper draught vessels than formerly. It is also very noticeable that insurance rates on imports and exports and hulls of vessels, are much lower than formerly. The question of the importance of the improved aids to navigation, in the commerce of the country which finds its way via the St. Lawrence route, will probably, in the near future, appear in a special report.

LIGHTHOUSE BOARD.

Five meetings were held during the fiscal year and applications and recommendations for aids to navigation in the provinces of British Columbia, Quebec, Manitoba, Nova Scotia, New Brunswick and Ontario were considered. In considering the applications, each one was discussed separately and those most urgent for the mariner in his hour of need were recommended for approval.

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The new aids, approved and put under construction or completed, will be found described in the reports of the chief engineer, Commissioner of Lights and in the list of buoys and beacons.

HYDROGRAPHIC SURVEYS.

The hydrographic survey work is in charge of Mr. Wm. J. Stewart, and his report forms Appendix No. 15 to this report.

The work done during the year comprises surveys made on the St. Lawrence river, Lake Superior, British Columbia, Lake of Two Mountains in the Ottawa river and Lake St. Francis in the St. Lawrence river. Some work was done at Key Inlet, Georgian bay, with a view of establishing aids to navigation.

Charts Nos. 9, 10, 11, 12, 13, 14, 15 and 16 of the St. Lawrence river were issued during the year making a total of sixteen charts altogether issued to the public. Charts of Pigeon river to Thunder Cape on Lake Superior, were also published. During the winter of 1907-8, charts of Lake St. Louis and Orignaux Point to Cacouna Island, on the St. Lawrence river, were completed, also a preliminary photo-lithographed chart of the entrance to Prince Rupert harbour, British Columbia, of the work of 1906, was issued. Some further blue prints of additional work were also issued.

Advantage was taken of an opportunity to detail an officer and party to make an extended series of observations for magnetic declination and incidently for latitudes and azimuths. As a result, magnetic observations were obtained at four places in the vicinity of the Saguenay river, five places upon the north shore of Lake Superior and seven places along the St. Lawrence river between Cornwall and Montreal; the result will add very materially to the knowledge of the workings of the Mariners Compass.

SABLE ISLAND.

The annual report of R. J. Boutilier, Superintendent of Sable island, was included in the report of the agent of the department at Halifax. No wrecks nor casualties of any kind occurred during the year and this appears to be unusual in the history of Sable island. A new surf boat was added to the number of boats, early in the year. The island was regularly patrolled during the year. Numerous repairs were made to the buildings on the island.

All the farming operations were carried on with a fair measure of success. The season being better than the average, a good supply of wild hay was secured for the horses.

At the date of report, January 3, 1908, there were on hand seventy head of horned cattle, thirty trained ponies, three imported stallions, five mares and two hundred wild ponies. There were shipped from the island forty-six wild ponies and forty-five barrels of cranberries.

The population of the island, that, of course, consists of the officers of the humane establishment, who are also lightkeepers and their families, numbered forty-two.

LIGHTSHIPS.

The lightships under the control of the Dominion are the *Anticosti*, *Red Island*, *White Island*, *Restigouche* and *Prince Shoal* lightships in Quebec; the *Lurcher* and the *Barrington* lightships in Nova Scotia, the *Miramichi* lightship in New Brunswick.

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the Fraser River lightship in British Columbia and two lightships in Lake St. Louis above Montreal. These lightships are anchored in places very much exposed and much difficulty has been experienced in maintaining the lightships *Anticosti* and *Lurcher*, in position. Experiments have been made from time to time with anchors, in order that the best holding anchor for the ground in each locality might be determined. The frequent storms in these exposed places have been the cause of the lightships dragging their anchors.

The Miramichi River lightship, anchored in the Horseshoe, off the mouth of the Miramichi river, has not given any trouble in this line owing to the comparatively sheltered position of the lightship.

The lightships have received the usual repairs and overhauling. The *Anticosti* and *Lurcher* lightships have, on the occasions of dragging their anchors, reached ports under their own steam.

INSPECTION OF DOMINION STEAMERS AND FOG ALARMS.

The inspection of the Dominion steamers and fog alarms was made by C. Thomson-Schmidt, Inspector of Government Steamers and Fog Alarms. He has reported on the work of inspection. No accidents occurred in the engine department of the steamers or fog-alarms during the year. Mr. Schmidt's report is appended to the report of the chief engineer.

INSPECTION OF LIGHTHOUSES.

The lighthouse stations were inspected as usual by the inspector in each lighthouse district and the usual supplies were delivered.

BUOYS AND BEACONS.

As usual the buoy service has received careful attention by the department, the numerous bays, inlets, rivers, lakes, harbours and other navigable waters constantly require supervision and additional aids to navigation. The substitution of gas buoys for other kinds of buoys continued throughout the year, and, in some instances, combined gas and whistling buoys and combined gas and bell buoys have been established. The expenditure for the fiscal year ending March 31 last, amounted to \$143,257.64.

Several new localities have been buoyed during the past year by placing gas buoys, spar and other buoys in position. The districts now buoyed number about 380 and the buoys established about 4,300, and the contracts 180.

The contract system has been found to work most economically but not always as efficiently as desirable. The buoys were removed in many localities, in the maritime provinces, by drifting ice after they had been placed. The contractors neglected in some cases to provide new buoys promptly or to replace the removed buoys, consequently complaints reached the department. The contractors were directed to restore the buoys and a special inspection was made of the localities where the delay had occurred.

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The expenditure in connection with the buoy service in the different provinces or divisions during the last fiscal year was as follows :

Nova Scotia.. . . .	\$36,833 50
Quebec.. . . .	54,847 96
Ontario.. . . .	12,135 71
New Brunswick.. . . .	23,212 77
Prince Edward Island.. . . .	3,466 97
British Columbia.. . . .	12,760 73
	<hr/>
	\$143,257 64

LIST of Buoys maintained by the Department of Marine and Fisheries in Canadian Waters in 1907.

ONTARIO.

	No. of Buoys.		No. of Buoys.
Amherstburg, including Bois Blanc..	44	Parry Sound, gas-buoys (one with bell)	8
Bay of Quinte (two contracts)..	19	Pembroke..	23
Bears Rump..	1	Pointe au Baril, beacons..	15
Big Duck island, bell-buoy..	1	Pointe au Baril, buoys..	4
Blind river..	4	Penetanguishene..	10
Byng inlet..	7	Port Arthur, gas-buoys..	3
Collingwood..	14	Port Rowan..	12
Clapperton channel..	9	Rainy river, beacons, pairs..	11
Georgian bay..	13	Rainy river, buoys..	14
Georgian bay, gas-buoys..	4	River Thames..	8
Goderich..	5	Rondeau..	6
Green shoal..	1	St. Lawrence river, Montreal to Kings-	
Grecian shoal..	1	ton, spars..	84
Gananoque..	3	St. Lawrence river, Montreal to Kings-	
Hawkesbury..	15	ton can-buoys..	13
Kaministiquia..	9	St. Lawrence river, Montreal to Tren-	
Lake Erie, gas-buoys..	2	ton, gas-buoys..	42
Sturgeon river..	26	Above Trenton, gas-buoys..	7
Lake of the Woods, including bell-buoy.	115	Sault Ste. Marie..	21
Lake Simcoe..	5	Sault Ste. Marie, canal approaches..	25
Lake Superior, including bell-buoy..	8	Seine river and Grassy lake, piles..	30
Little Current..	8	Seine river, buoys..	10
Lone rock, gas and bell-buoy..	1	South Baymouth..	4
Midland..	7	Stokes bay..	6
Murray canal and Presqu'île bay..	23	Surprise shoal, bell-buoy..	1
Lake Temiskaming..	3	Temagami lake, 4 beacons and..	31
Napanee..	14	Trenton..	13
Niagara, bell-buoy..	1	Victoria island, Lake Superior..	3
North Sisters rock..	4	Waubashene..	37
Orillia..	18	Winnipeg river..	13
Pancake shoal, bell-buoy..	1	Saugeen river..	8
Parry Sound..	31	Sturgeon river..	26
Campbells rock..	1		

QUEBEC.

Agnes..	1	Cock point..	1
Amherst harbour..	8	Chaudière basin..	7
Anse à Gascons..	1	Cape Despair..	1
Anse à Beaufls..	1	Douthé's point..	1
Barachois de Malbaie..	1	English bay..	3
Bonaventure..	3	Eschourie rock..	1
Cap Chat..	1	Fox river..	1
Cape Cove..	1	Gaspe..	6
Cap Meule..	1	Grand Entry..	17
Carleton point..	1	Griffin cove..	1
Chicoutimi..	15	Gros Cap-aux-Os..	1

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List of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*QUEBEC—*Con.*

	No. of Buoys.		No. of Buoys.
House harbour, Magdalen islands..	6	Richelieu river, St. Antoine to Cham-	
Lake Temiskaming, viz.—		bly..	35
Schooner island..	3	Richelieu river, above St. Johns..	21
Opemicon Narrows..	3	Rigaud river..	7
Montreal river..	3	Rivière à la Pipe, Lake St. John..	8
North Temiskaming..	9	Rivière des Prairies..	10
Lake St. John—		Ste. Adelaide de Pabos..	1
River Ashuapmuchuan..	..	Ste. Anne river..	1
River Mistassini..	..	St. Thomas..	8
River Peribonka..	..	St. Godfroy..	1
Roberval harbour..	..	St. Lawrence river, between Platon and	
25 beacons and..	110	Montreal, gas-buoys..	57
Little river west..	1	St. Lawrence river, between Platon and	
Lachine rapids..	7	Montreal, unlighted buoys..	202
Maria..	1	Serpent reef..	1
Matane..	3	St. Placide..	52
Mont Louis..	1	Maintained by Quebec agency, gas-	
New Richmond..	3	buoys..	27
North channel, I-land of Orleans..	10	Maintained by Quebec agency, un-	
Nouvelle..	2	lighted buoys..	45
Paspebiac..	1	Maintained by Quebec agency below	
Pentecost..	1	Quebec, bell-buoy..	1
Percé..	2	Maintained by Quebec agency below	
Port Daniel..	1	Quebec, whistling-buoy..	1
Portneuf..	9	Petite Rivière East..	1
Restigouche river..	10	Ville Marie (Lake Temiskaming)..	2
Richelieu river, balises..	..		

NEW BRUNSWICK.

Bathurst..	26	Neil harbour..	1
Baie Verte and Port Elgin..	36	Nappan river, 24 stakes and..	3
Bay du Vin..	12	Northwest arm, Miramichi..	16
Beaver and Blacks harbour..	9	Northeast arm, 24 stakes and..	8
Black brook, Miramichi river..	3	Ox island, St. John river..	5
Black Lands gully..	12	Petit Rocher..	2
Buctouche..	22	Pisarinco..	2
Buctouche stakes..	34	Pokemouche, number of bushes..	7
Buctouche river, bushes..	200	Quaco (maintained by C. G. S.)..	3
Bartibogue..	13	Richibucto and Albion..	33
Campobello..	10	Richibucto, Rexton and Browns yard..	30
Caraquet..	21	Restigouche river, gas-buoys..	6
Cocagne, stakes, 30..	11	Shediac..	18
Dalhousie and Restigouche..	10	Shediac, north of island, 20 bushes and..	2
Digdequash..	5	Shippigan, 17 pickets..	20
Dipper harbour..	3	St. Andrews..	13
Dorchester..	3	Ste. Croix ledge..	11
Grande Anse..	4	St. John river..	77
Grand Lake and Salmon river bushing..	73	St. Louis, 15 bushes..	12
Grand Manan, 1 spindle and..	28	St. Simon, Bay Caraquet..	4
Great Shemogue..	7	Tabusintac..	18
Hatfield point, bushes..	..	Tracadie, South Gully, 30 bushes and..	5
Harvey..	7	Tracadie, 105 bushes, North Gully..	11
Kouchibouguac and Black river, bushes	..	Tynemouth creek..	3
Lepreau..	3	Washademoak, 147 bushes and..	2
Leite and Back bay, 1 spindle and..	14	Waveig river..	2
Little Shemogue, 1 beacon and..	5	West Isles, 4 spindles and..	23
Little Shippigan..	12	Maintained by agency—	
Magaguadavic..	13	(gas-buoys)..	1
Maquapit and French lakes, 20 stakes		(gas and bell, combined)..	3
and..	4	(gas and whistling, combined)..	10
Miramichi, 9 winter buoys, 1 light-ship		(can and conical buoys)..	23
and..	18	(whistling buoys)..	7
Miscou..	8	(bell-buoys)..	15
Musquash..	7	(bell boat)..	1
Negua..	21	(lightships)..	2

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List of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

PRINCE EDWARD ISLAND.

	No. of Buoys.		No. of Buoys.
Bay Fortune..	3	Little channel..	3
Beach point..	3	Montague..	9
Bedeque..	11	Murray harbour..	41
Brae harbour..	5	New London..	9
Brudenell river..	4	Orwell and Vernon river, 36 bushes..	6
Cardigan, Lower..	6	Pinette, number of bushes..	5
Cardigan, Upper..	12	Port Hill..	12
Casoumpee, 12 stakes..	14	Pownal..	7
Charlottetown, 20 stakes..	21	Rollo bay..	3
Cove head..	3	Rustico..	5
Crapaud stakes and..	5	Savage harbour..	2
East river (Hillsboro')..	17	Souris..	4
Egmont bay..	12	St. Peters harbour..	10
Egmont south, 8 stakes and..	2	Summerside..	10
Georgetown..	14	Tracadie..	7
Goose harbour..	2	West point..	1
Grand river, 1 beacon and..	12	Wood island..	5
Grand river, lot 14..	8	Maintained by agency (signal buoys)..	4
Indian rocks..	1	Maintained by agency (conical).. . . .	4
Malpeque..	16	Maintained by agency (gas buoys).. . .	5
Miminegash..	6	including Zephyr rock.	

NOVA SCOTIA.

Advocate harbour..	6	Ketch harbour..	6
Apple river..	8	L'Ardoise..	5
Arichat..	20	Lahave..	12
Argyle river and sound..	9	Little Narrows..	10
Avon river..	6	Little Dover..	9
Amherst Basin..	4	Little Bras d'Or..	2
Barrington..	31	Liverpool..	3
Bear river..	11	Lockeport..	6
Beaver harbour..	8	Lunenburg..	8
Blandford..	5	Lunenburg, back cove..	9
Bridgewater..	10	Lunenburg, middle south..	16
Brule..	5	Louisburg..	7
Canning or Habitant river..	6	Liscombe..	4
Canso and St. Andrews passage..	31	Mabou..	19
Cape Negro or Northeast harbour..	17	Mahone bay and Chester..	12
Cariboo..	6	Main-à-Dieu..	6
Chester..	25	Margaree harbour..	9
Cheticamp..	12	Merigomish..	6
Chezzetcook and Petpiswick..	6	Marie Joseph..	13
Christmas island and Barra strait..	11	Monsellier..	10
Clarks Cove, West bay..	3	Jegogin harbour..	7
Clarks harbour..	17	McKinnon harbour..	4
Cockerwit pass and Woods harbour..	20	Musquodoboit..	7
Cooks cove, Toby cove..	5	Martins Brook..	6
Calf island bay..	5	Metighan river..	2
Crow harbour..	3	Northport..	11
D'Escousse and Lennox passage..	27	North Sydney..	5
Digby and Annapolis, 5 winter buoys.	8	Neils harbour..	1
Dover..	4	Parrsboro'..	6
East Dover..	3	Petit de gras..	11
East bay, Bras d'Or..	8	Pictou..	6
Fenchu harbour..	11	Pope's harbour..	3
Great Bras d'Or..	8	Port Felix..	11
Gillis point, Boulacett..	1	Port Hood..	7
Guysborough..	3	Port Le Tour..	15
Glace bay..	4	Port Madway..	9
Hay cove..	14	Port Morien..	2
Harbour au Bouche (6 stakes)..	4	Port L'Hebert..	12
Ingonish, South bay..	7	Pubnico..	18
Isaacs harbour..	12	Pugwash..	9
Indian harbour..	4	Prospect, Lower..	10
Jeddore..	11	Port Mouton..	5
Judique..	1	Port Bickerton..	3

LIST of Buoys maintained by the Department of Marine and Fisheries, &c.—*Con.*

NOVA SCOTIA—*Con.*

	No. of Buoys.		No. of Buoys.
River John (stakes).....	3	Three fathom harbour.....	5
Roseway.....	3	Tidnish.....	5
St. Anns.....	5	Tusket (two contracts), (3 spindles).....	30
St. Mary river.....	8	Upper Prospect.....	4
St. Mary river, up to Sherbrooke.....	18	Wallace.....	15
St. Peter's bay.....	16	West bay.....	3
St. Peters inlet.....	10	West Dublin and Crooked channel.....	13
Sambro.....	12	Westport.....	3
Shag harbour.....	13	Weymouth.....	13
Sheet harbour.....	9	Whitehead.....	9
Shelburne.....	25	Yarmouth.....	50
Ship harbour.....	9	Maintained by agency—	
Ship rock.....	1	(whistling buoys).....	12
Shulee.....	8	(bell-buoys).....	30
Smith's island.....	1	(conical and can-buoys).....	182
Sydney.....	2	(gas-buoys).....	3
Shad bay.....	3	(combined gas and bell-buoys).....	4
Sober island to Ecum Secum.....	21	(combined gas and whistling).....	24
Tangier.....	4	(light vessels).....	2
Tatamagouche 46 stakes and.....	18	Submarine Bell signal stations.....	3
Terrence bay.....	3	Submarine Bells attached to gas-buoys.....	3
Tor bay.....	19		

LIST of Buoys in the Waters of British Columbia.

(GAS-LIGHTED BUOYS EXCEPTED.)

Name of Buoy.	Position.	Description.
Hesquiat.....	Fairway harbour entrance.....	Black and white steel whistle, vertical stripes.
Half-tide rock.....	Hecate passage, Clayoquot sound.....	Red platform ball.
North bank.....	" " " " " " " " " "	Black platform drum.
Vargas rock.....	" " " " " " " " " "	Red platform ball.
Meares spit.....	Deception channel " " " " " "	Black platform.
Stubbs spit.....	Stubbs spit " " " " " "	" " " "
Browning passage.....	West end of pass " " " " " "	Red and black H.B. spar.
" " " " " " " " " "	North shore bank " " " " " "	Black spar.
" " " " " " " " " "	Middle bank " " " " " "	Red spar.
Hankin rock.....	Mosquito harbour " " " " " "	Red and black platform.
Round island (north).....	Round island bank " " " " " "	Black spar.
" (south).....	Templar channel bank " " " " " "	Red spar.
Templar channel.....	Village island " " " " " "	Black drum, steel can.
Amphitrite point.....	Carolina channel, Barkley sound.....	Red steel whistle.
Sutton rock.....	Ucluclet harbour " " " " " "	Red and black H.B. platform.
Rosedale rock.....	Race rocks, Juan de Fuca strait.....	Black steel can.
Whale rock.....	Esquimalt harbour.....	Red and black H.B. spar.
Patterson rock.....	" " " " " " " " " "	Black platform.
Canteen.....	" " " " " " " " " "	Red platform.
Channel rock.....	Pelly islet, Victoria harbour.....	Black ball platform.
Songhies rock.....	Songhies point, Victoria harbour.....	Black spar.
Hospital rock.....	Marine hospital " " " " " "	Black ball platform.
Johnstone reef.....	Haro strait.....	Black steel can.
Darcy shoal.....	Darcy island, Haro strait.....	" " " "
Sydney split (east).....	Sydney island, Sydney channel.....	" " " "
" (west).....	" " " " " " " " " "	Red steel conical.
Sydney wharf (south).....	Shoal, Sydney wharf, Vancouver island.....	Red spar.
" (north).....	" " " " " " " " " "	" " " "
Sydney rock.....	Rock " " " " " " " " " "	Red platform.
Colborne passage (south).....	Colbourne passage.....	Black drum platform.
" (north).....	" " " " " " " " " "	Red ball platform.
Celia reef.....	Shute passage.....	Red steel conical.
Entrance point (Kelp rock).....	Satellite channel.....	" " " "

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LIST of BuOys in the Waters of British Columbia.—*Con.*

(GAS-LIGHTED BUOYS EXCEPTED.)

Name of Buoy.	Position.	Description.
Batt rock.....	Ganges harbour	Black steel can.
Horda rock.....	"	Black ball platform.
Benmohr rock.....	Trincomali channel.....	Red and black ball H.B. platform.
Governor rock	"	Black ball platform.
Victoria rock.....	"	Red and black H. B. steel can.
Virago rock	Porlier pass.....	Black spar.
Porlier Pass fairway.....	"	Black and white steel bell, vertical stripes.
Grappler reef	Houston passage	Black steel can.
Indian reef.....	Shoal islands, Stuart channel.....	"
False reef.....	Stuart channel	Red and black H. B. steel can.
White rock.....	Trincomali channel.....	Red steel conical.
Southeast.....	False narrows.....	Red spar.
Middle.....	"	"
East.....	"	Black spar.
West.....	"	"
Rosenfeld reef.....	Strait of Georgia.....	Black steel Cage can.
Gossip reef	Active pass	Black steel bell.
Sandheads.....	Channel across Sandheads.....	Four black steel conical.
Point Grey fairway	Burrard inlet.....	Eight red steel conical.
First narrows	South side of Narrows.....	Red steel bell.
Burnaby shoal.....	Vancouver harbour.....	Red spar.
Reef point	Strait of Georgia	"
Welcome pass	Welcome point	"
Tattenham ledge.....	" pass.....	"
Snake island reef.....	Snake island.....	Red steel conical.
Horsewell reef.....	Horsewell bluff.....	Red steel conical.
Clarke rock.....	Inner channel.....	Black platform.
Entrance.....	Nanaimo harbour.....	Black triangle platform.
Gallows point.....	"	Red ball platform.
South channel.....	"	Black diamond platform.
Middle bank	"	Red ball platform.
South channel (west).....	"	Black diamond platform.
Satellite reef.....	"	Red ball platform.
Middle bank (southwest).....	"	Red spar.
" (west).....	"	"
Carpenter rock.....	"	White ball platform, remainder black.
Mill stream.....	"	Black platform.
Passage rock.....	New Castle island passage.....	"
Departure bay reef.....	Departure bay.....	Red platform.
Hornby wharf reef.....	Lambert channel.....	Black spar.
Dorcas rock.....	Dorcas point, Vancouver island.....	"
Reef, bluff (south).....	Baynes sound.....	Red triangle steel conical.
" (west).....	"	Red steel conical.
Village point.....	"	"
Kelp bar crossing (west).....	"	Red spar.
" (east).....	"	"
Atrevida reef.....	Malaspina strait.....	"
North reef.....	North end, Texada island.....	Black spar.
Cortes island.....	Baker passage.....	Red steel conical.
Whaleton rock.....	Whaleton bay.....	Red spar.
Siwash rock	Johnstone strait.....	Black spar.
Ripple reef.....	"	"
Swan rock.....	Addenbrooke point, Fitzhugh sound.....	"
Walbran rock.....	Fisher channel.....	Red and black steel can.
Bloxam bank	Telegraph passage, Skeena river.....	Black spar.
Centre bank.....	Skeena river.....	Red steel nun.
Hazel point.....	Middle passage, Skeena river.....	Red spar.
Casey point.....	Prince Rupert harbour.....	Red steel conical.
Tugwell reef.....	Metlakatla	Black spar.
Harbour channel (west).....	"	Black platform.
" (east).....	"	"
Sparrowhawk rock	Cunningham passage	Red and black H. B. steel can.
Hankin reefs.....	"	Red platform.
Dodd passage.....	Port Simpson	Black spar.
Harbour reefs.....	"	Red steel conical.

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LIST of Gas Lighted Bell and Whistling Buoys established in British Columbia, 1907-8.

Name of Buoy.	Position.	Description.
Kestrel Rock.....	Gas Buoy.....	Prince Rupert.
Spire Ledge.....	".....	"
Barrett Ledge.....	".....	"
Ellinor Rock.....	".....	Charham Sound.
Alford Reef.....	".....	"
Hodgson Reef.....	Gas and Whistle.....	"
Skidegate Bar.....	".....	Hecate Straits.
New England Rock.....	".....	"
Kyuquot Bar.....	".....	"
Vancouver Rock.....	".....	Milbank Sound.
Dall Patch.....	".....	"
Haddington Reef.....	Gas and Bell.....	Broughton Straits.
Comox Bar.....	".....	Gulf of Georgia.
Sturgeon Bank.....	Gas, Whistle and Bell.....	Off " "
Swiftsure Bank.....	".....	Off Juan de Fuca Straits.

SPARE Buoys. Agency, Marine and Fisheries, Victoria, B.C., June 9, 1908.

2 10-foot platform buoys.

1 9-foot platform buoy.

8 Steel can buoys.

3 Steel conical buoys.

3 8½-foot gas buoys.

3 9-foot gas and whistling buoys.

OIL FOR USE OF LIGHTHOUSES.

The department invited tenders for lighthouse oil and the tender of the Canadian General Supply Company, Limited, was accepted. A contract was entered into and 152,261 gallons were purchased from the company for the lighthouses in the Dominion excepting British Columbia.

The specification of the oil was the same as in former years and required the oil to weigh at 62° Fahrenheit, not less than seven pounds nor more than eight pounds per gallon and to withstand a flash test of 115° Fahrenheit.

Oil of a very much higher grade was required for the dioptric lights and this was purchased in New York. The American oil was made according to the Washington Lighthouse Board specification and about 25,000 gallons were used.

The contract price per imperial gallon for the Canadian oil delivered was as follows :

Delivered at	Per Gal. In Barrels.	Per Gal. In Cases.
Sarnia, Ont.....	16½c.	21c.
Kingston, Ont.....	17½c.	22½c.
Port Dalhousie, Ont.....	17½c.	22½c.
Montreal, P. Q.....	18½c.	23c.
Quebec, P. Q.....	18½c.	23½c.
St. John, N. B.....	18½c.	23½c.
Gloucester Junction, N.B.....	.....	24c.
Newcastle, N. B.....	24c.
Dartmouth, N.S.....	18½c.	23½c.
Pictou, N.S.....	19c.	23½c.
Charlottetown, P. E. I.....	19½c.	24½c.

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Allowance for empties:—Barrels, \$1 delivered at Montreal, Quebec or Sarnia. Cases (containing two cans) 45 cents each case, if delivered in good order.

The American oil cost $23\frac{1}{2}$ cents per wine gallon in New York.

The oil for British Columbia was purchased from the Imperial Oil Company at $25\frac{1}{2}$ cents per imperial gallon, and 13,175 gallons were consumed.

CORRESPONDENCE.

About 38,190 letters were received in the department during the twelve months ended March 31, 1908. The correspondence was carefully examined and replied to as far as necessary. About 20,000 letters were sent out during the same period. Registered letters inclosing cheques sent out by the accountant's branch, forms, reports, circular letters and notices inviting tenders, are not included in the number of letters addressed to this department or sent out.

These forms are numerous and require special attention, as the matters to which they refer are important.

In the records branch of the department, the letters received are carefully examined, entered in the record book, placed on file, and the copy of the reply attached, so that the letters and answers can readily be seen and any subject easily followed up.

MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion, on December 31, 1907, was 7,528, measuring 698,688 tons, being an increase of sixteen vessels and 44,509 tons register as compared with 1906; of this amount nearly 30,000 tons were transferred from Great Britain. The number of steamers on the register books, on the same date, was 3,007 with a gross tonnage of 471,795 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on December 31 last, would be \$20,960,640.

The number of new vessels built and registered in the Dominion of Canada during the last year was 392, measuring 38,410 tons register. Estimating the value of the new tonnage at \$45 per ton gives a total value of \$1,728,450 for new vessels.

The list of vessels is published in the report called List of Shipping. In that report is a statement showing the tonnage of each of the maritime states of the world and that Canada ranks tenth in the list of countries, but the registered tonnage of the Dominion is not given, owing to the fact that Canadian shipping is included in the tonnage of Great Britain.

DOMINION STEAMERS.

'MINTO.'

The *Minto* is a single screw steel steamer built in 1899, length 225 feet, beam 32 feet 7 inches, depth of hold 18 feet, net tonnage 372, gross tonnage 1090, indicated horse-power 3,150.

At the beginning of the fiscal year 1907-8, the steamer *Minto* was on the Georgetown-Pictou route making tri-weekly trips until May 4. She then went on the Char-

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lottetown-Pictou route where she plied until May 21, when the summer service was resumed by the Charlottetown Steam Navigation Company.

Application was made by the company for the use of the *Minto* while their steamer *Northumberland* was on the slip at Pictou and the *Minto* was plying between Pictou and Charlottetown, from May 25 to 31.

The *Minto* was placed on the slip at Pictou on June 4, and her bottom was painted and she was launched on the 7th of the same month. The ship proceeded to Quebec on the 8th to enter into the service of the Governor General, arriving on June 10. The steamer remained at Quebec cleaning and painting until June 22, and began her trip with His Excellency on board, on the 23rd.

This service was completed on August 23 at Quebec. On August 26, the *Minto* left Quebec for Charlottetown and remained at the latter port until September 9, when she was again put on the slip at Pictou undergoing repairs until October 10. The work of overhauling the steamer and making repairs was continued at Pictou until December 3, when she returned to Charlottetown and entered upon the winter service.

The *Minto* continued on the Charlottetown-Pictou route until January 8, 1908. On the 9th of the same month the *Minto* was placed on the Georgetown-Pictou route but remained only two days on that route. On January 11 the steamer resumed her trips on the Charlottetown-Pictou route, but was compelled in consequence of ice to return to the Georgetown-Pictou route on January 15, 1908, ending winter service March 31, 1908.

Two short interruptions in the winter service occurred during the season, namely, when the ship left Georgetown on February 12, and did not arrive at Pictou until the next day. The other occurred when the *Minto* made a special trip from Georgetown with a load of seed oats to be shipped to the Northwest for seed.

The following statement shows the earnings of the *Minto* for the fiscal year:—

148,075 packages freight, 8,212, 1,700, 2,000 tons.	\$10,168 79
2,850 passengers.	4,454 25
1,456 meals.	728 00
594 berths.	499 00
	<hr/>
	\$15,850 04
Charlottetown Steam Navigation Company, 9½ days.	412 44
	<hr/>
	\$16,262 48

'STANLEY.'

The *Stanley* is a single screw steel steamer built in 1888, length 207 feet 9 inches, beam 32 feet, depth 17 feet 9 inches, net tonnage 395 and gross tonnage 914; indicated horse-power 2,540; steam pressure 160 pounds per square inch.

At the beginning of the fiscal year 1907-8, the *Stanley* was performing mail service and carrying passengers between Georgetown and Pictou and making tri-weekly trips. The service was continued on this route until May 3, 1907, when the steamer was transferred to the Charlottetown-Pictou route and continued on that route until May 20.

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The *Stanley* then began the buoy service around the coast of Prince Edward Island and part of New Brunswick. This service consists of placing large automatic and gas buoys and was completed on June 7.

It was decided to send the *Stanley* to Scotland to have extensive repairs made in the shipyard in which she was built.

The ship had been in the winter service between Prince Edward Island and the mainland since the year 1888, and required extensive repairs and new boilers. The *Stanley* left Georgetown on June 16 and arrived at Glasgow on the 25th of the same month. She was immediately placed in the hands of the shipbuilders and was undergoing the repairs until November 9. On November 12, the steamer left Glasgow for Charlottetown, but in a gale on November 14 the steamer shipped so much water that the pumps became choked and the vessel was put back to the nearest port. It was necessary to procure more coal at Moville and on November 19 she again left for Charlottetown and arrived there on December 1.

On December 7, the *Stanley* began the winter service between Charlottetown and Pictou, N.S. The ship remained on that route until January 8, when she was transferred to the Georgetown-Pictou route and continued between Georgetown and Pictou until March 31.

Only three interruptions occurred to the regularity of the ship's trips. One when the vessel was from February 12 to 13, on the trip from Georgetown to Pictou, the other, on another trip, the *Stanley* was from March 11 until 13th fast in the ice most of the time. On March 1, a special trip was made for the purpose of carrying seed oats for the Northwest from Georgetown.

The following statement shows the earnings of the *Stanley* for the fiscal year.

139,882 pkgs. freight, 7,629, 1,110, 2,000 tons.	\$ 9,805 70
3,053 passengers.	4,393 50
2,108 meals.	1,054 00
747 berths.	640 00
	<hr/>
	\$15,893 20

‘MONTCALM.’

The *Montcalm* is a twin screw steel vessel, length 245 feet, beam, 40 feet 6 inches, depth of hold 15 feet 7 inches, net tonnage, 3,508; gross tonnage 550. Indicated horsepower 4,350 at steam pressure of 220 pounds.

The *Montcalm* left Quebec for a cruise in the entrance of the Gulf of St. Lawrence and Straits of Cabot, early in the spring of 1907. She assisted incoming vessels through the ice and supplied valuable information to shipping through the Marconi Wireless Telegraph as to location, state, movement and direction of the ice, &c.

The vessel was employed for nearly two months transferring mails to and from ocean vessels off North Sydney; she then went to Pictou to take down the necessary supplies and Marconi operators with equipment for opening of Marconi wireless telegraph stations on the south and north coasts of the Gulf of St. Lawrence, Straits of Belle Isle as well as off Cape Race. She then returned to Quebec, was docked and resumed her lighthouse work.

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The vessel met with a serious accident on November 22, 1907, while picking up the Marconi operators at Pointe-au-Maurier, by striking an unknown and uncharted rock in Watagheistic Sound. Salvage pumps were installed on board and the *Mont-calm* proceeded under her own steam to Quebec and was docked for the winter and complete repairs were made.

‘ DRUID.’

The *Druid* is a steel twin screw vessel length 160 feet, beam 30 feet, depth of hold 12 feet 5 inches, net tonnage 149, gross tonnage, 503.

The *Druid* was commanded as usual by Captain Chas. Koenig, superintendent of buoys and inspector of lighthouses for the Quebec district, extending from Portneuf above Quebec to Father Point, a distance of 185 miles.

The *Druid* was constantly employed in placing, keeping in position and taking up numerous gas and other buoys, and maintaining a large number of beacons and day marks.

This steamer towed *Red Island*, *White Island* and *Prince Shoal* lightships to and from their stations and supplied them with coal and other material during the season of navigation. The vessel also transported working men to repair lighthouses and was constantly kept under steam to replace gas buoys or remedy different lights or for any other accident to aids to navigation in the river.

‘ EUREKA.’

The *Eureka* left Quebec early in the spring and returned late in the fall. She was employed in embarking and disembarking pilots off Father Point.

The steamer wintered in Louise Basin in Quebec; while there a new deck was put on and a few alterations made which rendered her more efficient for the service. The machinery was overhauled and the ship put in good working order.

‘ ARCTIC.’

The *Arctic* is a wooden screw vessel, length 165 feet 4 inches, beam 37 feet 2 inches, net tonnage 518, gross tonnage 762, nominal horse-power 44.

The *Arctic* under command of Captain Bernier, arrived at Quebec on October 19, 1907, from her cruise to the northern regions; she wintered in Louise basin, and the machinery was overhauled and alterations made to the crew's living quarters, also a new powerful windlass was supplied her.

‘ CHAMPLAIN.’

The *Champlain* is a single screw steel steamer, length 120 feet, beam 30 feet 3 inches, net tonnage 225, gross tonnage 522.

The *Champlain* was employed during the winter of 1907 as a ferry boat between Rivière Ouelle, Cap-a-l'Aigle, Murray bay and St. Irénée.

The *Champlain* was placed in the dock at Quebec, in June last, and put in first class order for the summer months.

The vessel carried during the year 10,000 passengers, a large quantity of freight, baggage, mail, &c. The receipts for the fiscal year ending March 31, 1908, amounted to \$6,422.28.

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'ARANMORE' AND 'WM. HACKETT.'

The steamer *Aranmore* and tug *Wm. Hackett* were chartered and employed to carry working men and material required at the different stations where lighthouses were constructed. This work could not have been done by the *Montcalm* as she was occupied at other work during a great part of the season.

'ABERDEEN.'

The *Aberdeen* is an iron screw steamer 180 feet in length, 31 feet in breadth and 16 feet deep with a gross tonnage of 674 tons.

This steamer was employed from April 1, 1907, at placing submarine bells off Chebucto Head and buoys up to the 22nd of the same month. The vessel was then placed in dry dock cleaned and painted. Repairs were also made to the machinery and hull. Supplies for Cape Race, Newfoundland and Sable island, were taken on board and the vessel sailed on May 26. She returned to Halifax on June 12, but owing to smallpox being on board, the vessel was compelled to remain at quarantine until June 27. Another trip was made to Cape Race with lighthouse supplies, the vessel sailing from Halifax on July 2. On her return voyage the *Aberdeen* went to Esquimaux, New Brunswick, to land lumber and boilers for the fog alarm. When this work was completed the steamer proceeded to Cape North and landed lumber and boilers for the fog alarm at that place.

Another trip from Halifax, on August 4, was made to Cape North and Hawk Island with lighthouse supplies and the vessel proceeded to East Point, Prince Edward Island and landed a boiler for the fog alarm. The steamer was engaged in conveying supplies to lighthouses on the eastern shore of Nova Scotia until September 19; she then was sent to Prince Edward Island to put out gas buoys at Point Prim and Bedeque bay. From there the vessel supplied lights on the north shore of Cape Breton and was generally employed up to October 23 in supplying lighthouses and buoy work on the western shore of Nova Scotia, and, until November 13, was in the western shore and Bay of Fundy service.

The steamer prepared for a trip to Sable island and was engaged in that service from November 23, returning to Halifax on December 2 with a cargo from Sable island. From that date until the end of the fiscal year the vessel was engaged in loading supplies and delivering them to lighthouses, picking up coast buoys and placing others, recovering buoys which went adrift, general inspection work, placing winter spar buoys and attending to submarine warnings and signals, placing carbide in gas buoys, delivering coal to fog alarms and various other kinds of service.

'LADY LAURIER.'

The steamer *Lady Laurier* is a twin screw steel steamer, length 214 feet, 9 inches, breadth 34 feet 2 inches, depth 17 feet 2 inches, gross tonnage 1,051, and is fitted with Marconi apparatus.

This steamer was engaged in the buoy service from April 2, 1907, along the coast west of Halifax and Bay of Fundy until May 27. Buoys were then loaded for the eastern shore and the service was attended along that shore making a trip also to Sable island. Return trips were made to Halifax for more buoys and materials. On

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July 8, the vessel left Halifax with buoys and carbide to recharge the gas buoys. On this trip winter buoys were picked up and replaced by gas and automatic buoys and a trip made to Sable island from which forty ponies were taken to Halifax for sale. On July 22, the *Lady Laurier* attended to submarine bells and continued her trip east as far as Point Aconi. During August and up to September 23, the vessel was employed in an inspection trip attending coast lights on the eastern coast of Nova Scotia, and made a trip to Cape Race, Newfoundland. During October and November, trips were made to the western coast visiting Yarmouth and St. John, attending submarine bells and appliances.

During December the steamer was attending buoys around Cape Sable and Seal island and supplying lights. From January 2 until the end of the month the vessel was employed supplying the lights on the western coast from Halifax to Lockeport. A trip was made within this period to Sable island to get the Sambro gas buoy which had broken adrift; supplies were also landed on the island. From that point a trip was made to the Cape Breton coast for the purpose of picking up buoys which had gone adrift. During February the steamer was engaged filling gas buoys with carbide and endeavouring to recover a gas buoy which had gone ashore, but was unsuccessful. In March, the buoys in Halifax harbour and eastward to Jeddore were attended, also, the eastern coast and gas buoys one of which had gone adrift. A trip was also made during this month to the west on buoy service and arranging the lightship moorings at Barrington, returning to Halifax with several buoys which had gone ashore.

‘LANSDOWNE.’

The *Lansdowne* is a wooden steamer, 188 feet long, 32 feet wide, 15 feet deep with a gross tonnage of 680 tons. She is employed in the lighthouse and buoy service in New Brunswick.

On April 1, 1907, she left St. John with lighthouse supplies. From that date until September 14, she was employed in supplying lighthouses and the *Lurcher* lightship, with necessary supplies, placing and attending to gas, bell and other buoys, along the coast.

She was out of commission from September 14 to 22, undergoing extensive repairs at St. John.

The *Lansdowne* again went into commission on September 23. After taking in coal and other necessary supplies, she left for Brier island when the main derrick gave way, causing some damage to the pilot house which caused some delay.

On October 2, she left for Yarmouth, Nova Scotia, to attend to the Fairway gas buoy, which had broken loose from its moorings, and after much difficulty, towed it to Yarmouth, where it was cleaned. New moorings were ordered from Halifax which did not arrive for some time after, so the ship left Yarmouth on October 5 and returned on the 19th, but owing to heavy winds was engaged in other work and did not set the Fairway buoy until October 31.

From this date until the close of the fiscal year the *Lansdowne* continued to perform her regular service.

The *Lord Kitchner*, a chartered tug was also employed in the lighthouse and buoy service and rendered assistance to the *Lansdowne*.

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‘QUADRA.’

The *Quadra* is an iron steamer employed in British Columbia and is 174 feet in length, 31 feet beam, depth 13 feet 6 inches, gross tonnage 573 tons.

The *Quadra* was engaged in the waters of British Columbia from April 1 to July 8, in connection with gas beacons from Port Simpson to Seymour Narrows. The steamer was on the Marine Railway slip from July 10 to July 18 and from July 19 to August 26 was engaged in buoy and lighthouse service; from September 1 to November 30 she was employed in attending to gas buoys and beacons and from December 1 to January 12 in buoy and light service. From January 14 to March 31, the vessel was under repair.

‘MAUDE.’

The ss. *Maude* was chartered on February 27, and was employed in establishing gas beacons up to May 30; from that date to June 10 in picking up naval moorings in Esquimalt harbour. The vessel resumed the work in connection with building gas beacons until July 15. From that date until October 6, she was employed in delivering construction material and supplies to the west coast stations; from October 6 to 17, in landing material for wireless stations; from that date until November 23 in general lighthouse work.

‘CASCADE.’

The *Cascade* is a chartered steamer and was engaged from April 1 in buoy service, the conveying of lightkeepers to their stations and transporting fog-alarm and wireless telegraph construction material, coaling fog-alarms and in establishing gas beacons.

‘WILLIAM JOLIFFE.’

The ss. *William Joliffe*, a powerful tug, was chartered for the purpose of establishing large gas buoys. She was engaged in this work from September 15 to March 31.

The other steamers of the department were employed in survey, inspection of St. Lawrence river and general service work.

The *Gulnare* was employed in tidal survey work in the Strait of Belle Isle.

The *Bayfield* in hydrographic surveys in Lake Superior.

The *La Canadienne* in hydrographic surveys in the St. Lawrence river.

The *Lilooet* in hydrographic surveys in the waters of British Columbia.

The *Lady Grey*, *Frontenac* and tugs *Eureka*, *James Howden*, *St. Jean Iberville*, *Lac St. Pierre*, *St. Francis*, *Cartier*, *Emelia*, *Champlain*, *Jessie Hume*, *Montcalm* and *Carmelia* were employed in connection with the St. Lawrence River Ship Channel.

The *Shamrock* in the buoy service between Montreal and Quebec.

The *Scout* and *Reserve* in lighthouse and buoy service between Montreal and Kingston. The *Brant* in lighthouse service in Prince Edward Island. The *Maison-neuve* is principally employed in patrolling the St. Lawrence and Ottawa rivers in connection with the buoy service.

The *Rouville* in pilotage service in the St. Lawrence river.

Three chartered tugs were employed in lighthouse construction work in the St. Lawrence river, and one tug in gas buoy service Georgian bay.

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The fishing cruiser fleet consists of the following vessels :

The *Canada*, *Petrel*, *Curlew* and *Ostrea* employed in the waters of the maritime provinces, the *Kestrel*, *Falcon*, *Georgia* and *North* in the waters of British Columbia, the *Vigilant* in Ontario waters, the *Princess* in Quebec waters and the *Constance* as a revenue cutter under the control of the Customs Department. The *Lady of the Lake* is employed in Lake Winnipeg in connection with the fish hatchery work.

LIGHTHOUSE TENDER AND BUOY STEAMER FOR GEORGIAN BAY.

Public tenders were asked on March 10, 1908, for the construction of a twin screw steel steamer for the Georgian bay lighthouse and buoy service.

The advertisement was inserted in several Canadian papers. Tenders were also asked from the leading ship building firms in Great Britain.

FOUR TENDERS WERE RECEIVED.

Swan, Hunter and Wingham, Richardson, Limited, Wallsend, England, \$160,966.67.

Vickers Sons & Maxim, Limited, London, England, \$219,360.13.

The Collingwood Shipyard Company, Collingwood, Ont., \$217,000.

Polson Iron Works, Toronto, Ont., \$249,900.

The tender of Swan, Hunter & Wingham, Richardson, being the lowest, was accepted.

When completed the steamer will be 180 feet long between perpendiculars 35 feet breadth, moulded; 17 feet 6 inches depth, moulded; 11 feet draft, speed at least 12 knots an hour.

She will be supplied with Babcock-Wilcox natural draft water tube boilers, electric lights and classed 100 A.1., at Lloyds.

ICEBREAKING STEAMER FOR STRAITS OF NORTHUMBERLAND.

Tenders have been invited and are now receiving consideration for the construction of an icebreaking steamer to carry passengers and freight between Prince Edward Island and the mainland. The specification and plans provide that the steamer shall be of larger dimensions, more powerful, stable and of greater speed than the *Stanley* and *Minto*.

METEOROLOGICAL SERVICE.

There are now 434 stations from which observers report to the central office at Toronto. The increase of stations from last year numbers 11; at 39 of the stations salaries are paid and three observations taken daily and telegraphed to Toronto. These 39 stations are distributed at nearly equal distances throughout Canada and at 49 other points observers receive remuneration for a more or less extended series of observations. Special observations during the summer months are collected at Winnipeg, from 24 stations in the western provinces and with other information from Toronto a bulletin service is maintained throughout the provinces, for which remuneration is allowed. For the special telegraph service seven persons are employed and eighty-

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nine are paid for attending to the display of storm signals. A large number of volunteer observers furnish climatic data used in the preparation of the meteorological reports.

Since the issue of the last annual report, 26 stations have commenced reporting but for various reasons 11 other stations have ceased reporting.

Forecasts have been issued twice daily and 2,306 storm warnings; of the warnings 93.9 per cent were verified.

Inspection was made of the telegraph reporting stations with the exception of Dawson-Atlin and Barkerville. An officer could not be spared a sufficient length of time to visit these outlying districts. Stations, where the highest and lowest temperature and the rainfall are recorded daily, have been occasionally visited for inspection of the instruments.

The monthly weather map, published promptly on the 3rd and 4th of every month shows the meteorological conditions of the month closed, as regards temperature and precipitation and seems to be much valued by agriculturalists and others.

With the double object in view of obtaining climatic data from Canada's north land and of obtaining continuous barometric observations from the northern portions of the continent, six stations lying between H. McMurray, on the Athabasca river and the Arctic coast, will be supplied with full meteorological equipments.

The seismographs at Toronto and Victoria, B.C., have been kept in operation throughout the year. At Toronto, sixty disturbances large and small have been recorded, and sixty-three at Victoria.

The time exchanges with Montreal, Quebec, St. John and Toronto have been carried on as usual and registered on the chronograph in Toronto.

Sun spot observations have been continued at Toronto. A most successful observation of the transit of Mercury across the disc of the sun was obtained at the observatory.

The self recording instruments have been kept in continuous operation throughout the past year. An officer was assigned for magnetic survey duty in the western provinces and it is proposed to extend this survey to the Gulf of St. Lawrence and possibly to the shores of Hudson bay.

The report of the director of the meteorological and magnetic service forms Appendix No. 8 to this report.

CRUISE OF THE GOVERNMENT STEAMER 'ARCTIC' TO HUDSON STRAIT AND NORTHERN WATERS.

The steamer *Arctic*, under command of Captain J. E. Bernier, whose commission was authorized by order of the Governor General in Council on July 23, 1906, began her cruise from Quebec on the 29th day of July, 1906.

The steamer had on board provisions for three years and 530 tons of anthracite coal. The ship's company consisted of nine officers, one Custom House officer, an electrician and a crew of thirty men including engineers and petty officers.

The report of the cruise is published separately from this report and contains information on the movements of the steamer in Hudson strait, Davis strait, Baffin bay, Navy Board inlet, Admiralty inlet, Prince Regent inlet, Lancaster sound, Barrow strait, Melville sound, Lady Ann strait and other Arctic regions.

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The *Arctic* went as far west as Melville island, in lat. $76^{\circ} 6' N.$, and long. $106^{\circ} 2' W.$, which place was reached on August 29, 1906. The steamer returned from Melville island and anchored in Albert harbour, Ponds inlet, in lat. $72^{\circ} 40' N.$, and long. $77^{\circ} 58' W.$, on September 9. The return to Albert harbour was made with the expectation of meeting the whaling vessels for the purpose of issuing licences, but as the fleet had not arrived at Albert harbour, it was decided to remain at that point during the winter and resume the voyage north in the spring or summer. The *Arctic* remained in winter quarters until July 27, 1907, and then proceeded north to North Lincoln, lat. $76^{\circ} 20' N.$, long. $81^{\circ} 30' W.$, arriving there on August 12. The return voyage was then made to Port Burwell at the eastern entrance to Hudson strait, where the steamer arrived on September 2, 1907.

Some time was spent in Port Burwell in taking soundings in the inner harbour and in building some day beacons in the inner and outer harbours. A wooden range to show the best anchorage ground was also built. While at Port Burwell the Captain ascertained that navigation is open from July 12 to November 15, on an average. The *Arctic* returned to Quebec on October 19, 1907.

The most important work accomplished by Captain Bernier was the annexing of a number of islands to the Dominion of Canada, raising the Dominion flag, building cairns and depositing documents proclaiming the fact that the land was taken possession of in the name of Canada and in accordance with the granting of the northern islands and lands, the possessions of Great Britain, to Canada.

Whaling licenses were issued to five vessels for the years 1906 and 1907. The whaling vessels were not met with in 1906, as already stated, and licenses were therefore given to the captains and the fees collected for both years. In addition to this, customs duties were collected for articles supplied the natives by the whalers.

The report of Captain Bernier supplies useful information on the fisheries of the Arctic waters and the hunting of narwhals and catching of seals. The right whale is decreasing and the pursuit of whaling has dwindled to a very few vessels sent out by Scotch and American owners. One right whale only was seen by the crew of the *Arctic* during the two summers the vessel was in the Arctic regions. Large numbers of white whales were seen in Navy Board inlet, Admiralty inlet, Prince Regent strait and Port Leopold and Erebus bay. The white whale is generally found in the neighbourhood of small streams and is easily captured. Narwhals were met at the same places as the white whales. The narwhals are captured by the natives for their ivory and oil, and are also used for food.

The walrus are taken in the vicinity of Ponds inlet and on the coast of Baffin land, by whalers, the skins having increased very much in value in recent years.

Large numbers of seals were seen in Jones sound, also in Ponds inlet, Eclipse sound, Navy Board inlet, and they abound in Admiralty inlet. They form the principal food of the natives of Baffin land.

Salmon are found in all rivers in Baffin land, Cockburn island and North Somerset. They are especially plentiful in Salmon river, Ponds inlet, Arctic sound, Milne inlet and Admiralty inlet, all within lat. $72^{\circ} N.$ to 74° , and from 75° to $95^{\circ} W.$ longitude.

Codfish abound in Ungava bay during August, September and part of October,

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and seals are plentiful in the same bay in fall and spring. Salmon and trout are found in all streams.

The islands and lands formally annexed to Canada during the expedition in the year 1908, are Bylot island in Baffin bay, Cornwallis island, Griffiths island, Lowther island and Russell island in Barrow strait and Bathurst island, Byam Martin island, Melville island, Prince Patrick island and Eglinton island in Melville Sound. The extreme western part reached was a point named by Captain Bernier 'Arctic Point,' after the name of the steamer *Arctic*, in latitude $75^{\circ} 0' N.$, and long. $106^{\circ} 02' W.$ In the year 1907, the following places were formally taken possession of in the name of Canada, in Jones Sound, North Lincoln, Grinnell Land, North Kent, Amund Ringnes Land, land formerly named Finlay Land, Graham Land and other divisions of land which will be found enumerated in the report. The islands adjacent to all the islands and lands mentioned are now claimed as Canadian territory. Documents containing records of the proclamation were deposited in cairns.

Some discoveries, of islands not marked on any chart, were made by Captain Bernier and possession taken in the name of Canada. Names were given various unnamed places at which Captain Bernier landed and also to headlands, peninsulas and islands observed by him during the cruise.

The names recorded in the report of Captain Bernier are as follows:—Canada Point on Bylot island was named after the fishery cruiser *Canada*; the point is in lat. $73^{\circ} 22' N.$ and long. $80^{\circ} 50' W.$; Baillargee inlet, lat. $73^{\circ} 37' N.$ long. $83^{\circ} 50' W.$ Lord Strathcona inlet; Kackitos Peak, Ekertoo Peak, Sassilook and Berlinguett bays, Brodeur peninsula, Vanasse bay, Prud'homme inlet, Moffet inlet and Levasseur inlet; the peaks, bays, inlets and peninsulas named with the exception of Canada Point are within Admiralty inlet; Gourdeau Point the southern point of Lowther island and Dobell Point, Griffiths island, Edwards Point, Coburg island were also named. An island near Albert harbour in Baffin Land was named Beloil island and a mountain upon which the Canadian flag was raised was named Morin mountain. The flag was raised on the King's Birthday in celebration of the day and as a token of taking formal possession of Baffin Land for Canada.

During the cruise, caches were built at several points and provisions stored for future use, if necessary, in accordance with the custom followed by all expeditions.

Captain Bernier relates some interesting facts in connection with finding provisions, documents and articles left by previous explorers. One of the most interesting incidents was the finding on Beechy island, Erebus bay, the tablet erected in memory of Franklin, by Lieut. McClintock, R.N., who landed in 1858.

The inscription on the marble tablet is in memory of Franklin, Crozier, Fitzjames and their brother officers and companions who perished in the cause of science and service of their country. The tablet was erected where Franklin passed his first Arctic winter. It was lying flat on the ground and the crew of the *Arctic* built a cement foundation and placed the tablet in an upright position. They also painted a head stone which had been erected in memory of three men of the crews of the *Erebus* and the *Terror*. A cairn built by the crew of the *Northern Star* in 1854, was opened and records of the movements of the *Arctic* were deposited therein. This cairn is close to the tablet on Beechy island, 642 feet above the sea level.

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Some records of the expedition under A. P. Low, B.Sc., officer in charge of the *Neptune* sent out by the Dominion government in 1903—were also found on Beechy island and a cache left by the commander of the Norwegian vessel *Gjoa* at Port Leopold. This cache being in an open condition a shelter house was built over it.

Interesting and valuable information was obtained from Captain W. F. Milne with regard to the best harbour on the east side of Baffin Land. This harbour is named after the Scotch whaler *Tay* and anchorage can be found in every part of the harbour. A safe course south along the coast from Navy Board inlet in lat. 73° N. long. 81° W., to Black Lead, lat. 65° N. long. 65° W., in Cumberland gulf, is described in the report of Captain Bernier.

Interviews were held with Moravian missionaries at Port Burwell and elsewhere, and valuable information respecting the habits, social condition of the natives and their methods of hunting and fishing, will be found in the narrative of these interviews.

Meteorological observations were recorded by the missionaries and copies were furnished Captain Bernier. A meteorological journal was also kept on board the *Arctic*, together with a record of the thickness of the ice in Albert harbour during the period the steamer was in that harbour. The ice formed on October 20 in the harbour and was 2 inches thick on that date. The harbour ice was 44 inches thick on March 9, and outside the harbour was 65 inches in depth on April 6. The ice broke on July 20 in Albert harbour, and the vessel left for sea on the 27th of the same month.

The physical features of the islands and the mainland are described and information respecting the adjacent waters given. The more prominent headlands and other landmarks are mentioned and several islands, bays, inlets and reefs not indicated on any published charts are specially described.

The ice conditions, from the time the *Arctic* entered northern waters until her return to Belle Isle strait, were carefully recorded. An interesting list of terms of the various forms which the ice assumes during its movements will be found in the report. The effect of the different ice formations, upon the course of the steamer, furnishes information respecting the difficulties of Arctic navigation and the privations and hardships to which explorers and whalers are liable.

Captain Bernier has arrived at a conclusion, from observation and knowledge obtained from others, on the question of open navigation in Hudson strait and bay. The average time of the closing of navigation for the eastern entrance of Hudson strait is about the last of October. The closing of navigation so early is due to pack ice drifting on the coast of Hudson strait. The northern current partly enters the north side of the strait and partly closes on the Labrador coast. This fact is well established by the filling up with ice of the northern harbours and Port Burwell at the entrance of the strait, while the western part of the strait and Hudson bay are free from ice. Hudson bay is never frozen with the exception of a few miles around the margin. Fort Churchill is often open in the first weeks of November and can easily be kept open with a suitable icebreaker.

Port Burwell at the eastern entrance to Hudson strait is described as a good harbour and with aids to navigation will eventually become a harbour of some importance or perhaps a port of call. Soundings were taken of the inner harbour and a few red and black buoys placed.

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Captain Bernier made some extracts from the report of an official visit of the Governor of Newfoundland to Labrador and the extracts are embodied in the report of the expedition of the *Arctic*.

REPORTS OF AGENTS OF THE DEPARTMENT.

The reports of the agents of the department at Halifax, N.S., St. John, N.B., Quebec, Charlottetown, P.E.I., Victoria, B.C., and Montreal were received. These reports contain information relating to the construction of lighthouses, the moving of the steamers under the control of the agents, particulars relating to repairs to lighthouses, the placing of new buoys and maintaining the system of buoys. The works in the agencies where workshops are established are reported upon, also the delivery of lighthouse supplies to the various lighthouses by the agents or superintendents of lighthouses where there are superintendents. Much detailed information is furnished respecting the operations in these agencies. The correspondence between the department and the agents was large for the year 1907. Instructions were given directly to the agents relating to the carrying out of the work and matters of importance which arose in the agencies were referred to the department for decision.

The agent at Halifax is J. Parsons; St. John, F. J. Harding; Quebec, Theo. Beland; Victoria, J. Gaudin; Charlottetown, A. Lord; Montreal, U. P. Boucher. These officers have assistants under their direction, and, in Quebec, Nova Scotia, and New Brunswick, there are superintendents of lights. The superintendent of lights for the district above Montreal is Mr. P. Harty, and his office is in the department.

REPORT OF THE SUPERINTENDENT OF LIGHTS ABOVE MONTREAL.

The steamer *Midland Queen* was employed for the trip of inspection of lighthouses and delivery of supplies for the season of 1907, for the district above Montreal. This district embraces lighthouses and fog alarm stations in the River St. Lawrence above Montreal, Lake Ontario, the mouth of the Niagara river, Lake Erie, Detroit river, Lake St. Clair, Lake Huron, Georgian bay, St. Mary's river, Lake Superior and Kaministiquia river, as well as the Upper Ottawa river as far as Des Joachim and the Lower Ottawa river to the junction of the St. Lawrence.

The work consisted in inspection of lighthouses and fog-alarm stations and the delivery of supplies to these stations. In some few instances it was possible to deliver the supplies direct from the steamer, but in the great majority of cases it was necessary to transfer the supplies from the steamer to small row boats and from these to the stations. It might be well to mention that almost all of the lights are inaccessible except by small boats. In fact the pier lights are about the only ones that can be reached by the steamer and some of these, on account of the shallow water, have to be served with the small boats.

Most of the light stations are provided with a boat, in some cases a flat boat, in others a skiff or a sail boat. Of these there are eighteen flat boats, one hundred and two skiffs, and fifty sail boats.

The oil delivered in 1907 comprised some 1,660 cases or 14,110 gallons, 180 barrels or 8,100 gallons making a total of 22,210 imperial gallons of Canadian oil. In addi-

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tion to this there were some 124 cases or 1,240 wine gallons of American oil delivered to four stations with dioptric lights.

Lightkeepers on Lake Superior were instructed generally to put their lights in operation about April 26, and to keep them in operation until about December 10. It might be well to mention that the date of opening the lights was considerably later than that of previous years on account of ice conditions. The keepers on Lake Huron Georgian bay, Lake St. Clair, Lake Erie, Lake Ontario, and connecting waters were instructed to use their own discretion to some extent in putting their lights in operation, namely to open their lights as soon as navigation opened. Generally speaking they were instructed to keep their lights in operation until December 15. The lights in the St. Lawrence river were kept in operation as long as navigation remained open. Wherever a ferry service exists along the route the lights are kept in operation continuously during the year. This condition prevails at Gull island in Lake Ontario, Gore bay on Lake Huron, Cobourg and Ports Dover, Stanley and Burwell. At Gore bay the light is kept in operation during the winter months for the purpose of aiding travellers to cross on the ice from Spanish river to Gore bay.

During the year 1907, six of the keepers died and three were superannuated.

In general, the lighthouses were kept in excellent condition as regards cleanliness and general repairs. In only a very few cases was it necessary to reprimand the keepers for their conduct in this respect. Several improvements have been made in the lighthouse service bringing it up to a high standard of efficiency.

There are 237 light stations, 324 lights, 20 fog alarms. and 215 lightkeepers.

LIFE SAVING SERVICE.

The agent has reported upon the life saving service in Nova Scotia. Superintendent S. C. Campbell was sent to Westport, Brier island, to experiment with a gasoline motor fishing boat.

An agreement was entered into for a boat used in daily fishing in the Bay of Fundy, with Coxswain Thomas and a crew of four men and an engineer to be ready to go to any vessels or mariners in distress. Three schooners were helped off the rocks and one motor boat hopelessly broken down in the bay, restored safely to Westport. The question of employing fishermen in motor boats, received the attention of the department. The crews of fishing boats are the best boat handlers and shipwrecked crew savers obtainable in Canada. The boats are readily managed, more quickly got ready for action, more speedily organized and the most economical for life saving service now in sight. The agent of the Nova Scotia agency has reported that the method is simple, economical and successful.

At Charlottetown a new life-boat has been placed and life-boat house built, a station has also been established at Casumpeque. Three wagons were bought for transporting these life boats.

Life-boats were placed at Souris on the eastern coast of Prince Edward Island. A station was also established at Esquimaux in New Brunswick.

A trail on the west coast of British Columbia in connection with life saving, has been begun and up to December 31, twenty-four miles had been completed, at a cost of \$33,358.82.

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A life saving station was established at Ucluelet where a boat house and slip were built and the crew took charge on January 10. A motor boat has been built under contract and sent to Banfield, B.C., and the service begun on January 10. A life boat station has been established at Clo-oose, but owing to the difficulty of getting a crew the boat has not been in commission. A station has been established at Clayoquot, and the life boat was put in charge of a coxswain and crew on January 10 last. A list of the life-boat stations appears as Appendix No. 14 to this report.

DOCKYARD AND GROUNDS AT HALIFAX.

The appearance of the naval dockyard and grounds was improved during the season. The dockyard is now used for departmental purposes in storing lighthouse material, buoy anchors, chain and lighthouse repairs and equipment. Part of the building was assigned to the Admiralty Hydrographer, which he occupies as an office for himself and assistants. A place has also been assigned him for storing and repairing the gear and material of his vessel.

STEAMBOAT INSPECTION.

Canadian registered vessels inspected during the fiscal year numbered 1,690; gross tonnage 367,799. Vessels inspected but not registered in the Dominion numbered 154; gross tonnage 226,855 tons. The amount of fees collected for inspection was \$4,414.26.

The total expenditure in connection with inspection amounted to \$42,210.43, but part of this expenditure was for Dominion steamers and fog-alarms.

NAMES OF INSPECTORS.

Name.	Position.	Address.
Edward Adams	Chairman of Board of Steamboat Inspection.	Ottawa.
M. P. McElhinney	Inspector of Hulls and Equipment.	Ottawa.
I. J. Olive	"	St. John, N. B.
Chas. W. Sealey	"	Halifax, N. S.
William Evans	"	Toronto, Ont.
M. R. Davis	"	Kingston, Ont.
Phillippe Duclos	"	Quebec, P. Q.
Stephen D. Andrews	"	Collingwood, Ont.
John Dodds	Inspector of Boilers and Machinery.	Toronto, Ont.
E. W. McKean	"	Collingwood, Ont.
J. B. Stewart	"	Toronto, Ont.
T. P. Thompson	"	Kingston, Ont.
Wm. Laurie	"	Montreal, P. Q.
L. Arpin	"	"
F. X. Hamelin	"	Sorel, P. Q.
J. Samson	"	Quebec, P. Q.
J. P. Esdaile	"	Halifax, N. S.
C. E. Dalton	"	St. John, N. B.
J. A. Thomson	"	Victoria, B. C.
G. P. Phillips	"	Kenora, Ont.
Frank M. Richardson	"	Vancouver, B. C.
C. T. Schmidt	Inspector of Dominion Steamers.	Halifax, N. S.

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The report of the chairman of steamboat inspection forms Appendix No. 6 to this report.

CERTIFICATES TO MASTERS AND MATES.

During the twelve months ended March 31, 1908, 11 masters' 23 mates' and 29 second mates' seagoing certificates of competency; 202 masters' and 101 mates' coasting or inland certificates of competency; and 5 masters' coasting certificates of service were issued.

The total amount collected in fees from applicants for examination during the twelve months ended March 31, 1908, was \$4,306.05, and the amount expended on account of this service was \$11,508.31, an excess of expenditure over receipts of \$7,202.26.

The following statement shows the total receipts and expenditures on account of masters and mates since 1898 :—

	Expenditure.	Receipts.
	\$ cts.	\$ cts.
For the fiscal year ended June 30, 1899	3,568 26	4,486 50
" " " 1900	3,750 69	4,221 50
" " " 1901	3,720 25	4,808 24
" " " 1902	3,305 59	5,288 52
" " " 1903	4,968 36	5,790 50
" " " 1904	7,761 17	4,795 00
" " " 1905	5,884 74	4,643 85
" " " 1906	7,068 15	5,526 00
" " " March 31, 1907 (nine months)	5,934 16	2,294 50
" " " 1908	11,508 31	4,306 05
Expenditure	\$57,469 68	\$46,160 66
Receipts	46,160 66	
Excess of expenditure over receipts	\$ 11,309 02	

SHIPPING OP SEAMEN.

Under the provisions of chapter 113, an Act respecting Shipping in Canada, shipping masters are required to make returns twice a year. Most of the returns were sent to the department. The total number of seamen reported shipped was 18,013, and the number discharged was 11,542. The fees to shipping masters amounted to \$12,469. Many of the shipping masters of outlying ports reported that no seamen had been shipped or discharged during the year.

INVESTIGATIONS INTO WRECKS AND CASUALTIES.

The report of Commander O. G. V. Spain, Wreck Commissioner, forms Appendix No. 17 to this report. It will be seen on reference to it that twenty-one investigations into casualties were held. The investigation into the collision of the *Mongolian* and *Hurona* was held in Great Britain although all preparations were made for holding it in Canada. The accidents consisted of strandings, striking submerged rocks, one vessel striking a pier under water and twelve collisions with vessels.

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The judgments of the court are given in full by the wreck commissioner in his report. Reference is made to various minor investigations into disobedience of orders in connection with traffic in the Lime Kiln Crossing in the Detroit river. The traffic in this channel is enormous, some twenty-five thousand vessels pass, carrying about seventy million tons of freight, in the course of a season. Regulations for the traffic have been adopted and a copy will be found in the report; a tug boat has been commissioned to patrol the Canadian waters day and night.

PORT WARDENS REPORTS.

In most cases the Port Wardens reported the number of vessels surveyed for damaged cargo and opening of hatches, but as several of them did not state the number of vessels surveyed, the amount of fees collected is only mentioned here. The fees reported by the Port Wardens amounted to \$8,357.

The report of the Port Warden at Montreal contains some important facts relating to the port of Montreal. Navigation was open later at the port than any other season of which there is a record. The steamship *Dunelm* from Middlesboro, England, with a cargo of pig iron, arrived on December 13.

No foreign going sailing vessels arrived during the year—a remarkable fact. The trading in sugar, molasses and lumber is now done by steamers.

There was an increase in the export of grain, flour and apples from Montreal, but a general decrease in other articles.

The quantities of grain and other articles reported by the Port Warden shipped from the port of Montreal during the season of 1907, was as follows: Wheat, 21,267,639 bushels; other grain, 11,163,950 bushels; flour and meal, 1,002,868 barrels; ashes, 430 barrels; apples, 593,317 barrels; cheese, 1,961,069 boxes; butter, 66,873 packages; eggs, 28,173 packages; meats, 274,074 boxes; lard, 436,283 packages; pulp, 3,814 tons; paper, 14,317 tons; sundries, 49,903 tons; hay, tons 7,255; oil cake, 17,950 tons; mineral, 14,937 tons; lumber, 111,819,895 feet board measure; cattle, 96,759 head; horses, 188; sheep, 11,384; dead meats, 1,855 quarters.

The reports of the Port Wardens are published in Supplement No. 1 to this report.

WRECKING PLANT.

The yearly subsidies were paid contractors when they became due. The amount of the subsidy being \$10,000 per annum, payments of \$5,000 are made semi-annually.

The contracts at present existing are with Messrs. George T. Davie & Son, Levis, P.O., the Dominion Coal Company, and the British Columbia Salvage Company. Messrs. Davie & Son keep the tug *Lord Strathcona* and plant in readiness to assist vessels that meet with accidents in the lower St. Lawrence river.

The following is a list of vessels that were assisted and in some cases salvaged by the plant of Messrs Davie & Son, during 1907.

Virginian, May 10. Accompanied the *Virginian*, Leyland Line, from Quebec to Montreal on account of having lost her anchors on the way up the river and afterwards proceeded with the steamer *Lord Strathcona* to the Traverse to pick up same.

Barge Ah, May 27. Towed the disabled *Barge Ah* from Escoumains to Quebec.

Danforth, August 21. Salvaging steamer *Danforth* ashore at Pentecost.

Bavarian, September 23. Towed and assisted *Bavarian* to her berth at Indian cove from where she broke away, and attending on her at other different times.

Mongolian, September 25.—Assisted damaged *Mongolian* from Quebec to Montreal.

Assiniboia, September 29. Towed the separated C.P.R. *Assiniboia* from Quebec to Montreal.

Keewatin, October 15. Towed the separated C.P.R. *Keewatin* from Quebec to Montreal and afterwards towing the different parts of both vessels through the canals to Port Dalhousie.

Chrs. Knudsen, December 4. Escorted the damaged *Chrs. Knudsen* through the ice from Quebec to Father Point and placing men and pumps on board of vessel to go to New York.

Frithjoe, December 5. Escorted the *Frithjoe* through the ice from Quebec to Father Point on her way to Sydney, N.S.

The Dominion steamer *Montcalm* ran on an uncharted rock near Point au Maurier, in November last, and the *Strathcona* was ordered to her assistance with wrecking plant. Salvage pumps were placed on board the *Montcalm* and the vessel afterwards proceeded to Quebec under her own steam.

The Dominion Coal Company maintains a wrecking plant at North Sydney during the months of open navigation in that harbour and at Louisburg during the winter months, always available for the waters of the Atlantic coast and Gulf of St. Lawrence. The following vessels were assisted by this company during the fiscal year of 1907-8:

Sokoto, March. Assistance was rendered this vessel ashore at Louisburg. Successfully floated.

Universe, April. Ashore at Canso. Successfully floated off and towed to Halifax.

Funreith, April. Ashore at White Head. Assistance rendered.

Bernicia, May. Ashore at Louisburg. Successfully floated off.

Felix, June. Ashore near Bras d'Or lake. Successfully floated off.

Oscar, June 11. Ashore on Flint island. Successfully floated off.

Balena, July. Ashore near Louisburg. Assistance rendered. Vessel in bad position, impossible to save her.

Jennie Myrtle, September. Ashore on Scatarie island although practically abandoned was successfully floated and taken to Sydney.

Fortuna, October. Ashore in Strait of Canso. Floated and successfully towed to Portland, Me.

Schooners *Beulah* and *Pearl*. Ashore in Sydney harbour. Successfully floated.

Schooner *M. J. Taylor*, although left in helpless condition was safely towed into port.

Schooner *Francis Renee*. Ashore in Sydney harbour. Successfully floated.

Coban. Ashore at Cranberry Head. Successfully floated.

The contract of the Dominion Coal Company provides that the *J. H. Thomas* shall be always ready for rendering assistance to wrecked vessels and where a larger

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steamer may be required certain large steamers available shall go to the assistance of large ocean going steamers.

The Black Diamond steamship *Louisburg* went to the assistance of the Reford Line steamship *Kildona* which ran on a rock near Sable island in January last. The *Kildona* sank in 100 feet of water but the crew was taken off.

The British Columbia Salvage Company are the contractors for maintaining wrecking plant at Esquimalt to be always available in the waters of British Columbia. They own the steamers *Salvor*, *Wm. Jolliffe* and *Maude* and these vessels are equipped with modern salvage plant. During the fiscal year 1907-8, assistance was rendered the following vessels.

Northwestern. Ashore at Latouche island.

Santa Barbara.. Struck in Active Pass.

Otter. Went ashore on Dauger Reef.

Tartar. Collision in Gulf of Georgia.

Charmer. Collision in Gulf of Georgia.

Empress of China. Sunk in Vancouver harbour.

Cottage City. Broke her tail shaft at Bella Bella.

Indravelle. Went ashore at Kellee Bluff.

H.M.S. Shearwater ashore at entrance to Esquimalt harbour.

Vadso. Stranded near Caue Lago, was towed to Victoria.

SICK AND DISTRESSED MARINERS.

MARINE HOSPITALS.

Under the provision of the Canadian Shipping Act, chapter 113, part V, S. 384 R.S., dues of 2 cents per ton, registered tonnage, are levied on every vessel entering any port of the province of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia. The money thus collected forms the 'Sick Mariners' Fund.' Vessels of the burden of 100 tons and less, pay the duty once in each calendar year, and vessels of more than 100 tons registered tonnage, three times in each year.

The officers and seamen of all fishing vessels not registered in Canada do not pay sick mariners dues nor participate in the benefits accruing therefrom, but such vessels registered in Canada may pay dues and participate in the benefits; and if more than 100 tons, only for the voyage at the beginning of which payment has been made; but if payment has been made three times in each year, the sick mariners of fishing vessels shall enjoy the same rights and benefits as are enjoyed by vessels which pay dues but are not engaged in fishing.

The receipts for the fiscal year ended March 31 last, amounted to \$69,742.35 less \$377.90, refunds, making the net receipts \$69,364.45. The expenditure for the several provinces amounted to \$59,957.92.

The receipts of sick mariners' dues from each of the provinces are as follows :— Quebec, \$15,852.74; New Brunswick, \$12,054.21; Nova Scotia, \$25,568.68; British Columbia, \$18,863.48; Prince Edward Island, \$403.24.

The expenditure for each of the provinces is as follows:—

Nova Scotia.....	\$25,870 60
Prince Edward Island..	2,524 14
New Brunswick..	8,475 10
Quebec..	11,093 08
British Columbia..	9,723 47
	<hr/>
	\$57,686 39
Stationery, &c.....	2,271 53
	<hr/>
Total expenditure..	\$59,957 92

The 'Sick Mariners' Act' does not apply to the province of Ontario, so no dues are collected from vessels in that province.

At the port of Quebec, sick mariners are cared for at the Jeffrey Hale and the Hotel Dieu Hospitals, at a per diem allowance of \$1.20 per seaman, including medical attendance and board.

At the port of Montreal, sick seamen are cared for at the General Hospital and at Notre Dame Hospital. The charge per diem for each seaman, including board and medical attendance, was \$1.20.

Marine hospitals are maintained in Louisburg, Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper, in the province of Nova Scotia; and the sick seamen at Halifax, N.S., are cared for in the Victoria General Hospital for \$1.20 per diem per man, including board and medical attendance.

At Charlottetown, Prince Edward Island, sick seamen are cared for at the Charlottetown and the Prince Edward Island hospitals under arrangements made by the department with the managers of those institutions.

The Marine Hospital at Victoria, British Columbia, has a medical superintendent who receives \$300 per annum and a keeper whose salary is \$500 per annum. He is also allowed \$5 per week for the board and medical attendance of each sick mariner.

Where no hospital is maintained in the Maritime Provinces, Quebec and British Columbia, the Collectors of Customs are authorized to care for sick seamen when the vessels to which they belong have paid sick mariners' dues.

Statement of receipts and expenditure on account of 'Sick Mariners' Fund' from the fiscal year 1896 to 1908, both inclusive:—

	<i>Receipts.</i>	<i>Expenditure.</i>
Year, 1896.....	\$45,761 61	\$36,683 36
" 1897.....	54,358 10	35,931 19
" 1898.....	54,552 81	34,526 83
" 1899.....	57,365 79	35,353 29
" 1900.....	59,971 84	32,743 30
" 1901.....	59,783 34	34,944 93
" 1902.....	65,853 83	51,827 12
" 1903.....	64,851 55	48,151 48
" 1904.....	61,778 29	50,801 78
" 1905.....	58,372 34	51,000 18
" 1906.....	60,183 90	50,120 42
" 1907.....	44,704 59	37,362 11
" 1908.....	69,364 45	59,957 92

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LIVE STOCK SHIPMENTS.

The inspectors of live stock shipments have reported regularly and a statement of sheep, cattle, horses, hay and grain shipped to the United Kingdom from the ports of Montreal and St. John, N.B., furnished.

The statement shows the steamboat lines by which the stock was shipped and the ports in Great Britain at which the vessels entered. It will be seen that the total number of cattle and horses shipped in 1907-8 was much below previous years taking shipments as far back as 1902-3.

The shipments from Montreal were as follows:—11,585 sheep, 96,977 cattle and 174 horses. The United States cattle shipped via Montreal numbered 20,100, but that number is included in the total of 96,977.

The shipments from St. John numbered 4,168 sheep, 20,210 cattle and 1 horse; of the cattle, 9,304 were United States cattle. The statement of live stock shipments forms Appendix No. 10 to this report.

PILOTAGE.

Under chapter 113, an Act respecting Shipping in Canada, part VI., a number of pilotage districts exist and pilotage authorities in these districts have been appointed by order of the Governor General in Council. The pilotage authorities have power to issue licenses to pilots, to make by-laws and regulations for governing pilots and vessels excepting ships belonging to His Majesty. All by-laws and regulations are subject to the approval of the Governor General in Council. The systems of pilotage differ according to locality. In some districts the payment of pilotage is compulsory whether pilots are engaged or not, in other districts, pilotage is optional.

The Act provides that the minister shall be the pilotage authority for the ports of Montreal and Quebec. Returns are annually made by all the pilotage authorities, showing the number of pilots licensed in each district and the amount of pilotage fees paid by vessels. These returns are published in Supplement No. 1, to this report.

The total pilotage collections for which returns have been received amounted to \$360,011.50 for the year 1907. Pilotage pension funds exist in several of the larger districts, for the benefit of aged pilots and in some cases for the benefit of widows and orphans of deceased pilots. These funds are controlled by the pilotage authorities, who retain a percentage of the earnings of the pilots for the purpose.

In some districts, pilots control their own expenditure for boats and means of conveyance to vessels. All expenditure for salaries of secretaries, office expenses, &c., is paid from the fees received for piloting vessels.

In some pilotage districts, the charge for pilotage is made at so much per foot draught and in others at so much per foot draught and an additional charge of so much per ton on the registered tonnage. For instance at Nanaimo, B.C., the rate is \$1 per foot draught and 1 cent per ton registered tonnage, and in Miramichi ports, \$2.25 per foot draught inwards and \$2 per foot outwards and 2 cents additional per registered ton for vessels wholly or partly propelled by steam.

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PILOTAGE RATES AT HALIFAX.

			<i>In.</i>	<i>Out.</i>
Vessels of 120 tons and under.. . . .			Free.	Free.
" 120	"	200 tons.. . . .	\$9 60	\$6 00
" 200	"	300 tons.. . . .	13 20	8 40
" 300	"	400 tons.. . . .	16 50	10 50
" 400	"	500 tons.. . . .	19 20	12 00
" 500	"	600 tons.. . . .	21 60	13 20

Over 600 tons, an additional sixty cents for every 100 tons (or fractional part thereof) above 600 tons inward, and 30 cents outward. Outward pilotage for all vessels of 200 tons and upwards to be compulsory.

RATES FOR MOVING VESSELS.

Halifax Narbour, N.S.—

Under 1,000 tons.. . . .	\$3 00
From 1,000 to 2,000 tons.. . . .	5 00
" 2,000 to 3,000 tons.. . . .	7 50
" 3,000 to 4,000 tons.. . . .	10 00
Over 4,000 tons.. . . .	15 00

To Bedford Basin and Lawlor's Island—

Under 1,000 tons.. . . .	\$10 00
Over 1,000 tons.. . . .	20 00

RATES OF PILOTAGE FOR ALL SAILING VESSELS ENTERING AND LEAVING THE PORT OF ST. JOHN, N.B.

INWARD.

First District, from Partridge Island to Musquash Head, bearing N.W., per foot draft of water.. . . .	\$1 50
Second District, from Musquash Head to Point Lepreaux, N.W., per foot draft of water.. . . .	1 75
Third District shall be from the outside limit of the Second District to a bound ranging from the North Head of Grand Manan to Liberty Point, bearing N.W. by W., North Channel, and from Machias Seal Island to Cape Sable, Seal Island, bearing S.S.E., South Channel, per foot draught of water.. . . .	2 25

OUTWARD.

From the harbour of the Port of St. John, N.B., to outside of Partridge Island, per foot draft of water.. . . .	1 25
Down the Bay of Fundy, when required, shall be two dollars per foot (\$2) draught of water, over and above the one dollar and twenty-five cents (\$1.25) harbour pilotage outwards.	

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STEAMERS ENTERING AND LEAVING THE PORT OF ST. JOHN, N.B.

INWARD.

From Partridge Island to Musquash Head, bearing N.W., per foot draft of water.	\$2 00
From Musquash Head to Point Lepreaux, N.W., per foot draft of water.	2 50
From Point Lepreaux to Sable Island.	3 00

OUTWARD.

From the harbour of the port of St. John, N.B., to the out- side of Partridge Island, per foot draft of water. . .	1 75
Down the Bay of Fundy, when required, two dollars and seventy-five cent per foot draught of water (\$2.75) over and above the one dollar and seventy-five cents (\$1.75) harbour pilotage outwards.	
For all steamers not exceeding 120 tons.	\$2 00
Over 120 tons and not exceeding 200 tons.	2 50
Over 200 tons and not exceeding 300 tons.	3 75
Over 300 tons and not exceeding 400 tons.	5 00
and thirty cents additional for every 50 tons over 400 tons.	

RATES OF PILOTAGE AT PICTOU.

Vessels of 120 tons to 140 tons, \$6 inward and \$4 outward.

" 140	" 200	" 10	" 6	"
" 200	" 300	" 12	" 8	"
" 300	" 400	" 14	" 9	"
" 400	" 500	" 15	" 10	"
" 500	" 600	" 16	" 11	"
" 600	" 700	" 17	" 12	"
" 700	" 800	" 18	" 13	"
" 800	" 900	" 19	" 14	"
" 900	" 1,000	" 20	" 15	"

Vessels of 1,000 tons and upwards, 2½ cents per ton inward and 2 cents outward.

All vessels under 120 tons, \$4 inward and \$2 outward.

Docking and moving vessels from anchorage in harbour, \$4.

RATES OF PILOTAGE AT SYDNEY, C.B., N.S.

	To Sydney.	To North Sydney
For vessels under 120 tons.	Free	Free
From 120 to 150 tons.	\$ 7 00	\$ 6 00
" 150 " 200 "	8 00	7 00
" 200 " 250 "	9 00	8 00
" 250 " 300 "	10 00	9 00
" 300 " 350 "	11 00	10 00
" 350 " 400 "	12 00	11 00

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and for every additional 50 tons or fractional part thereof, \$1; for vessels 800 tons and upwards, \$1, for every additional 100 tons or fractional part thereof. Outward pilotage shall be the same as inward.

RATES OF PILOTAGE AT LOUISBURG, C.B., N.S.

	Inward.	Outward.
On sailing vessels of 80 tons and under 150 tons. . . .	\$5 00	\$3 00
On sailing vessels of 150 tons and under 250 tons. . . .	8 00	5 00
On sailing vessels of 250 tons and under 400 tons. . . .	9 00	7 00
On sailing vessels over 400 tons, 1 cent per ton additional, inward and outward.		
	Inward.	Outward.
On steamships of 80 tons to 500 tons.	\$ 8 00	\$5 00
“ 500 “ 1,000 “	10 00	6 00
“ 1,000 “ 3,000 “	12 00	8 00

NOTE.—Winter pilotage, from December 1 to April 15, shall be 50 per cent additional to the above rates on sailing ships and steamships.

RATES OF PILOTAGE FOR THE PORTS OF VANCOUVER AND HOWE SOUND.

For vessels under sail \$2 per foot draught of water and 1 cent per net registered ton.

For vessels in tow of a steamer, \$1 per foot draught of water and 1 cent per net registered ton.

For steamers, \$1 per foot draught of water, and 1 cent per net registered ton.

Any portion of a foot not exceeding six inches shall be paid as half a foot; any fraction exceeding six inches shall be paid for as one foot.

The pilotage from Cape Flattery or Royal Roads to a line drawn from Point Atkinson to the nun buoy on Spanish bank, or to the limits of Howe Sound as hereinbefore described, and vice versa, is not compulsory, but if the services of a pilot are required he shall be paid the following rates, viz.:—

	Per Foot
From Cape Flattery.	\$ 6 00
From Callum bay.	5 00
“ Beachy head.	4 00
“ Race rocks or Royal Roads.	3 00

For vessels under steam or in tow of a steamer the following rates shall be paid:—

	Per Foot.
From Cape Flattery.	\$3 00
“ Callum bay.	2 50
“ Beachy head.	2 00
“ Race rocks or Royal Roads, vessels under steam.	1 00
“ Race rocks or Royal Roads, vessels in tow of a steamer.	1 50

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STATEMENT SHOWING THE PILOTAGE RATES FOR THE DISTRICT OF VICTORIA AND ESQUIMALT, B.C.

(1S) Vessels bound to other ports and coming to anchor in 'Royal Roads,' the pilotage shall be free, except the services of a pilot are employed, when pilotage according to the following graduated scale shall be payable:—

From inside, or north of 'Race Rock,' to Royal bay, or vice-versa, 50 per cent of the prescribed rates under clause (b) section 1S. From Beechy head to 'Royal Roads' or vice versa, \$1 per foot.

From Pillar point to 'Royal Roads' or vice versa, \$3 per foot.

From Cape Flattery to 'Royal Roads,' or vice versa, \$6 per foot draught of water.

(b) For vessels entering into or clearing from the ports of Victoria and Esquimalt, the rates of pilotage shall be as follows:—

(1) For regular ocean steamers, 50 cents per foot draught of water and $\frac{1}{2}$ cent per net registered ton up to a maximum of 3,500 tons, on the inward voyage, and 50 per cent of the above on the outward voyage subject to a discount of 20 per cent.

(2) For irregular ocean steamers, \$1 per foot draught of water and $\frac{3}{4}$ cent per net registered ton.

(3) For regular steamers in the coasting trade between San Francisco and Lynn Canal inclusive, the rates shall be the same as for regular ocean steamers as rated in Clause 1.

(4) For vessels under sail, \$2 per foot draught of water and 1 cent per net registered ton.

(5) For sailing vessels in tow \$1.50 per foot draught of water and 1 cent per net registered ton.

(6) For all vessels entering into or clearing from Williams Head Quarantine Station, the rates shall be 50 per cent of the prescribed rates of any class of vessel for Victoria and Esquimalt, subject to exemption in section 17, clause 7; provided, however, that all coasters between San Francisco and Lynn canal inclusive, when compelled by special instructions from the Dominion Government to call at William's Head Quarantine Station, shall be exempt from pilotage dues unless the services of a pilot are requested.

(7) For all vessels of 500 tons and under, 75 cents per foot draught of water.

GULF PILOTAGE.

For all vessels from the limits of the ports of Victoria and Esquimalt to the limits of all ports on Puget sound and Gulf of Georgia, shall be \$1 per foot draught of water.

Steamers making regular trips to Victoria and Esquimalt and having paid the prescribed rates under clause (b) on the inward voyage and returning again to either of said harbours within a period of twenty days, shall only pay half the inward rates.

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RATES OF PILOTAGE DUES FOR THE PILOTAGE DISTRICT OF PUGWASH, N.S.

				Inward.	Outward.
Vessels	80 and under	140 tons	.. . . .	\$6 00	\$5 00
"	140	" 230	"	8 00	7 00
"	230	" 300	"	10 00	9 00
"	300	" 400	"	14 00	12 00
"	400	" 500	"	16 00	14 00
"	500	" 600	"	17 00	15 00
"	600	" 700	"	18 00	16 00
"	700	" 800	"	19 00	17 00
"	800	" 900	"	20 00	18 00
"	900	" 1,000	"	21 00	19 00

and all vessels over 1,000 tons shall pay $2\frac{1}{2}$ cents per ton inward and 2 cents per ton outward, additional, on the register tonnage. All vessels under 80 tons accepting pilots shall pay 5 cents per ton inward and 4 cents per ton outward.

'Vessels over 1,000 tons register after entering the harbour and being safely moored by a pilot, employing a pilot to be moved again to loading berth, dock or wharf from her first mooring, shall pay to the pilot so employed the sum of five dollars (\$5), and vessels under 1,000 tons register tonnage (except schooners of or under 300 tons) shall pay three dollars (\$3) for moving and mooring, to the pilot so employed. All steamers employing licensed pilots to be rated at net tonnage. Any vessel in charge of a pilot detained outside for the purpose of discharging ballast, to allow the pilot \$1.50 per day for such detention.

(11) All vessels requiring the services of a pilot in going through the drawbridges of Pugwash or Port Philip harbours, and going one and a half miles up either river beyond said drawbridges, shall pay in addition $2\frac{1}{2}$ cents per ton each way.

(12) The pilot limits for the District of Pugwash to be bounded on the east by Cape Cliff and on the west or northwest by Lewis head, both in the county of Cumberland. Dated at Pugwash, November 20, 1903.

PILOTAGE RATES FOR THE CHARLOTTE COUNTY, N.B., PILOTAGE DISTRICT.

(1) From Seal island, Cross island, Little river, Southwest ledges of Grand Manan, Kent's island, Long Island bay, Moose river and Bailey's Mistake, to Saint Andrew's, Saint Stephen, or any harbour or loading place in the county of Charlotte, (except Campobello or the lines) pilotage inwards or outwards, \$2.25 per foot.

(2) From North head of Grand Manan, Beaver harbour and West Quoddy lighthouse to any port or harbour in the county of Charlotte (except Campobello or the lines) pilotage inwards or outwards, \$1.60 per foot.

(3) From Head Harbour lighthouse, Letite passage or Clam Cove head to any port or harbour in the County of Charlotte (except Campobello or the lines) pilotage inwards or outwards, \$1.50 per foot.

(4) From or to Campobello or the lines the pilotage inwards or outwards to be 20 cents per foot less than the above rates.

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RATES OF PILOTAGE FOR THE PILOTAGE DISTRICT OF RICHMOND COUNTY, N.S.

All vessels belonging to the county of Richmond and all fishing vessels (when actually engaged in fishing) when such vessels do not exceed 250 tons, are exempted from pilotage dues.

PILOTAGE DUES (inwards).

For vessels of 120 tons to 150 tons.. . . .	\$ 6 50
“ 150 “ 200 “	7 50
“ 200 “ 250 “	9 00
“ 250 “ 300 “	10 00
“ 300 “ 350 “	11 00
“ 350 “ 400 “	12 00
and for every additional 50 tons or fraction thereof.. . . .	0 75

Outward pilotage is half above rates.

PILOTAGE RATES FOR SYDNEY AND NORTH SYDNEY.

The Pilotage rates for Sydney and North Sydney, N.S., are as follows:—For vessels under 120 tons registered in Canada are exempted from pilotage dues.

	Sydney.	North Sydney.
For vessels from 120 to 150 tons.. . . .	\$ 7 00	\$ 6 00
“ 150 to 200 “	8 00	7 00
“ 200 to 250 “	9 00	8 00
“ 250 to 300 “	10 00	9 00
“ 300 to 350 “	11 00	10 00
“ 350 to 400 “	12 00	11 00

And for every additional 50 tons or fractional part thereof \$1. For vessels of 500 tons and upwards \$1, for every additional 100 tons or fractional parts thereof.

Outward pilotage shall be the same as inward.

Vessels hailed by a licensed pilot outside the harbour of Sydney, but within the pilotage district, and refusing to take the service of same shall be liable to pay half pilotage; and any vessel being offered the services of a pilot before leaving port and refusing the same shall be liable to pay half pilotage dues.

PILOTAGE DUES FOR THE DISTRICT OF PARRSBOROUGH, N.S.

	Per Foot, Draft
From Isle Haute to Spencer's island.. . . .	\$1 25
“ “ Port Gravelle.. . . .	1 25
“ “ Diligent river.. . . .	1 50
“ “ West bay.. . . .	2 00
“ “ Partridge Island river.. . . .	2 50
“ “ Moose or Harrington river.. . . .	2 75
Spencer's island to West bay.. . . .	1 25
“ “ Partridge Island river.. . . .	1 25
On all outward bound vessels.. . . .	1 50

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By an Order in Council dated July 20, 1900, compulsory payment of pilotage dues was cancelled and the above rates are inserted here only to give a general idea of the rates now generally charged vessels wishing the services of pilots.

PILOTAGE RATES FOR THE PILOTAGE DISTRICT OF RESTIGOUCHE, N.B.

For every foot of water any ship shall draw at the time, inward or outward bound, Port of Dalhousie, Benjamin, Beaver point, Nash's creek, Jacquet river, or any loading station east of Dalhousie, on the Bay of Chaleur, \$1.50.

Port of Campbellton, Oak bay or any loading station east of same and west of Dalhousie, \$2 per foot when ship proceeds direct from sea.

Ships bound for Dalhousie, Benjamin, Beaver point, Nash's creek, Jacquet river or any loading station east of Dalhousie calling at any of said harbours for orders or to discharge ballast, cargo or otherwise, on ship's account, \$1.50, and thence to any other of the said ports or loading station on the Bay of Chaleur, 75 cents per foot on draught of such ship at the time.

Ships bound for Campbellton, Oak bay or any loading station east of Oak bay and west of Dalhousie, waiting at Dalhousie or any of the outer or bay ports to discharge ballast cargo or otherwise, on ship's account, \$1.50, and thence to the said port of Campbellton and Oak bay or any loading station east of Oak bay and west of Dalhousie, 75 cents per foot on draught of such ships at the time, and vice versa.

For the removal of any ships, including the properly securing and mooring such ship, the following rates:—

For ships not exceeding 120 tons.. . . .	\$1 50
“ over 120 “ to 200 tons.. . . .	2 00
“ “ 200 “ to 300 “	3 00
“ “ 300 “ to 600 “	4 00
“ “ 600 “	5 00

And when the distance of removal extends four miles, fifty per cent additional of the above rates. In addition to above rates, all vessels propelled wholly or in part by steam shall pay one cent inward and one cent outward per net registered ton.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL.

The following are the names of the Harbour Commissioners of Montreal:—G.W. Stephens, M.L.A., president; L. E. Geoffrion and C. C. Ballantyne, commissioners. Officers, David Seath, secretary; F.W. Cowie, M.Inst. C.E., chief engineer. John Kennedy, Inst., C.E., who had been chief engineer for a great many years retired from the position owing to injured eyesight.

The report of the Harbour Commissioners of Montreal for the year ending December 31, 1907, contains information respecting the operations of the commission.

The work on the permanent steel sheds under construction has been advanced rapidly during the year. At the beginning of the year, not any of the permanent sheds were available, but owing to the winter's work, the lower floors of five sheds

were completed by the opening of navigation and were made use of during the season. It is expected that by the opening of navigation 1908, three more floors will be ready for storing. The commissioners expect that the fourteen sheds will be completed by the opening of navigation in 1909.

The fourteen two-story permanent steel sheds on high level piers, will take the place of wooden sheds which were formerly taken down each fall and put up in the spring, by the companies owning them. The new sheds will provide more than double the accommodation existing formerly, for handling freight. The freight can be hoisted by the ship's tackle and stored in the second story.

A traffic department was organized with a view of relieving railway and vehicular traffic. This department handled successfully 70,000 cars; 20,000 of them were loaded and unloaded directly into the sheds or ships, which at an average of 20 tons to the car means 400,000 tons upon which about the sum of \$80,000 was saved in handling the freight. Owing to the success of the traffic department, the commissioners consider they were justified in purchasing three locomotives for permanent work.

Life saving apparatus was provided with the result that no drowning cases occurred from the wharfs in 1907. In former years cases often happened—as many as forty in the year 1906.

Fire Protection.—Fire protection was also provided by the purchase of a fire tug which has been in active service day and night; material assistance was rendered in putting out two fires.

Development problem.—Development problems have been studied and the distinguished engineer, Mr. R. C. H. Davison of London, England, whose specialty is the development of ports, was engaged in conjunction with Mr. John Kennedy and Mr. Cowie in making a report on different systems to be considered, for the greater efficiency of the port of Montreal for shipping.

Development of Eastern harbour.—The early development of the eastern part of the harbour has received serious study.

Successful buoying of ship channel.—The commissioners state that the ship channel of the St. Lawrence river has been so successfully buoyed and lighted that ocean liners have come up to Montreal during the night.

Grain elevator.—The grain elevator has not been used as much as was hoped, owing to the Grand Trunk Railway elevator handling most of the grain at Montreal, but a conveyor is being constructed which will do away with the necessity of moving vessels around the harbour to receive grain cargo.

Conveyor equipments.—The system of carriers now under construction in connection with ten of the new permanent freight sheds, which system is pronounced the most complete in the world, will in the near future be put in operation. On the opening of navigation in 1908, it is expected that grain may be conveyed directly to three steamships at their usual berths and all equipment will be completed early in 1909. When completed it will be possible to deliver grain to any four vessels at a time, without moving.

It is expected that in view of this unexcelled system of delivery, and of the quantities of grain which will come to Montreal, when the new harbours and railway con-

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nections to Midland and Victoria harbour are completed that the elevator will have to be at least doubled in capacity by the erection of a new wing.

Work accomplished during year.—Part of the work accomplished during the year is as follows:

One and a half million tons of freight handled by Traffic Department.

Four hundred thousand tons of freight handled direct between car and shed and ship or vice versa.

Six acres permanent scoria paving laid, or twenty-eight thousand two hundred and thirty-four square yards.

Five and a half acres new concrete floor laid during winter.

Eighteen and a half acres new concrete floor laid since May 1, 1907.

Two and a half acres reinforced concrete roof laid since May 1, 1907.

One thousand six hundred tons of steel erected since May 1, 1907.

Three thousand five hundred tons of steel manufactured since May 1, 1907.

One thousand tons of steel delivered since May 1, 1907.

Three thousand seven hundred and eighty-six Raymond concrete piles driven since May 1, 1907. (Designed to carry shed loads of one hundred and fifty thousand tons).

Six thousand five hundred cubic yards of concrete foundation laid since May 1, 1907.

The whole of Jacques Cartier pier raised to high level.

Three miles of new railway track laid and ballasted.

Twenty-one and three-fourths miles old railway track repaired.

Six hundred feet new permanent concrete wharf erected, in addition to harbour dredging, blasting and filling.

Shipping using Port during 1907.

Seven hundred and forty-three sea-going vessels with a tonnage of.....	1,923,658 tons.
Fourteen thousand four hundred and twenty inland vessels with a tonnage of..	3,620,750 “
Total tonnage....	5,544,608 “

Capacity Present Harbour and Ship Channel.

Steamships drawing twenty-nine feet can use channel to Montreal.

Navigation opened April 27, 1907.

Navigation closed December 13, 1907—seven months and twenty days.

Least depth in channel, 30 feet, 10 inches.

Wharf Accommodation.

The extent of the wharfs at the end of 1907, is as follows :—

For 30 feet draught and over..	16,334 lin. feet or 3.097 miles.
For 25 feet to 27½ feet draught..	19,444 “ 3.682 “
Total deep draught..	35,798 “ 6.779 “
For 20 feet and under..	3,137 “ 0.594 “
Total wharfage end of 1907..	38,935 “ 7.373 “

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Summarized Statement of the Operations of the Harbour Commissioners of Montreal.

The harbour revenue was \$404,274.56, an increase of \$23,088.24 over that of the previous year. The increases were: wharfages on imports, \$15,116.44; local wharfages, \$6,107.47; rentals, &c., \$2,570.03; in all \$23,793.94, while the wharfages on exports decreased \$705.70, leaving the net increase as above.

The revenue from the grain elevator was \$7,970.63, an increase over that of the previous year of \$1,084.87.

The lower floors of five of the permanent wharf sheds were rented for \$14,600.

A traffic department was organized in May last, and there was received for switching cars on the wharfs \$71,815.93.

The revenue from all sources as enumerated above, was \$498,661.12, and the disbursements on that account were \$497,837.86.

The interest on loans was \$336,277.86, of which \$259,167.24 was for harbour improvements; \$55,401.20 on account of the new steel sheds, and \$21,709.42 for the grain elevator.

The amount disbursed on capital account was \$1,745,709.91, of which \$40,273.60 was on account of the grain elevator conveyor system; \$48,093.43 for harbour railway tracks; \$1,277,476.16 on account of the new steel sheds and the balance of \$379,861.72 on account of harbour improvements.

The following loans were received from the government, \$25,000 under the Act 1. Edward VII., chap. 9; \$1,010,000 under the Act 3, Edward VII., chap. 36; \$500,000 under the Act 6-7, Edward VII., chap. 30, making a total of \$1,535,000.

The bonded debt at December 31, 1907, was \$10,347,000 of which \$1,972,000 is due to the public, and \$8,375,000 due to the government, and upon which the average rate of interest is 3.35 per cent.

Number of Vessels and their Tonnage arriving at the Port of Montreal, 1907.

The number of sea-going vessels which arrived in port during the season of 1907 was 742; tonnage, 1,925,986, a decrease of 78 vessels and 47,237 tons from the previous year.

Of inland vessels, 14,420 arrived with a tonnage of 3,620,950, an increase of 1,863 vessels, and an increase of tonnage of 524,784 making a total of vessels of all classes of 15,161 and a total tonnage of 5,546,936, an increase of 1,784 vessels and 478,539 tons over the previous year.

Information of Improvement and Maintenance.

Interesting information is given in the report of the harbour commissioners respecting the stability of the elevator building, marine tower dock and dredging in the harbour to increase the width of the 30 foot channel, construction of the railway embankment along the harbour from Molson's creek, construction of a permanent new wharf, raising other piers to the high level, repairing wharfs and filling in the foundation of the steel freight sheds. Buoys and beacons were also placed in the harbour.

The electric lighting of the harbour was increased by a number of lamps and changes made in other lamps, the greatest number of lamps burning at any one time being 171.

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REPORT OF THE HARBOUR COMMISSIONERS OF TORONTO, ONTARIO.

The names of the Harbour Commissioners of Toronto are as follows:—T. S. Spence, chairman; J. T. Mathews, vice-chairmen, W. H. Pearson, T. L. Church, Ald. and P. B. Whytock; the harbour master is Colin Wm. Postlethwaite.

The harbour of Toronto is in extent about two miles east and west and one and a quarter miles north and south containing about two and a half square miles.

The harbour is perfectly land-locked; a formation of sand called the island extends the whole length of the southerly limit and east to the limit of Ashbridges bay adjoining the harbour.

There are two entrances to the harbour; the western entrance called the Queens Wharf channel; the east one which has been dredged and faced with piers being the chief entrance. Both entrances are provided with lights and carefully buoyed. A fog bell is established in the western channel and a steam fog-horn of modern pattern at the eastern entrance.

The average depth of water in the harbour is 20 feet and at the freight wharfs at all times 14 feet: a sufficient depth to accommodate any vessels which pass through the St. Lawrence or Welland canals.

There are no arrangements at Toronto for interchange of package freight, but it must be conveyed from docks to railway depots or from the depots to the docks.

There are twelve railway sidings to coal docks; twelve to lumber wharfs and one to the Richelieu and Ontario Navigation Companies' wharf for delivering fruit to the express companies.

The harbour was clear of ice on March 28, 1907; the first vessel arrived on April 1, and the last arrival was on December 15. The number of vessels arriving during the year loaded, was 3,651 and 10 unloaded; of this number 3,180 were propelled by steam and 481 were sailing vessels, the total tonnage was 1,640,354.

The following is the quantity of freight in tons received by water at the port; general merchandise 59,945; coal 155,915; lake stone, 4,530; fruit in barrels, 4,545, in crates, 45,530; in baskets, 202,581, and in bags, 271; ice, 5,823 tons; bricks, 30,000; grain, 8,200 bushels; horses, carriages and cattle 188, and oil in bulk 68,317 barrels.

The commissioners continued the work of dredging under contract in the western channel and at several wharfs in the harbour. In all, 14,255 cubic yards of material were removed at a cost of \$3,659.95.

The Public Works Department of the Dominion government carried on dredging operations in the eastern channel and approaches, making the channel at the approaches 20 feet in depth and 19 feet in depth between the piers. The approach to the channel at the outer part is 1,000 feet, narrowing to 400 feet between the piers.

The receipts for the year amounted to \$11,904.66 and the expenditure to \$5,415.75. The cash in bank and on hand at the end of the year amounted to \$9,286.17.

THE REPORT OF THE QUEBEC HARBOUR COMMISSIONERS.

The following comprise the Quebec Harbour Commissioners:—J. B. Laliberté, chairman; Dosithée Arcand, W. M. MacPherson, E. Dussault, Geo. Tanguay, M.P.P., W. N. Dobell, R. Larue and J. S. Thorn, commissioners. Officers, James Wood, secretary; St. Geo. Boswell, C.E., chief engineer.

The report of the commissioners for the calendar year 1907 was received, and will be printed in Supplement No. 1, to this report.

In order to show the extent of the harbour and the facilities for shipping, a short description of the Wet dock, Tidal harbour, Cross Wall and Breakwater is here given.

Wet dock.—The Wet dock is an inclosed basin of 40 acres water surface. Entrance 66 feet wide, depth of water, 28 feet over sill at high tide, general depth 25 feet.

Quay Frontage of the Wet Dock.

Louise Embankment Quay wall.. . . .	Frontage, 2,085 lin. feet.
	Min. depth of water, 25 feet.
Dominion Coal Co's berth.. . . .	Frontage, 400 lin. feet.
	Min. depth of water, 25 feet.
Cross wall north of entrance.. . . .	Frontage, 600 lin. feet.
	Min. depth of water, 25 feet.
Cross wall south of entrance.. . . .	Frontage, 230 lin. feet.
	Min. depth of water, 18 feet.

Tidal Harbour.

The Tidal harbour is a basin with a water surface of 20 acres; general depth of water 26 feet at low tide; the entrance to the basin is 200 feet wide.

Quay Frontage of Tidal Harbour.

Louise Embankment Quay wall (under construction).. . . .	Frontage, 1,070 lin. feet.
	Depth of water at low tide, 28 feet.
Cross wall, north of entrance.. . . .	Frontage, 600 lin. feet.
	Depth of water at low tide, 26 feet.
Cross wall, south of entrance.. . . .	Frontage, 150 lin. feet.
	Depth of water at low tide, 24 feet.
Point-à-Carey.. . . .	Frontage, 600 lin. feet.
	Depth of water at low tide, 29 feet.
Breakwater, Tidal harbour face.. . . .	Frontage, 680 lin. feet.
	Depth of water at low tide, 24 feet.

FRONT RIVER

Surface of Quays about 50 acres.

Point-à-Carey, Pond face.. . . .	Frontage, 280 lin. feet.
	Depth of water at low tide, over 40 feet.
River face.. . . .	Frontage, 580 lin. feet.
	Depth of water at low tide, over 40 feet.
Breakwater.. . . .	Frontage, 880 lin. feet.
	Depth of water at low tide, over 40 feet.
Breakwater extension completed.. . . .	Frontage, 850 lin. feet.
	Depth of water at low tide, over 40 feet.
Under construction.. . . .	Frontage, 610 lin. feet.
	Depth of water at low tide, over 40 feet.

There are eleven (11) landing sheds with a floor area of 186,350 sup. feet.

In connection with freight sheds, goods are trucked by hand to and from ships' gangways, and from there handled by ships winches; the only mechanical appliances for handling freight are the coal discharging plants of the Dominion and Nova Scotia Coal Companies, and the grain loading galleries and marine tower, connected to the harbours commissioners' elevator, capacity, 250,000 bushels, and the Canadian Northern elevator capacity, 1,000,000 bushels.

All railway lines run on docks owned by the harbour commissioners. Freight sheds have railway sidings on shore side and in some cases on dock front; open berths have sidings along dock front.

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Cold store has a refrigerated space of 100,000 cub. feet, and in connection with the cold store there is a general warehouse of four flats 130 x 35 feet.

The cross wall divides the wet dock from the tidal harbour, forms part of the quay frontage in both of the basins, and connects the Louise embankment with the city.

During the year the new cribwork to the quay front, Louise embankment, in the wet dock, was completed. In the tidal harbour five substructure cribwork blocks were sunk in position along the embankment quay front, making a finished length of foundation in the tidal harbour of 810 feet.

The cross wall was strengthened by tie rods.

A railway line running parallel to the main line has been partly completed, and when finished will connect with the sidings serving the various freight sheds and berths of vessels in the tidal harbour and wet dock.

Partial repairs have been made to the tidal harbour face of the breakwater and to the northern cribwork.

The range light at the northeast corner of the breakwater has been placed on the new metallic tower, and the railway tracks along the river front of the breakwater completed.

A receiving shed has been erected in connection with the cold store.

At the instance of the commissioners, the Dominion Government added 200 feet to their breakwater extension shed. The addition will allow three of the largest steamers to berth at the breakwater and extension shed at the same time, and will greatly facilitate the trade of the port. The commissioners acting as agents of the Public Works Department have the management of the breakwater and extension.

The cross wall drawbridge was operated for the first time the past season on April 15, and for the last time on December 6.

The water was retained in the wet dock for the first time on April 27, and for the last time on December 5, on which date the gates were allowed to remain open, and were secured for the winter.

The grain elevator and a brick building were purchased from the Quebec Terminal Company by the commissioners.

The expenditure of capital account during the year has been \$145,766.93.

Particulars of this expenditure will be found in a statement printed in Supplement No. 1 of this report.

The commissioners received advances from the Dominion Government during 1907 in connection with the work of deepening and strengthening the dock walls, of \$117,080.75.

The revenue of the commissioners for the year 1907 was \$108,623.19, an increase of \$5,723.57 over that of 1906, and the expenditure, \$87,369.33, leaving a surplus of \$19,253.81 over the working expenses and interest on \$350,000.

The vessels which landed cargo on the wharf numbered 235 with a registered tonnage of 1,119,239, and the vessels which loaded from the wharf were 67, tonnage 249,030 register.

REPORT OF THE THREE RIVERS, P.Q., HARBOUR COMMISSIONERS.

The following commissioners comprise the Harbour Board of Three Rivers, viz.:— F. A. Drolet, chairman; Jos. L. Fortin, Edmond Dufresne, P. A. Gouin, F. S. Tourigny and Gec. Balcer, secretary.

The present wharf accommodation extends from the western bank of the St. Maurice river up to the icebreaker, a distance of about 5,500 feet. Within this distance there are several wharfs; the St. Maurice Lumber Company's wharf used for local and inland waters traffic and one berth for an ocean going steamer; the harbour commissioners wharf with accommodation of 1,350 feet, the depth of water at the front of the wharf being from 30 to 35 feet and reserved exclusively for ocean going vessels. The commissioners have another wharf 420 feet in length with 25 feet depth of water for vessels of inland waters, and another wharf 300 feet, with a depth of 25 feet of water, that is used by passenger and freight lines.

The Richelieu and Ontario Navigation Company's wharf is between the last two mentioned wharfs and is used by the steamers of the company.

A private wharf intervenes between the 300 feet wharf of the commissioners and the new government dock. This new dock is 2,000 feet long and built of concrete with a minimum depth of 30 feet of water along the front extension and intended for ocean traffic exclusively.

The top surface of the commissioners wharfs varies from 200 to 275 in width and the government wharf from 200 to 300 feet, the area being over 500,000 square feet for the government dock alone.

Other wharfs are the old Grand Trunk wharf, the wharf at Cap la Magdeleine which accommodate large freight and passenger traffic.

A railway line runs along the whole water front and branches connect the port with manufacturing centres.

The port of Three Rivers is also directly connected with the most important trunk lines of the country, and facilities for loading and unloading freight from cars to the vessels and from vessels to the cars, have been provided. In the southern part of the harbour, however, there are no railway sidings.

The port is very favourably situated for shipping having a channel from 30 to 50 feet in depth along the wharfs very little current and a roadstead from 1,200 to 1,500 feet in width.

The commissioners have reported that there has been a great falling off in the ocean traffic of Three Rivers. This was due to the low prices prevailing in the lumber market of Great Britain, and to the fact that high water prevailed in the river enabling ocean going vessels to take full cargo at Montreal. Eight steamers, carrying two and a half million feet of lumber, sailed direct for Great Britain and one steamer for Cuba, carrying one hundred thousand feet. About ten million feet of lumber was sent to Montreal or Quebec for transshipment.

While ocean traffic diminished, the trade with the United States increased. This trade was carried on by canal boats and steam barges. The exports have nearly doubled within the last two years, amounting in 1907 to \$2,340,000. The quantity of lumber exceeded twenty-five million, feet valued at \$450,000, pulpwood, eighty-eight thousand cords; wood pulp, \$200,000; paper, \$200,000; asbestos, \$213,000; aluminum, \$167,000.

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Number of vessels inward, 30, with a tonnage of 56,120 and the same vessels outward, steam barges and canal boats to the United States, 990, tonnage, 117,979. Inland traffic tugs, steamboats and barges, 364, tonnage, 42,242, making a total of 1,384 vessels, barges and canal boats with a tonnage of 216,261 exclusive of passenger and market boats.

The receipts from wharfage rent of wharf, tonnage dues, harbour dues inwards and outwards, amounted to \$16,912.97. Proceeds from depentures and material sold \$3,046.92. Balance of cash on hand and deposit in bank of \$8,413.13, making a total of \$28,373.02. The disbursements on revenue account, including sinking fund and interest on debentures, amounted to \$16,740.12; on capital account, \$1,417.65; deposit in bank, \$9,099.61, and claim on debentures, \$1,115.64, making a total of \$28,373.02.

HALIFAX HARBOUR.

The Harbour Master at Halifax has furnished a report giving particulars of the area of the harbour and its facilities for loading and unloading vessels, wharf accommodation, &c.

Halifax harbour from Georges island to the Narrows is about 3 miles long by three-quarters of a mile wide; the depth of water at low tide is from 10 to 14 fathoms with good anchorage ground.

There are 17 wharfs capable of accommodating coasting and freighting vessels with an area of 125,559 square feet, upon which a number of sheds are built.

There are also 22 wharfs capable of accommodating steamers from 1,600 tons upwards with an area of 330,335 square feet and shed area of 104,981 square feet; the depth of water measuring from 29 to 46 feet. At these wharfs, vessels can load into the sheds and one cold store which will contain 1,000 tons.

In addition to the wharfs above mentioned, the Halifax Tramway Company and the Dominion Coal Company own quays which together hold about 7,000 tons of coal.

The King's wharfs, two in number, used by the military, have a frontage of 250 feet, with depth of water of 20 feet. The dockyard is about 2,700 lineal feet, and water of a depth of from 12½ to 36 feet.

The graving dock, 600 feet long, has a frontage of 825 feet, with three wharfs used as quays and three sheds with an area of 21,552 feet. The depth of water at these quays is from 36 to 51 feet. All the above measurements are at low tide.

The Intercolonial Railway wharf has tracks laid upon it together with a coal chute and grain carrier, and vessels can be discharged into cars and stores alongside.

THE REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY.

The names of the commissioners are:—A. J. McDonald, M. W. Lawlor, and Wm. Hackett.

During the year the number of vessels visiting the port was as follows: 755 ocean steamers, registered tonnage, 1,111,249; coastwise steamers, 214; registered tonnage, 61,447; barks, 6; tonnage, 4,194; barkentines, 10; tonnage, 1,875; brigantines, 1,470; schooners, 742; tonnage, 36,950.

The coal shipments amounted to 1,752,511 tons and the iron ore received to 126,820 tons.

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North Sydney is a safe harbour, easy of access for vessels of all classes, with good anchorage anywhere inside the heads. The water area of the harbour is about twelve square miles, with a depth for anchorage of 46 feet at high water and 42 feet at low water.

The port is the terminus of the Intercolonial Railway and has the following wharf accommodation:—The pier used by the railroad has sheds for good accommodation; depth of water alongside of pier, 24 feet running 200 feet at high water and 20 at low, the depth at the inner end of the pier varies from 24 feet to 10.

The Nova Scotia Coal and Steel Company owns two cargo piers, one 900 feet long with a depth of 28 feet of water at high tide. Storage pockets for coal of 5,000 tons, the top of the pier is 70 feet and the discharging end of the chutes 45 feet above high water. The second pier is 650 feet in length and on it are fitted up two gentry cranes with lifting power of ten tons each. The dock between the two piers has been dredged to a depth of 28 feet, and at the end of the dock is a low level wharf 250 feet in length, available for landing and storing goods.

There is also a breakwater in the harbour east of the piers 1,500 feet in length with a depth of water of 16 feet for 300 feet of its length at low water.

There are three other good wharfs about four hundred feet in length, with a depth of 20 feet at high, and 16 feet at low water. They have large warehouse accommodation.

There is a small marine railway capable of hauling out vessels of 250 tons register.

There is a rise and fall of four feet ordinary spring tides.

REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE, ONT.

The names of the commissioners are: David Price, chairman; the mayor for the time being, and T. S. Carman.

Navigation opened in Belleville harbour on April 11 and closed December 2, for the year 1907.

The imports by water stated in the report were as follow:—640,750 feet of lumber; 451,000 laths; 18,370 tons of coal; 1,512 tons of merchandise, and 297 tons of clay. The exports were 962½ tons of merchandise; 1,019 tons of cheese; 2,052 bushels of grain; 24,699 logs and cedars; 95,000 feet of lumber, 29½ tons of iron, and 100,000 shingles. The total amount of dues collected was \$2,385.93.

THE HARBOUR OF ST. JOHN, N.B.

The harbour of St. John, N.B., is under the control of the city corporation, and the latest information respecting the harbour has been obtained through the agent of this department from the city and owners of wharf property.

The tide rises and falls in the harbour of St. John from 20 feet at ordinary neap tides to 28 feet at spring tides. The rise and fall of the tides keep the harbour free from ice all the year. The port is the terminus of several steamship lines in winter. Partridge island protects the harbour on the south side, and from Partridge island to the head of the harbour is a distance of two and one-half miles. There are two channels, known as the east and west, on each side of the island. The east channel is 800 feet wide, varying in depth from 22 feet to 30 feet at low water, spring tides, and is

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used by all vessels drawing more than nine feet of water. The channel is being deepened and will shortly be navigable at any stage of the tide for the largest steamers.

About one mile inside Partridge island, a beacon marks the western boundary of the main channel, and from the beacon looking north to the head of the harbour it is one and a half miles long and from 1,400 to 2,900 feet wide, and this harbour is fully developed.

There are at present in use 15 deep-water berths for ocean steamers, with capacious warehouses, seven berths for steamers drawing not more than 10 feet of water, and one mile and a half of frontage, including slip-faces at which vessels can be moored and receive cargoes although grounded, without inconvenience or damage. The facilities for repairing consist of sets of blocks owned by the city and private concerns.

The anchorage grounds in and adjacent to the harbour extend over a wide area. For large vessels there is ample anchorage accommodation, and the bottom is composed of soft mud with gravel in places.

There are 33 wharfs, ranging in length from 200 to 1,540 feet. There are 15 large sheds besides coal sheds and pockets. There are about 18 railway sidings belonging to the Pacific Railway Company, the Intercolonial railway and the New Brunswick Southern railway adjacent to the wharf sheds. At 19 wharfs the depth of water ranges from 18 to 31 feet at low water. At 18 wharfs it is 20 feet at high tide.

A cold storage plant is owned by the New Brunswick Cold Storage Company and is located beside and facing the Intercolonial pier. Any large or small vessel running into the port may easily dock there at any time. There is siding accommodation for sixteen cars at one time, operated either by the Intercolonial or Canadian Pacific railways, when required. The cold store, in addition to large space for general storage, has accommodation of 80,000 cubic feet for fresh fish.

VANCOUVER HARBOUR.

The Harbour Master of Vancouver has furnished a description of the wharf accommodation at Vancouver. The Canadian Pacific Railway wharfs have an area as follows: Main wharf, 2,800 lineal feet berthing accommodation and 270,100 square feet area. For a distance of 1,160 feet the depth of water is 27 feet at low tide and 43 feet at high tide; for a distance of 1,640 feet the depth of water is 23 feet at low tide and 39 feet at high tide. The company owns five freight sheds, with an area of, 136,510 square feet.

They have also a transfer slip, at present handling two barges per day of twelve cars capacity each; the business can be increased by employing more barges.

The means of loading and unloading employed, are generally by ships tackle and trucking, and one steamer crane five tons capacity. One derrick of 30 tons capacity for loading direct from the cars to ships is under construction. Railway tracks are adjacent to all sheds.

A new wharf is under construction which will add 1,500 lineal feet of berthing, 126,000 square feet of area and sheds of 33,000 square feet. The depth of water alongside the wharf is 30 feet at low tide and 40 feet at high tide.

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The Evans Coleman wharf has a surface area of 169,540 square feet; depth of water at high tide from 36 to 57 feet, at low tide from 20 to 41 feet; the number of sheds on the wharf is 13 and the area of floors is 128,315. A railroad siding runs to the end of the westerly arm of the wharf and cargo can be loaded into and out of steamers direct.

The Vancouver Ice and Cold Storage Company have two public cold storage buildings; one for butter, cheese and eggs, and the other for freezing and storage of fresh fish. These buildings are on the water front and have a railway siding. The present storage capacity is 350,000 cubic feet and the ice making capacity 50 tons per day.

The MacDonald Marpole Company, Limited, own bunkers; capacity about 600 tons, and two coal sheds of 2,000 tons capacity.

The 'Union S. S. Company, lease a wharf from the Canadian Pacific Railway Company, which has a surface area of 59,500 square feet, depth of water alongside is from 36 to 12½ feet at low tide. On the wharf are four sheds, area of floors 24,450. There is a railway siding to one shed.

Messrs. Brown and Howey have a large warehouse for feed, hay and grain, and the outer end on the wharf is occupied by the New England Fish Company, operating four steamers in the halibut fishery.

In False creek there are about 15 small wharfs and one wharf in the east end of the city owned by the Sugar Refiners Company.

The harbour of Vancouver is very capacious and well sheltered in parts from storms.

VICTORIA HARBOUR.

The wharfs in Victoria are divided into three groups; the outer wharfs, sometimes called the ocean docks, are used by ocean going steamers. They are situated on the east side of the entrance of the inner harbour and consist of two wharfs, the old and the new wharf. The old wharf is 754 feet long on one side and 590 feet on the other; it is 100 feet wide except at the outer end, where it is 140 feet wide. The freight shed upon this wharf is 524 feet long by 60 feet wide, giving a floor space of 31,440 feet.

At the new wharf, ships use the north side and end only, the berthing space at the side is 940 feet and 140 feet at the end. The freight shed is 770 feet long, giving 47,900 superficial feet of shed room. The general depth of water at these wharfs at low tide is 33 feet excepting at one spot where the water is 26 feet only.

The wharfs of the inner harbour have a frontage of 4,136 feet and shed area of about 84,000 superficial feet. These wharfs lie along the city front and the depth of water at low tide ranges from 12 to 18 feet.

Around the inner harbour there are 11 wharfs owned by industrial concerns. These have a frontage of some 15,000 feet, depth of water from 6 to 12 feet at low tide. Sheds on these wharfs have a floor space of about 20,000 feet.

There are no railway connections at Victoria wharfs. The city has one cold storage plant and shed of 30,000 cubic feet capacity.

Steamers use their own winches for loading and unloading, but freight in coasting

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steamers is handled by small trucks. Sailing vessels are loaded by means of movable hoisting engines.

The anchorage ground for large vessels is the Royal Roads outside the harbour, in summer, and at Esquimalt in winter, where from five to eight fathoms of water with mud bottom may be had.

LEGISLATION.

Section 4 of the Canada Shipping Act, Chapter 113 of the Revised Statutes, was repealed.

The Governor in Council may now make regulations in respect of the manner in which ships belonging to His Majesty may be registered as British ships.

Section 27 of the said Act was amended, relating to the names of ships.

Paragraph (f) of section 72 describing the meaning of a coasting voyage, the said Act is amended by inserting section 75A after section 75 relating to the examination of masters and mates.

Section 96 was amended by striking out the words 'one hundred,' and substituting 'one hundred and fifty,' relating to a ship on a coasting voyage carrying a certificated master.

Section 97 of the said Act is amended by striking out the words 'two hundred' and inserting 'four hundred,' relating to certificated mates in certain cases.

Section 100 of the said Act is amended by inserting after the word 'hire' the words 'or to steamers of not more than five tons, gross tonnage,' relating to certificated officers.

Section 120 of the said Act is amended, relating to going to sea without a certificate.

Subsections 1 and 2 of section 141 are repealed, relating to fees in engagement or discharge of seamen.

Section 384 of the said Act was amended by striking out the word 'two' and inserting the words 'one' and 'one-half,' relating to tonnage duty.

Sub-paragraph (v) of paragraph (c) of subsection 1 of section 477 is amended, relating to pilotage dues and exempted ships.

Section 714 of the said Act is repealed and a new section 714 substituted, as to deck loads in winter, the carrying of heavy wood goods, light wood goods, exemption from fines in certain events, and the interpretation of both heavy wood goods and light wood goods, and the space in which wood goods are carried.

Subsection 2 of section 724 of the said Act is amended by striking out the word 'twelfth' and substituting the word 'sixteenth,' relating to deck loads.

Chapter 46 of the Statutes of 1906 is repealed, relating to deck loads.

Section 732 of the said Canada Shipping Act is amended by adding the words 'certificates,' 'includes license and branch license,' relating to wrecks, &c.

Section 781 is repealed and a new section 781 substituted, relating to the commissioner for formal investigations and the court.

Section 782 of the said Act is repealed and a new section 782 substituted, relating to the duty of the court of investigation; the said Act was also amended by inserting after section 782 a new section 782A, relating to preliminary investigation being unnecessary.

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Section 784 of the said Act is repealed and a new section 784 substituted, relating to assessors and their qualifications.

Section 785 of the said Act is repealed.

Section 786 of the said Act is repealed and a new section 786 substituted relating to oaths of commissioners and assessors.

Section 796 of the said Act is repealed and a new section 796 substituted, relating to the court requiring delivery of certificates.

Paragraphs (i) and (j) of section 565 of the said Act are amended in respect of the meaning of the word passenger on a steamboat.

Chapter 47 of the Statutes of 1907 is repealed.

Sections 566-7-8 of the Canada Shipping Act are repealed and a new section enacted as section 566 of the said Act, relating to the use of boilers in steamboats belonging to His Majesty, and also including steam dredges, floating elevators, steam yachts and freight boats, as regards the yearly rate or duty and carrying of life buoys.

Section 591 of the said Act is repealed and a new section 591 substituted, relating to injury to steamboats.

Section 598 of the said Act is repealed and a new section 598 substituted in regard of an inspector seeing that steamboats have proper lights.

Section 621 of the said Act is amended by striking out the word 'passenger,' relating to wire ropes and bell-pulls.

Section 632 is repealed and a new section 632 substituted, relating to temporary certificates to act as engineer.

Paragraph (c) of subsection 3 of section 640 of the said Act was amended, relating to qualification of third-class engineer.

Subsection 1 of section 141 of the said Act is repealed and a new section 641 substituted, forbidding the employment of an engineer without a certificate, and a proviso as to temporary supply of deficiency.

Section 657 of the said Act is repealed and a new section 657 substituted, relating to the omission to report injuries to hulls, machinery and boilers.

Section 666 of the said Act is repealed and a new section 666 substituted, relating to the engagement of a non-qualified engineer, and the penalty.

Section 798 is repealed and a new section 798 substituted, relating to the copy of judgment to be given.

Section 799 of the said Act is repealed and a new section 799 substituted, relating to judgment to be sent to the minister, also the certificate of the officer affected.

Subsection 3 of section 801 is amended, relating to the cancellation or suspension of holders of certificates.

Section 806 of the said Act is repealed and a new section 806 substituted, relating to rehearing of a case.

Section 806 is also amended by substituting 806A relating to no appeal beyond rehearing and proceedings to be quashed for want of form.

Section 820 of said Act is repealed and a new section 820 substituted, relating to penalty for failure to deliver a certificate.

The schedule to the said Act is amended by adding certain forms.

An Act, Chapter 66, relating to signal dues at Halifax, was enacted.

F. GOURDEAU, *Lt.-Col.*,

Deputy Minister of Marine and Fisheries.

OTTAWA, April 1, 1908.

APPENDIX No. 1.

ANNUAL REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT
OF MARINE AND FISHERIES.

The Deputy Minister of Marine and Fisheries.
Ottawa.

SIR,—I have the honour to submit a report of the work done in the several services under the supervision of this office during the twelve months ended March 31, 1908.

This embraces work done at departmental headquarters on the construction of lighthouses, lightships and fog-alarms, the supervision of construction and repairs of lifeboats; the administration of the vote for the removal of wrecks and obstructions in navigable waters; tidal and current surveys; and the publication, examination and correction of hydrographic charts; construction of and repairs to fish hatcheries and refrigerators; engineering points in connection with the construction and maintenance of fish-passes; supervision of surveys of oyster beds; examination of applications for foreshore, wharf and other lots as they affect the interests of navigation; preparation and publication of notices to mariners and hydrographic notes, &c.

STAFF.

There is a special staff appointed for the tidal and current survey work; the remainder of the work of the branch is attended to by the general staff of the office.

The following changes have been made during the year in the staff of my office :

On May 1, 1907, Mr. E. M. Longtin, formerly on the department's hydrographic work was transferred to my branch as assistant engineer at a salary of \$1,000.

On May 6, 1907, Mr. A. Martin was appointed a draughtsman at \$75 per month.

On July 8, 1907, Mr. G. E. Dowling resigned his position as a draughtsman.

On July 17, 1907, Mr. A. E. Dion was appointed a draughtsman at \$70 per month, but resigned his appointment on August 30.

On July 13, 1907, Mr. T. E. Calderon was appointed a draughtsman at a salary of \$75 per month.

On October 23, Mr. T. N. Binks was appointed a draughtsman at \$50 per month.

During the year assistants from the office were increasingly employed in supervising work of construction: M. de Miffonis in inspecting the construction of a reinforced concrete tower on Little Hope island, and in building a similar lighthouse at Cape Anguille, Mr. Longtin in superintending work at the Lower Traverse; and Mr. Surtees on inspection work.

The system of having district resident engineers to attend to details of construction and repair work is found to work well, as it would have been impossible to attend to the great quantity of work now involved in the improvement of aids to navigation, from headquarters. I wish to bear testimony to the efficient services of Mr. Légère in the maritime provinces; Mr. P. E. Parent in Quebec, and Mr. Murphy on the upper lakes. It seems desirable that the same system should be extended to British Columbia.

OFFICE WORK.

A large proportion of the work done by the general staff of the branch consists in the construction, repair or improvement of light buildings, fog-alarms, beacons and other aids to navigation. Full details of the work done in this connection during the

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past twelve months are contained in a separate report which is attached hereto. (Inclosure A.)

Plans and specifications for all important new buildings and repairs, new vessels, &c., are made or approved in this office.

The following table indicates the work done in the drafting office during the twelve months ended March 31, 1908 :—

Description of Work.	Plans Designed.	Plans Received.	Copies Made.
Lighthouse towers and dwellings	34	4	177
Fog alarm buildings	13	2	74
Details	45	26	301
Wharfs, piers, &c.	2	1	13
Outbuildings	1	.....	22
Machinery	1	23	12
Lanterns and illuminating apparatus.....	.....	6	3
Fish hatcheries.....	1	2	11
Marine hospitals.....	.....	.....	9
Steamers .....	.....	.....	9
Land surveys.....	2	24	40
Plans relating to foreshore.....	3	196	36
Miscellaneous.....	9	189	200
	111	473	913

Total plans for twelve months from April 1, 1907 to March 31, 1908.....	1,497
Charts received and recorded	139
Charts received and entered in chart books.....	36
Photographs received and recorded	288
Specifications written	35
Notices to mariners issued (comprising 363 subjects)	137

PUBLICATIONS.

The work of preparing and issuing notices to mariners continues to be heavy and urgent; during the past twelve months, 137 notices, covering 363 subjects, having been published. Amongst important notices, involving considerable labour in compilation, and representing useful work done in the department, are:—

An index to last year's notices; sailing directions and re-arrangement of lights and buoyage at Limekiln crossing, Ont.; list of aids to navigation in Rideau canal, Ont., from Merrickville to Edmunds' lock; list of aids to navigation in Restigouche river, N.B.; hydrographic information respecting Masset harbour and buoyage in Dodd and Cunningham passages, B.C., and hydrographic information respecting dangers and sailing directions in Parry passage, Queen Charlotte islands, B.C.

During the past twelve months notices relating to waters outside of Canada were issued, covering 13 items relating to Newfoundland and Labrador, 1 item relating to the Atlantic, 6 to the inland, and 7 to the Pacific waters of the United States, as well as 16 notices referring to transatlantic subjects. No attempt is made to issue a complete synopsis of British or foreign notices, but merely to republish items likely to be of immediate interest to Canadian vessels, or to vessels leaving Canadian ports for the more important or frequented foreign ports.

REMOVAL OF OBSTRUCTIONS.

During the past twelve months the following work has been done, under the annual appropriation for the removal of wrecks and obstructions:—

The schooner *Southampton*, which sank in Sarnia bay, Ont., was moved by the Reid Wrecking Company, of Sarnia, the contract price being \$950.

Tenders were called for the removal of the wrecked schooner *M. C. McLean*, which

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sank near the wharf at Baddeck, N.S. One tender only was received, which being considered too high, the owner of the vessel was requested to remove the wreck at once.

The schooner *Nova Stella* sank in Amherst harbour, Magdalen islands, in October, 1907, and tenders were called for its removal. One tender was received, which being considered too high, further action on the matter was delayed until the spring of 1908.

The schooner *Mary H. Ames* sank near Port Daniel, P.Q., and was removed by contract by Mr. Peter Deraiche, of Port Daniel, P.Q., the contract price being \$200.

HYDROGRAPHIC WORK.

The hydrographic surveys of this department are now in charge of Mr. W. J. Stewart, who will make a special report of the year's progress.

All hydrographic notes reaching the department are prepared for publication in this office, and embodied in notices to mariners.

In preparing notices to mariners, special attention has been paid to publishing all information obtainable respecting the hydrography of Canada, and the fullest possible sailing directions have been appended to all descriptions of aids to navigation, so as to increase the value of these notices. During the past twelve months the following hydrographic notes were published:—

Affecting the Atlantic Coast.—Derelict reported in Atlantic ocean; bank reported in Bay of Fundy; government survey steamer at work in Bay of Fundy; Quaco light-house destroyed by storm; time signals sent from St. John observatory by wireless telegraphy to Camperdown for transmission to ships within the zone; and removal of wrecks of schooners *Ripple* and *Ida M. Shaffner* from Port Bickerton harbour.

Gulf and River St. Lawrence.—New edition of Gulf telegraph chart published; publication by the department of hydrographic charts, St. Lawrence river, No. 1, (Montreal to Longue Pointe), No. 10 (vicinity of Port St. Francis), No. 11 (Three Rivers to Bécancour), No. 12, (Bécancour to Champlain), No. 13 (Champlain to Pointe Citrouille), No. 14 (Batiscan to Cap Levrard), No. 15 (Cap Levrard to Ste. Emelie) and No. 16 (St. Emelie to Deschambault); changes in pilotage regulations below Quebec; list of aids in Restigouche river, N.B.; alterations in buoyage on Lake St. Peter; and uncharted rocks reported in Watagheistic sound, Hare island and Rocky bay.

Inland waters.—New edition published of Canadian list of lights and fog signals; list of storm signals on great lakes and connecting waters; lights on great lakes to be kept in operation until December 10, 1907; rearrangement of buoyage and magnetic variation in Kingston harbour, Ont.; wreck of *Sir Wilfrid* marked by gas buoy; wreck of tug *W. B. Castle* removed from Detroit river; and uncharted rock reported off north-east Hen island, Lake Erie.

Pacific Coast.—Chart of Prince Rupert harbour issued; list of wireless telegraph stations in British Columbia; hydrographic notes and sailing directions respecting Lofy island, Petrel channel, and Parry passage and approaches; uncharted rocks and dangers reported in Tofino inlet, Dixon entrance off Frederick island, between Larcomb and Frank islands, Skincuttle inlet, Mosquito harbour, Zayas island, Hand island, and shoals reported in southern approach to Prince Rupert harbour; hydrographic information respecting Masset harbour, Graham island; and directions for entering Naden harbour, Queen Charlotte islands.

ICE-BREAKING.

The work of ice-breaking in Thunder bay and vicinity was continued during the past year. Contracts for the work were awarded, as in previous years, and the work was carried out in a satisfactory manner.

(1) A three years' contract was entered into with the Canadian Towing and Wrecking Company, Limited, of Port Arthur, to keep the harbours of Port Arthur,

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Fort William and West Fort William open for navigation until December 17, in each year, and to open the same each spring in time to admit upward bound vessels from Sault Ste. Marie to enter the harbours as soon as that canal was opened for navigation. The contract price is \$30,000 per season, which also includes an agreement to remove all the lightkeepers in the vicinity from their stations at the close of navigation in each year. The contractors carried out the work as above specified; the whole being under the constant supervision of the respective harbour masters of the ports referred to.

Strong representations were made to the department that it was extremely necessary to see that the receiving ports at the eastern end of the chain of lakes were kept open, to correspond with the harbours of Port Arthur, and Fort William. Three ports were recommended by the Marine Association of Canada for favourable consideration in this respect, and arrangements were made as follows:—

(2) A contract was entered into with the Midland Towing and Wrecking Company, Limited, of Midland, to keep the harbour of Midland open until the close of navigation of 1907, for the sum of \$4,000.

(3) A contract was entered into with Mr. C. E. Pratt, of Parry Sound, to keep the harbour of Parry Sound open until the close of navigation of 1907, for the sum of \$300.

(4) A contract was entered into with Messrs. R. S. Fisher and A. Montgomery, of Collingwood, to keep the harbour of Collingwood open until the close of navigation of 1907, for the sum of \$300.

In each of the above cases the work was satisfactorily done, under the supervision of the harbour masters of the respective ports.

TIDAL AND CURRENT SURVEY.

In this survey under the direction of Dr. W. B. Dawson, substantial progress has been made both in the tidal branch and in the investigation of the currents. The quantity of information sent out in reply to special requests is steadily increasing. This is of a very varied character, including such matters as the low-water datum for hydrographic surveys, tide levels for dredging purposes, the range of the tide required in wrecking operations, water temperature desired for investigations of fish immigration, &c.; besides requests for information which can be found in reports and tide tables already published. The need for information on the tides at the smaller harbours is also constantly increasing, to meet the growing tendency to ship lumber and other produce direct from the smaller localities.

Investigation of the Currents.—The work indicated as proposed, in the last report, has been fully carried out; the C.G.S. *Gulnare* being employed throughout the season in completing the investigation of the currents in the Bay of Fundy. The observations of the two seasons of 1904 and 1907 were reduced to a uniform basis, with relation to the tide at St. John, N.B., so as to bring the movements of the current into correspondence with the tide itself, as given in the tide tables for that port. To secure a complete and satisfactory comparison, the observations in the steamer were taken continuously, day and night. The results, when brought to the most concise and practical form, are published as 'Tables of hourly Direction and Velocity of the Currents, and the time of Slack Water.' The region included in these tables comprises the lower part of the Bay of Fundy below St. John, and its approaches as far as Cape Sable. A chart, accompanying these tables, shows the chief results in a graphic manner. These are the only tables of the state of the current, hour by hour, similar to those prepared for the coasts of Europe, which have yet been published for any North American waters of extended area.

Staff.—These investigations of the current were carried out under the personal supervision of Dr. Dawson, with the assistance of Mr. S. C. Hayden in both seasons, and Mr. H. W. Jones in 1904 and Mr. C. L. Blois in 1907. The night observations

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were taken by assistants engaged temporarily. Captain T. G. Taylor, the master of the *Gulnare*, gave valuable co-operation in the work, in addition to his ordinary duties. Mr. Hayden had also charge of the meteorological observations on board, and Mr. Jones afterwards assisted largely in the office reduction of the observations.

The same staff carry out the calculation and publication of the tide tables during the winter season, together with the reduction of the tidal observations on which they are based; and also the erection, inspection and repair of the tidal stations themselves.

Tidal Stations and Tide Tables.—The principal tidal stations on the St. Lawrence and Atlantic coasts have been maintained in continuous operation throughout the year; as well as the six stations on the Pacific coast. A new station at Charlottetown, P.E.I., has been erected and fully equipped. This will serve as a principal station for Northumberland strait, and will place that region on an independent basis. The tidal station at St. Paul island has also been rebuilt; as this is essential as a port of reference, in view of proposed observations in Miramichi bay and Chaleur bay. In British Columbia, the tidal stations have been inspected and put in repair; and the tide gauge at Vancouver has been replaced by a special type of recording instrument which is better adapted to the tide in that harbour.

The information published in the tide tables is being extended year by year. The principal additions for Eastern Canada are the full tables for Cap à la Roche and Beaujeu bar, which are the shallowest points in the St. Lawrence ship channel above and below Quebec, until dredging operations are completed. The demand for local information, beyond the scope of the tidal tables, is also on the increase. This is prepared by extra work in the office, without involving expense, and is published in local papers, tourist guides, &c., or is posted as type-written tables in hotels at sea-side resorts, where it is much appreciated.

In the tide tables for British Columbia the principal additions to be noted are tables for the turn of the current in First narrows at the mouth of Vancouver harbour. Similar tables are annually calculated for Active pass and Porlier pass; and the value of these is apparent, as the maximum strength of the current is from five to nine knots, and the traffic through these passes is largely handled by tugs which have to time their trips to accord with slack water. There is also a special table which shows the variation of the time of the tide at Prince Rupert, the terminus of the Grand Trunk Pacific Railway. New data are also given for ports at the mouth of the Skeena river, and for the Queen Charlotte islands, where the harbours are beginning to assume importance.

The edition of the tide tables has now reached a total of 12,000. This includes two pocket editions for Quebec and St. John, chiefly for the convenience of the pilot service. A large proportion of these tide tables are addressed individually, besides the supplies sent to the various shipping companies and steamship lines.

The Great Lakes.—Arrangements have been made for observations on the Canadian shores of the great lakes, which will give valuable comparisons with those on the United States side, as they will show the raising and lowering of the water in the harbours under the influence of the wind. The record of the water level in Lake Ontario, as recorded at Toronto by the harbour master, will hereafter be forwarded to this Survey.

Proposed work for the season of 1908.—During this season it is proposed to make an investigation of the currents in Northumberland strait. It is known that these currents are very complex, so much so that mariners usually suppose that they are chiefly governed by the wind. But such preliminary observations as have been obtained by this Survey indicate that they are in reality dominated by laws of an astronomical nature, like the tides themselves. It is thus hoped that when they are systematically investigated with modern appliances, it may prove possible to bring the results into such relation with the tide as may be sufficiently simple for practical

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purposes. With this view, the observations will be continued day and night, to obtain a complete basis of fact.

The currents in this strait have much importance, as their strength amounts to nearly three knots; and a knowledge of their true nature would throw light on the movement of the ice during winter navigation, as well as in the summer season.

Respectfully submitted,

WM. P. ANDERSON,

Chief Engineer.

Chief Engineer's Office,
Department of Marine and Fisheries,
Ottawa, Canada, April 1, 1908.

(INCLOSURE A.)

DETAILED REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT
OF MARINE AND FISHERIES ON CONSTRUCTION, ESTABLISHMENT
AND IMPROVEMENT OF LIGHTHOUSES AND OTHER AIDS TO NAVI-
GATION UP TO MARCH 31, 1908.

To the Deputy Minister,
Department of Marine and Fisheries,
Ottawa.

SIR.—I have the honour to submit a detailed report on work done in the construction and establishment of aids to navigation for the twelve months ending March 31, 1908.

NOVA SCOTIA

NEW AIDS TO NAVIGATION.

Port Greville.—A lighthouse was established at this port. It is an inclosed wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern: the whole painted white. The tower is 27 feet high from its base to the ventilator on the lantern. The work was done by contract, by Mr. John D. Reid, of Wallace bay, N.S., the contract price being \$790.

Bass River.—A lighthouse was built on the west side of the mouth of Bass river, Cobequid bay. The tower stands on the shore about 400 feet northward of and inside the point on the west side of the mouth of Bass river. It is an inclosed wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The building is 32 feet high from its base to the ventilator on the lantern. The light is a fixed red light, elevated 39 feet above high water mark, and visible 7 miles from all points of approach by water. The illuminating apparatus is dioptric of the sixth order.

The work was done by contract, by Mr. S. Beckwith, of Bass river, N.S., the contract price being \$450, but an additional sum of \$200 was allowed him on account of the lighthouse site being changed after he had brought all his materials to the old site, and had started construction work.

Little Hope.—A reinforced steel concrete cylindrical tower was erected at this station. It is 10' 6" in diameter, 75 feet high from its base to the lantern platform.

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and 95 feet high to the vane on the lantern. It is surmounted by a circular iron lantern, and the tower is strengthened throughout its whole height by six concrete ribs. A reinforced concrete stairway is constructed within the tower from its base to the lightroom floor. The tower was built by contract by the Steel Concrete Company, Limited, of Montreal, the contract price being \$7,250. A steel framed concrete dwelling for the keeper was also erected, the steel framework being supplied by Messrs. I. Matheson & Co., of New Glasgow, N.S., for \$800, and the building erected by day's labour, under the supervision of the Nova Scotia agency, at a cost of \$2,860.91.

Harbour Island.—The wooden lighthouse tower and outbuildings mentioned in last year's annual report, as being under construction, were completed. The lighthouse consists of a square wooden building, with a square wooden lantern rising from the middle of its hip roof. The sides of the building and lantern are painted white, and the roofs are painted red. The height of the lighthouse from its base to the top of the ventilator on the lantern is 35 feet.

The light is an occulting dioptric white light of the sixth order, visible for 8 seconds and eclipsed for 4 seconds, alternately. It is elevated 37 feet above high water mark, and visible 11 miles. The work was done by contract by Mr. Stewart C. McMillan, of Isaacs Harbour, N.S., the contract price being \$1,595.

Goillon Rock.—A beacon was erected on Goillon rock, Lennox passage. It consists of an octagonal concrete pyramid, 15½ feet high. The work was done by day's labour under the Nova Scotia agency, at a cost of \$762.77.

Fourchu Head.—A lighthouse was established on Fourchu head (the point on the south side of Fourchu inlet), Cape Breton. The tower stands near the end of the point, 130 feet back from high water mark, on land elevated 20 feet above high water mark. The tower is an inclosed wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 32 feet. The light is a fixed red dioptric light of the sixth order, elevated 48 feet above high water mark, and visible 8 miles from all points of approach. The work was done by contract, by Mr. Lawrence Murry, of Amherst West, N.S., the contract price being \$700.

Glace Bay.—Range light towers were erected in Glace cove, Glace bay, and were put in operation on December 15, 1907. The front tower stands on the north pier at the entrance to Glace cove, 10 feet from its outer end. The tower is an inclosed wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 22 feet. The light is fixed red dioptric of the sixth order, elevated 23 feet above high water mark, and visible 6 miles from all points of approach.

The back tower stands on the south side of Glace cove, about 75 feet back from the water's edge, and distant 1,900 feet from the front tower. It is an inclosed wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 42 feet. The light is fixed red catoptric, elevated 51 feet above high water mark, and visible 8 miles in, and over a small are on each side of, the line of range. The lights in one lead into the entrance of the harbour between the north and south piers, clear of all obstructions. The work was done by contract by Mr. Angus McCaskill, of Glace Bay, N.S., the contract price being \$1,375, and extras of \$40 were allowed.

Amherst.—Two wooden range light towers were erected at Amherst. The towers are square in plan, with sloping sides, lantern galleries, and are surmounted by square wooden lanterns. The back tower, on a concrete foundation, is 20 feet square at its base and is 42½ feet high from base to vane on the ventilator. The front tower,

on a concrete foundation, is 12 feet square at its base, and is 22½ feet high from base to ventilator on lantern. The work was done by contract, by Mr. J. H. McKay, of Amherst, the contract price being \$2,300.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Apple River.—A new brick chimney, 45 feet high, was built; a floor put in under the cistern; the fog alarm building enlarged to accommodate the engine; and the coal shed also enlarged. The walls of the boiler room were completely lined with brick and in other ways renovated. The work was done by day's labour, under the Nova Scotia agency, for \$1,329.91.

Cape D'Or.—The fog alarm machinery underwent some repairs and improvements, and the alarm was changed so as to sound one blast of six seconds' duration every minute, the work being done by day's labour, under the Nova Scotia agency, for \$695.87.

Cape Sharp.—For the purpose of increasing the power of the fog alarm, a 3-inch diaphone was installed in the place of the 1½-inch diaphone formerly in use there. A new air tank was also supplied and a countershaft erected for driving the timing device. An addition to the fog alarm building had also to be made to accommodate the extra tanks required to operate the larger diaphone. The diaphone plant was obtained from the Canadian Fog Signal Company, of Toronto, in exchange for the old 1½-inch plant and an additional sum of \$3,300. The alterations to the building and machinery were performed by day's labour, under the Nova Scotia agency, and cost \$594.89.

Wedge Island.—A new boathouse was erected, the work being done by day's labour, at a cost of \$429.99.

Cranberry Island.—A new dwelling house was erected for the fog alarm engineer. It is of framework, 26' x 24' x 14' 4" high, the foundation walls and piers being built of concrete and the whole of the exterior painted. The building was erected by Thos. O'Neil, of Salmon River, N.S., by contract for \$2,200. In addition to the above an oil store is now in course of construction by day's labour.

Grande Digue.—The pole light formerly maintained at Grande Digue, Lennox passage, was replaced by a light shown from a lighthouse tower, erected on the south side of the road leading to the old wharf, and distant 70 feet southward of the site of the old pole light. The tower is a wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 32 feet. The light is fixed red dioptric of the sixth order, elevated 29 feet above high water mark, and visible 7 miles from all points of approach. The work was performed by contract by Lawrence Murry, of West Arichat, N.S., the contract price being \$452.

Louisburg.—The siren was replaced by a 3-inch diaphone, operated by compressed air, giving 2 blasts of 3 seconds' duration every 75 seconds. The diaphone was supplied by the Canadian Fog Signal Company, of Toronto, for \$2,300. In order to accommodate this diaphone, the fog alarm building was enlarged, and repairs made to it, the work being done by day's labour, under the Nova Scotia agency, at a cost of \$1,393.71.

In connection with the submarine signal bell station, established at Louisburg, the necessary building to contain the bell, &c., was erected by day's labour, at a cost of \$993.92.

Scatari.—Repairs and improvements were executed at this fog alarm station. Two new 50 horse power Robb-Mumford boilers were installed and smokestack breeching supplied, the old brick stack being torn down. Repairs were made to the cistern and boiler-room floor and caulking done to boiler. The stack breeching was supplied

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by Messrs. I. Matheson & Co., of New Glasgow, for \$72.50, and the installation of boilers and repairs was done by day's labour, under the Nova Scotia agency, for \$902.34.

Low point.—A new 40-horse-power Robb-Mumford boiler was installed at the fog-alarm station, supplied by the Robb Engineering Company, of Amherst, N.S., for \$1,008.

McKenzie point.—The lighthouse tower was found to be in a very decayed condition, and it was considered advisable not to repair the old building but to erect a new tower, to carry a 7-foot lantern. A new wooden tower is, therefore, in course of construction, and will be completed during the coming season. The keeper's dwelling is also undergoing repairs. The work is being done by day's labour, under the Nova Scotia agency, the cost to date being \$212.54.

Cape George.—A new wooden lighthouse tower and keeper's dwelling were erected at this station in Antigonish county. The tower is octagonal in plan, with sloping sides, surmounted by an octagonal iron lantern, and is 54 feet 6 inches high from its base to apex of lantern. The dwelling is of framework, on concrete foundation, and is 26 feet by 24 feet by 14 feet 4 inches high. The work was done by contract by Mr. E. F. Munro, of Westville, N.S., the contract price being \$3,097, but \$213.56 were allowed him in addition for changes to buildings which were afterwards found necessary.

North cape.—A 3-inch diaphone was installed in the new fog-alarm building described in last year's annual report. It was purchased from the Canadian Fog Signal Company, of Toronto, and cost \$4,600. In addition to the above a double dwelling house for the use of the engineers is now in course of construction and will be completed during the coming season. The construction work at this station is being done by day labour, and the cost this year has been \$6,248.57.

Pictou island.—A new dwelling was erected for the lightkeeper at this station. It is of framework, 26 feet 4 inches by 20 feet 10 inches by 15 feet high, and the work was done by day labour, under the Nova Scotia agency at a cost of \$782.39.

Amet island.—Further repairs were found necessary to the breakwater, 100 feet of cribwork and 50 feet of the stone wall were carried away by storm and had to be renovated, as well as a great deal of the covering all around the work. The work was done by day labour, under the supervision of the Nova Scotia agency, at a cost of \$1,292.01.

Cape Race.—The reinforced concrete tower, mentioned in last year's annual report as being under construction, was completed. It is a cylindrical tower, painted red and white in broad vertical stripes, and is surmounted by a circular iron lantern. The tower is 100 feet high from its base to vane on lantern, and the light is elevated 165 feet above high water and visible nineteen miles from all points of approach by water. The tower was erected by the Steel Concrete Company, Limited, of Montreal, for \$4,800. On April 1, 1907, the steam fog whistle, formerly in use at the station, was replaced by a 5-inch diaphone which was supplied by the Canadian Fog Signal Company, of Toronto, for \$650. The lightkeeper's dwelling also required considerable repairs, the clapboarding and shingling being renovated and the windows and roof put into proper condition. A new double dwelling for the fog-alarm engineers is also in course of construction. The whole of the above erection work is being done by day labour, under the Nova Scotia agency, and the cost, this year, has been \$5,645.46.

The following lighthouses were repainted with white and red stripes or bands, to make them more conspicuous when snow is on the ground:—Brier island, Seal island, Sambro, Beaver island, Country harbour, Whitehead island, and Guion island.

In addition to the above, minor repairs were also executed at the following stations.

Eddy point, retaining wall and repairs.	\$ 149 40
False passage, repairs to beacon.	268 32
Manger beach, triplex pump and repairs.	158 12
Mitchener point, site for lighthouse.	143 57

NEW BRUNSWICK.

NEW AIDS TO NAVIGATION.

Long point.—A light was established at Long point, Belleisle bay, St. John river. The fixed white light, elevated 38 feet above high water mark, is shown from a lens lantern hoisted on a mast, and is visible 6 miles from all points of approach. The mast stands on land 14 feet above high water mark and is 27 feet high. The work was done by day's labour under the New Brunswick agency, at a cost of \$193.39.

Anderson hollow.—A mast light was established on the breakwater 22 feet above high water. A crib 9 feet square, 3 feet 6 inches high, was built around the mast, with a ballast floor filled in with stone. The work was done by day's labour and cost \$46.76.

Peck point.—It has been decided to move the lighthouse tower, now at Ward point, to this point and to install, in addition, a fog alarm there. A 1-inch diaphone plant and machines has, therefore been supplied by the Canadian Fog Signal Company, of Toronto, for \$997.56, and will be installed during the coming season.

Cocagne.—The range lights, described in last year's annual report, and stated as under construction, were completed, the work being done by day labour, under the New Brunswick agency, the cost to complete the work being \$699.17.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Gannet rock.—The fog alarm building, mentioned in last year's annual report as under construction, has been completed, and the 5-inch diaphone plant, which was purchased last year from the Canadian Fog Signal Company, of Toronto, has been installed.

The fog alarm building stands on the southern end of Gannet rock, distant about 40 feet from the dwelling attached to the lighthouse tower. It is a rectangular wooden building, painted white, with the roof red. The horn, elevated 37 feet above high water mark, projects from the south side of the fog alarm building and points due south. The work was done by day's labour, under the New Brunswick agency, and the cost, this year, has been \$4,718.16.

Passamaquoddy bay.—Extensive repairs were made to the cribwork upon which the St. Andrews east beacon light stands. The block was filled with stone and concrete, and all timbers, planking, &c., renewed. The work was done by day labour, under the New Brunswick agency, and cost \$2,535.45.

Tiner point.—The water pipes at this fog alarm station required relaying, to prevent them from freezing in the winter. A trench was dug from a brook at a point 900 feet back from the fog alarm building, and the piping relaid below the frost line. The work was done by day labour, under the New Brunswick agency, and cost \$426.72.

Negro Head.—The submarine station, mentioned in last year's annual report as under construction, was completed. It is a one-story framed building, 20 feet square, attached to the east side of the Tiner point fog alarm building, and will contain the

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machinery for operating two submarine electric bells. The construction work was performed by day's labour, under the New Brunswick agency, and cost \$1,707.19.

Wilnot Bluff.—A new wooden lighthouse tower is in course of construction at this station to replace the mast light hitherto exhibited here. The work is being done by contract, by Mr. John C. Palmer, of Kars, N.B., the contract price being \$1,060.

Cape Spencer.—A wooden fog alarm building, with a large concrete cistern under, to contain a 3-inch diaphone plant, was erected by contract, by Mr. Edward Bates, of St. John, N.B., the contract price being \$2,100 for the building and \$550 extra for putting in concrete cistern. The diaphone plant was furnished by the Canadian Fog Signal Company, of Toronto, for \$7,250, and has been installed. In addition to the above works, a dwelling for the engineer will be erected during the coming season. The fog alarm plant was installed by day's labour, at a cost of \$397.16.

Quaco.—The breakwater lighthouse tower was improved by cutting down the corner posts to the level of the lantern sills and building a new wooden lantern, with vertical sides, from which a better light is shown. The work was done by day labour and cost \$262.29. During a heavy storm, however, on February 1, 1908, the whole lighthouse was swept away together with 60 feet of outer end of the breakwater. A temporary mast light was immediately erected by day labour, pending the re-erection of a new end to the breakwater.

Cape Tormentine.—A new lighthouse tower, from which Cape Tormentine back range light is shown, was erected 70 feet back in the line of range from the iceboat house; and the exhibition of a light from the cupola of the iceboat house discontinued. The new tower stands on the top of the bank, 100 feet back from the water's edge, near the inner end of the pier. It is distant 2,620 feet from the front light on the pier. The tower is a wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. It is 32 feet high from its base to the top of the ventilator on the lantern. The light is fixed white, is dioptric of the seventh order, elevated 46 feet above high water mark, and visible 12 miles from all points of approach by water. The work was done by day labour under the supervision of the New Brunswick agency, and cost \$973.85.

Buctouche.—The sea having encroached considerably upon the bank close to the lighthouse tower, an extra 375 feet of close pilework was built as an extension to the present protection work. A waling was fastened to the piles, just above high water mark, and cross-ties, 8 feet long, secured to the piles and waling. The work was done by day labour, under the New Brunswick agency, and cost \$818.52.

Escuminac.—The old fog alarm building underwent further alterations and improvements to receive the new 3-inch diaphone plant ordered for this station. The plant was furnished by the Canadian Fog Signal Company, of Toronto, for \$4,600, and the cost of installing the machinery and making the necessary alterations to the building, which was done by day labour, was \$4,869.59.

Pokemouche.—A protection and boathouse block, 40 feet long, with a ballast floor, was built at this station, as a protection to the beach in the rear of the lighthouse, and also to make the landing of boats less dangerous. The work was done by day labour, and cost \$218.

Shippigan.—The lighthouse tower at this station was changed internally, to receive a new third order single flashing light. The cost of altering the tower was \$314.76, the work was done by day labour.

Goose lake.—Considerable repairs were made to the protection work at this station, the work being done by day labour, at a cost of \$676.50.

Little Belledune.—A lighthouse tower was erected at this station, in place of the mast light formerly exhibited. It is an inclosed wooden tower, octagonal in plan, with sloping sides, surmounted by an octagonal iron lantern, and is 58 feet 6 inches high, from its base to the apex of the lantern roof. The work was done by contract by Mr. S. Gammon, of Bathurst, N.B., the contract price being \$1,100. A keeper's dwelling will also be constructed during the coming season.

In addition to the above, minor repairs were executed at the following stations:—

West Head, Quaco, 104 rods, extension of road.	\$ 91 20
Enrage, Cape, repairs to station.	25 00
Hatfield point, repairs to station.	36 50
Heron island, removing tower.	210 61
Lepreau point, fog-alarm repairs.	74 62
North Tracadie, cribwork repairs.	58 58
Sapin point, repairs to station.	102 50

PRINCE EDWARD ISLAND.

NEW AIDS TO NAVIGATION.

Panmure island.—A fog-alarm building to contain a 3-inch diaphone plant, was erected on Panmure island. It is a rectangular wooden building, 31 feet by 24 feet, 13 feet high to wall plate, and was erected by contract, by Mr. B. D. Huntley, of Charlottetown, for \$2,800. Additional excavation work for the machinery foundations was afterwards found necessary, as also a room for the diaphone, and this work was carried out by Mr. B. D. Huntley, for an additional sum of \$433.55. The 3-inch diaphone plant was furnished by the Canadian Fog Signal Company, of Toronto, for \$7,100, and was installed by day labour, under the direction of the Charlottetown agency, for \$497.27.

Warren farm.—The range lights described and stated in last year's annual report to be under construction, were completed, the work being done by day labour, under the Charlottetown agency, the cost complete being \$326.64.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Charlottetown.—An extension work to the main wharf of the department's agency was completed, and the wharf put in first-class order. A large quantity of piles were procured for the outer faces of the wharf, and the necessary stone ballast for filling. The work was done by day labour, under the supervision of the Charlottetown agency, at a cost, this year, of \$1,153.17.

East point.—Repairs were executed to the fog-alarm building, by day's labour, for \$32.90.

QUEBEC.

NEW AIDS TO NAVIGATION.

Carleton point.—The small lighthouse tower described in last year's annual report, and built in the department's workshops at Quebec, was taken down and erected on the site by day labour, under the direction of the Quebec agency, the cost of erection being \$286.18.

Cap Anguille.—The fog alarm building and reinforced steel concrete tower, mentioned in last year's annual report as under construction, were practically completed during the present year. The tower is octagonal in plan, 10 feet in diameter, sup-

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ported with eight flying buttresses, and will be surmounted by a circular iron lantern. The height of the tower, from its base to the apex of the lantern, is 105 feet. The fog alarm building is a wooden structure 54 x 32 feet, 15 feet high to the wall plate, and is built on solid concrete foundations. A 5-inch diaphone plant was furnished by the Canadian Fog Signal Company, of Toronto, for \$5,600, and the machinery is now being installed. In addition to the above works, a dwelling for the fog alarm engineer, a flag house, and an oil store were also erected the whole being done by day labour, under the supervision of the Quebec agency, at a cost, this year, of \$13,329.15.

Esquimaux point.—Two pole lights were erected at this point to form a range, the lanterns exhibiting fixed red lights. The work was done by day labour, and cost \$276.91.

English point.—It is the intention of the department to erect a lighthouse tower at this point during next season, and a framed, wooden tower, combined with a keeper's dwelling was, in consequence, framed during the present season in the agency shops, by day labour, at a cost of \$560.46.

Ramblers Cove.—Two pole lights were erected in Ramblers cove, to form a range, the lanterns exhibiting fixed red lights. The work was done by day's labour, and cost \$206.52.

Trois Pistoles.—A fixed white light, shown from a lens lantern hoisted on a pole, was established; the work being done by day's labour, for \$36.27.

Hospital rock.—The two range towers mentioned in last year's annual report as under construction, were completed during the present year. The front tower is a small square wooden building, and the back one a 3-section steel skeleton tower; the steel tower being supplied by Messrs. Goold, Shapley & Muir, of Brantford, Ont., for \$502.80. The erection work was done by day's labour, under the Quebec agency, at a cost, this year, of \$834.32.

Crane island.—The old wooden lighthouse tower on this island is being replaced by a 5-section steel skeleton tower which will be ready to receive the lantern next spring. The wharf on which the new tower is to stand, was not found sufficiently strong to support the weight, and good substantial concrete pillars carried down to the ground had to be erected through the wharf, to carry the tower. The tower was provided by the Goold, Shapley & Muir Company, of Brantford, Ont., for \$1,184, and the cost of erection and laying the foundation is being done by day's labour, under the Quebec agency, the cost to date being \$2,380.19.

Domaine.—Range lighthouses were erected on the 'Domaine,' at the eastern end of Orleans island, and will be put in operation on the opening of navigation in 1908. The lighthouse towers are wooden structures, square in plan, with sloping sides, surmounted by square wooden lanterns, the whole painted white. Each lighthouse is 32 feet high from its base to the top of the ventilator on the lantern. The lights will be fixed white catoptric lights, visible in the line of range and in the channel. The front tower stands on the north shore of Orleans island, two-fifths of a mile eastward of Rivière du Moulin, and the light is elevated 38 feet above high water mark, and visible 11 miles. The back tower stands on the crest of the hill, 2,573 feet west from the front tower. The light is elevated 122 feet above high water mark, and visible 17 miles. The towers were erected by day's labour, under the supervision of the Quebec agency, at a cost of \$1,713.40.

Ste. Anne de Beaupré.—Two range lighthouse towers are being erected at this place, and will be ready to be put in operation by the spring of 1908. The towers are wooden structures, square in plan, with sloping sides, surmounted by square wooden lanterns, the whole painted white. Each lighthouse is 32 feet high from its base to the top of the ventilator on the lantern. The lights are fixed white catoptric lights,

visible in the line of range and in the channel. The front tower stands on a concrete foundation, 9 feet high, located on the east side of the village wharf at a point 986 feet from its outer extremity. The light is elevated 33 feet above high water and visible eleven miles. The back tower stands on a hillside, north of the main road and west of the village, 4,210 feet from the front tower. The light is elevated 107 feet above high water mark, and visible sixteen miles. The work is being done by day's work, under the supervision of the Quebec agency and has cost to date, \$2,496.41.

Hand fog-horns.—Hand fog-horns were established at St. Siméon, Ste. Irénée and Les Eboulements, which will be used in answer to the fog-signals of vessels, whenever they are heard from the stations.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Bonaventure point.—The lighthouse which formerly stood on point Echouerie was moved to the extremity of Bonaventure point, Chaleur bay. The light shown is a fixed white light, visible from all points of approach by water, the illuminating apparatus being dioptric of the seventh order. The work of removal was done by day's labour, under the Quebec agency and cost \$440.

Port Daniel.—This lighthouse station has been fenced in; the work being done by day's labour for \$297.

Belle Isle.—The upper dam, situated at the lake which supplies water for the fog-alarm at the west end station, was destroyed by the rising and overflowing of the lake during a storm. The dam was, therefore, completely rebuilt. In addition several repairs and improvements were found necessary to the fog-alarm plant, which had temporarily broken down. The work above described was done by day's labour at a cost of \$4,443.24. Repairs to the machinery at the northeast end station, were also carried out by day's labour, under the Quebec agency, at a cost of \$323.93.

Cape Bauld.—The old wooden lighthouse tower at this station is being replaced by a circular cast-iron tower, reinforced by a concrete covering with flying buttresses. The tower was prepared in the department's workshops at Prescott, and is now being erected at the station on a substantial concrete foundation, and is ready to receive the new lantern, which will be installed in the spring of 1908 and the tower completed. It will be 56 feet high from its base to the apex of the lantern roof. In addition to the above work, repairs were executed to the keeper's dwelling and the coal shed at the landing completed. Repairs were also made to the fog-alarm machinery, and two asbestos coverings for the boilers were supplied by the Selater Asbestos Company, of Montreal, for \$156. The whole of the above is being done by day's labour, under the supervision of the Quebec agency; the cost to date has been \$9,453.75.

Cape Norman.—The work started last year of construction of new lighthouse tower, fog alarm building and double dwelling was continued during the present fiscal year. The tower is completed and is a cylindrical iron structure surmounted by a circular iron lantern, and is 57 feet high from its base to the vane on the lantern. The light is elevated 116 feet above high water mark and is visible 16 miles from all points of approach by water. The fog alarm building was completed and the machinery installed, which will be put in operation on the opening of navigation in 1908. The building is a rectangular framed wooden structure, on concrete foundations, and the machinery operates a 3-inch diaphone. The new double dwelling is almost completed and will be ready for occupation during the coming season. A large wooden reservoir was also built under the boiler room. The above work is being done by day's labour, under the supervision of the Quebec agency, and the amount expended on this station this year has been \$11,662.85.

Greenly island.—Extensive repairs were carried out at this station. The lighthouse tower and keeper's dwelling were reshingled and repainted; a new oil store 13

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x 12 feet and a new provision store and coal bin 24 x 18 feet were erected; and repairs made to the road, which included the replacing of the wooden bridgework by a loose stone bed levelled with turf; excavations were also made for a water tank and a concrete tank built. The work was done by day's labour, under the supervision of the Quebec agency, at a cost of \$6,164.31.

Cape Ray.—Some repairs were made to the new dwelling and a coal shed built. In addition a new 5-inch diaphone with spare pistons was provided by the Canadian Fog Signal Company, of Toronto for \$650. The repair work was done by day's labour and cost \$391.

Bird Rocks.—The fog alarm building mentioned in last year's annual report as under construction was completed, and the 3-inch diaphone and machinery which was purchased last year installed. The construction work and installation of the machinery was done by day's labour, under the Quebec agency, the amount expended this year being \$7,594.42. The fog alarm building is a square wooden structure, painted white with the roof red, and the horn, elevated 120 feet above high water mark, projects from the easterly gable of the building.

Anticosti lightship.—Extensive repairs were made to this lightship. The electric plant was overhauled and repaired, as also the diaphone plant, and the compressor valves, &c., readjusted. The port boiler was thoroughly overhauled and repaired and fitted with 200 new boiler tubes; 2 new circulating pumps fitted to each boiler, and the main condenser also repaired and retubed; a new stem and hawse pipe were provided; extra beams fitted to the upper deck; new hardwood beds fitted to windlass which was moved and fitted to upper deck, and auxilliary mooring chains procured; three bunker scuttles were fitted to upper deck, and other repairs executed. The expenditure on this lightship during the present year was \$10,710.26.

Heath point.—In order to accommodate the new powerful illuminating apparatus ordered for this station, the lighthouse tower had to be increased in height thirty feet; a contract was let to the Steel Concrete Company, of Montreal, to do this work, using reinforced concrete for this purpose and sheathing the extension in wood. The contract price was \$6,095, and the tower will shortly be ready to receive the lantern.

Fame point.—A new lighthouse tower was erected at Fame point lightstation and was put in operation on October 1, 1907, when the exhibition of a light from the old lighthouse was discontinued. The new lighthouse consists of a cylindrical iron tower, surmounted by a circular iron lantern, the whole painted red. The tower is 49 feet high from its base to the vane on the lantern. The light is elevated 190 feet above high water mark, and is visible twenty miles from all points of approach by water. The illuminating apparatus is dioptric of the first order. The illuminant will be acetylene, burned under an incandescent mantle. The tower was procured from Messrs. Ives & Company, of Montreal, for \$1,597, and was erected by day's labour under the supervision of the Quebec agency at a cost of \$3,046.85. In addition to the above improvement, a new 5-inch low pressure diaphone with spare pistons was provided for the fog-alarm by the Canadian Fog Signal Company, of Toronto, for \$650.

Cape Magdalen.—A new fog-alarm building, to contain a 5-inch diaphone plant, was erected. It is a rectangular framed wooden structure, 57 feet by 31 feet, 15 feet high. The diaphone plant, which is now being installed, was purchased from the Canadian Fog Signal Company, of Toronto, for \$8,500, and will be ready to be put in operation early in the summer of 1908. In addition to the above works, a reinforced steel concrete tower was erected by contract, by the Steel Concrete Company, of Montreal, for \$3,300. The tower is cylindrical in plan, and will be surmounted by a circular iron lantern early in the season of 1908. The fog-alarm building and the installation of the machinery is being done by day's labour at a cost to date of \$8,667.96.

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Seven islands.—A new 3-inch duplicate diaphone plant was installed in a new fog-alarm building, the plant having been purchased last year from the Canadian Fog Signal Company, of Toronto. The fog-alarm building is a rectangular wooden structure, painted white with the roof red. The horn, elevated 184 feet above high water mark, projects from the southerly gable of the building. In addition to the above works, the dwelling portion of the lighthouse tower was thoroughly repaired and the old stone foundation replaced by a solid concrete one. A new oil store was built and equipped with galvanized tanks for coal oil; and the station supplied with a new hoisting gear. The inclined railway from the landing to the top of the island was also completed, and has rendered good service. The work was done by day's labour, under the supervision of the Quebec agency and the cost this year has been \$13,570.17.

Cap Chat.—Repairs were made to this lightstation; a bomb shed was built, and the dwelling improved by the addition of four new rooms, &c. The work was done by day's labour and cost \$316.14.

Ste. Félicité.—A new dwelling house on a solid concrete foundation was erected at this station for the use of the fog alarm engineer. The work was done by day's labour, under the supervision of the Quebec agency, and cost \$3,970.66.

Matane.—A new lighthouse tower was erected at Matane lightstation and was put in operation on November 10, 1907, when the exhibition of a light from the old lighthouse was discontinued. The new tower stands on the west side of the old lighthouse. It is a cylindrical reinforced concrete tower, painted red, surmounted by a circular iron lantern, painted red. The height of the tower from its base to the vane on the lantern is 67 feet. The light is a flashing white light, showing two bright flashes of $\frac{1}{2}$ second duration each, separated by an eclipse of one second duration, and followed by an eclipse of $5\frac{1}{2}$ seconds' duration, the total period being $5\frac{1}{2}$ seconds. The light is elevated 85 feet above high water mark, and visible 15 miles from all points of approach by water. The illuminating apparatus is dioptric of the third order, and the illuminant petroleum vapour, burned under an incandescent mantle. The tower was erected by contract by the Steel Concrete Company, of Montreal, and the contract price was \$3,600.

Little Métis.—A new lighthouse tower was erected at Little Métis lightstation. It is a cylindrical reinforced concrete tower, painted red, surmounted by a circular iron lantern, painted red. The tower was built by contract by the Steel Concrete Company, of Montreal, and the contract price was \$3,900.

Father point. Further repairs and improvements were made to the fog alarm machinery at this station, the work being done by day's labour, at a cost of \$747.61.

Poste St. Martin.—Poste St. Martin range lighthouses Saguenay river, were replaced by new towers, and the old towers torn down. The front tower now stands 650 feet back in the line of range from the site of the old front tower, and about 100 feet back from high water mark. It is a wooden building, square in plan, with sloping sides, surmounted by a square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 47 feet. The light is a fixed white light, elevated 47 feet above high water mark, and visible 7 miles in the line of range. The illuminating apparatus is catoptric. The back tower stands 2,060 feet from the front tower. It consists of a skeleton steel frame, square in plan, with sloping sides, painted brown, surmounted by an inclosed wooden watchroom and a square wooden lantern. The watchroom and the lantern are painted white. The height of the tower from its base to the top of the ventilator on the lantern is 82 feet. The light is a fixed white catoptric light, elevated 81 feet above high water mark, and visible 7 miles in the line of range. The front wooden tower was erected by contract by Mr. G. Bergeron, of Poste St. Martin, for \$597.

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and the back steel tower was purchased from Messrs. Goold, Shapley & Muir, of Brantford, Ont., for \$668.50. The erection of the steel tower was performed by day's labour, under the supervision of the Quebec agency, and cost \$1,367.22.

Prince shoal lightship.—This lightship underwent some minor repairs, which were carried out by day's labour, at a cost of \$740.82.

Red islet lightship.—Minor repairs were executed to this lightship, and were carried out by day's labour for \$531.37.

White island lightship.—Minor repairs were executed to this lightship, the work being done by day's labour for \$420.81.

Lower Traverse.—The pier at the Lower Traverse of St. Roch, constructed in 1903, was severely damaged by ice during the winter of 1906-7. An attempt was made to carry out permanent repairs during the past season, but the difficulties were very great; and towards the close of the season the work done up to that time was destroyed by storm. As it was seen that the crib would probably be destroyed during the winter, everything of value was removed and the station abandoned. The crib is still standing, but is in a dangerous condition, and may fall at any moment.

Upper Traverse.—Extensive repairs were carried out to the cribwork of this pier, and a number of steel plates renewed and others respiked. The work was done by day's labour, under the Quebec agency, for \$4,328.69.

Ste. Famille.—A lighthouse tower was erected to replace the pole from which the front light of the Ste. Famille range has heretofore been shown. It stands on the site of the pole, which, with the shed at its base, has been taken down. The tower is a galvanized steel skeleton structure, square in plan, with sloping sides, surmounted by a wooden watchroom and square wooden lantern. The watchroom and the sides of the lantern are painted white, and the lantern roof red. The height of the tower from its base to the top of the ventilator on the lantern is 82 feet. The light is a fixed white light, elevated 81 feet above high water mark, and visible ten miles in the line of range. The illuminating apparatus is catoptric. The tower was supplied by Messrs Goold, Shapley & Muir, of Brantford, Ontario, for \$668.50 and the erection work was done by day's labour, under the Quebec agency, at a cost of \$2,226.28.

Quebec.—A new lighthouse tower, from which the front light of the Quebec range is now shown, was erected on the northeast corner of Princess Louise embankment, Quebec. The wooden tower and the mast from which the light was formerly shown have been removed. The new tower stands 23 feet back in the line of range from the site of the old light, and 32 feet back from the face of the wharf. It is a steel skeleton tower, square in plan, with sloping sides, painted brown, surmounted by an iron box containing the illuminating apparatus. The height from the base of the tower to the light is 74 feet. The light is a fixed red light, elevated 80 feet above high water mark, and visible four miles in, and over a small arc on each side of, the line of range. The illuminating apparatus consists of a group of three incandescent electric lamps, each of 65-candle power, placed in the foci of paraboloid reflectors. The tower was supplied by Messrs. Goold, Shapley & Muir, of Brantford, Ontario, for \$656.67, and it was erected by day's labour, under the Quebec agency for \$63.14.

MONTREAL AGENCY.

NEW AIDS TO NAVIGATION.

Gentilly.—Two range lighthouses were erected at Gentilly, standing on permanent concrete piers, which are described in last year's annual report. The front light-

house is a square wooden building, painted white, surmounted by a square wooden lantern painted white with the roof red. The building is 23 feet high from its base to the top of the ventilator on the lantern. The fixed white light, elevated 45 feet above the summer level of the river, is visible seven miles in the line of range. The illuminating apparatus is dioptric of the fourth order, and the illuminant petroleum vapour burned under an incandescent mantle. The back tower is erected one and a third miles from the front one. It consists of an open steel framework tower square in plan, with sloping sides, surmounted by an inclosed wooden watchroom and an octagonal iron lantern. The upper part of the side of the framework facing the channel is covered with wooden slatwork. The lantern roof is painted red, the remainder of the lantern, the watchroom, and the slats, are painted white, and the steel frame brown. The height of the tower from its base to the top of the ventilator on the lantern is 81 feet. The fixed white light, elevated 101 feet above the summer level of the river is visible eight miles in the line of range. The illuminating apparatus is dioptric of the fourth order, and the illuminant petroleum vapour, burned under an incandescent mantle. The steel tower was supplied by the Goold, Shapley & Muir Company, of Brantford, Ontario, for \$668.50, and the cost of erecting it and completing the piers, which were practically finished during the preceding year, was \$1,454.40.

Three Rivers.—Two range lighthouse towers were erected at Three Rivers. The front lighthouse stands on a small concrete pier, about 8 feet high and 26 feet square at top. It is a two-section skeleton steel tower, with sloping sides, surmounted by a square wooden lantern. The tower was supplied by the Goold, Shapley & Muir Company, of Brantford, Ontario, and cost \$337.85. The back lighthouse is erected on four concrete blocks and is a steel framework tower, square in plan, with sloping sides, surmounted by an inclosed wooden watchroom and a square wooden lantern. The height of the tower from its base to the ventilator on the lantern is 81 feet. The tower was supplied by Messrs. Goold, Shapley & Muir, of Brantford, Ontario, and cost \$668.50. The work of erection and construction of pier, &c., was performed by day's labour, under the Montreal agency and cost \$2,260.49.

Port St. Francis.—Two permanent concrete piers were constructed and range lights erected upon them. Each of the piers is 42 feet square at base, 25 feet square at top, and 28 feet high. The front pier is surmounted by an octagonal iron lantern, painted red, showing a fixed white catoptric light. The back light is exhibited from an open steel framework tower, square in plan, with sloping sides, surmounted by an inclosed wooden watch-room and octagonal iron lantern. The height of the tower, from its base to apex of lantern, is 64 feet. The tower was supplied by Messrs. Goold, Shapley & Muir, of Brantford, Ont., and cost \$502.80, and the cost of building the piers and erecting the steel tower and front light, which was done by day's labour, under the supervision of the Montreal agency, was \$31,732.97.

Nicolet.—The erection of two range lighthouse towers, mentioned in last year's annual report as under construction, was completed. The front lighthouse stands on a permanent concrete pier, on the flat on the east side of the mouth of Nicolet river. It is a square wooden building, surmounted by a hexagonal wooden lantern, the whole painted white. The building is 19 feet high from its base to the top of the ventilator on the lantern, and the pier is 30 feet high, square in plan, with battered sides. The light is a fixed white catoptric light, elevated 45 feet above the summer level of the river, and visible 4 miles in the line of range. The back tower stands on the site of the old front day beacon, $\frac{3}{4}$ mile below the mouth of Nicolet river, about 600 feet back from the water's edge, and 4,250 feet from the front lighthouse. It consists of an open steel framework, square in plan, with sloping sides, painted white, surmounted by an inclosed wooden watch-room and a square wooden lantern. The side of the framework facing the channel is rendered more conspicuous as a day beacon by

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being covered half way down with wooden slatwork. The lantern roof is painted red, the lantern sides, the watch-room and the slats are painted white. The height of the tower from its base to the top of the ventilator on the lantern is 82 feet. The light is a fixed white catoptric light, elevated 96 feet above the summer level of the river, and visible 5 miles in the line of range. The back skeleton tower was provided by Messrs. Goold, Shapley & Muir, of Brantford, Ont., for \$668.50, and the front wooden tower, as well as the erection of the steel tower, and completion of pier (which latter was practically finished last year), was done by day's labour, under the Montreal agency, at a cost of \$1,903.82.

Pointe du Lac.—The back range light, mentioned in last year's annual report as under construction, was completed. It stands 75 feet from the site of the old lighthouse and 900 feet back from the water's edge. The tower consists of a skeleton steel frame, square in plan, with sloping sides, surmounted by an inclosed wooden watch-room and an octagonal iron lantern. The steel frame is painted brown and the wood-work white. The lantern is painted red. The tower is 102 feet high from its base to the ventilator on the lantern. The light is a fixed white light, elevated 137 feet above the summer level of the river and visible seventeen miles. The illuminating apparatus is dioptric of the fourth order and the illuminant petroleum vapour burned under an incandescent mantle. The steel tower was supplied by Messrs. Goold, Shapley and Muir, of Brantford, Ontario, for \$1,211; and was erected by day's labour, under the Montreal agency, the cost, this year, being \$1,075.05.

Ile Ronde.—Range lights, which will be known as Ile Ronde range, were established in Montreal harbour, to mark the axis of the ship channel from Longue pointe gas buoy, No. 174 M, to Longueuil gas buoy, No. 181 M. The front lighthouse stands on the northeast end of Ile Ronde, on land 18 feet above the summer level of the river. The structure consists of a concrete pier, square in plan, with battered sides, whitewashed, surmounted by an octagonal iron lantern painted red. The height from the base of the pier to the top of the ventilator on the lantern is 32 feet. The light is a fixed white light, elevated 43 feet above the summer level of the river, and visible five miles in the line of range. The illuminating apparatus is catoptric.

The back tower stands on a concrete pier 17 feet high, square in plan, with battered sides, whitewashed, located on the outer end of the Grand pier, about one and a seventh miles from the front lighthouse. The tower consists of an open steel framework, square in plan, with sloping sides, surmounted by an inclosed wooden watchroom and an octagonal iron lantern. The upper part of the side of the framework facing the channel is covered with wooden slatwork. The lantern roof is painted red, the remainder of the lantern, the watchroom and the slats, are painted white, and the steel frame brown. The height of the tower from its base to the top of the ventilator on the lantern is 64 feet. The light is a fixed white light, elevated 97 feet above the summer level of the river, and visible six miles from all points of approach. The illuminating apparatus is dioptric of the fourth order, and the illuminant petroleum vapour, burned under the incandescent mantle. The tower was supplied by the Goold, Shepley & Muir Company, of Brantford, Ontario, for \$502.80; and the erection work as well as construction of pier, &c., was done by day's labour, for \$5,736.52.

Ile des Barques.—This lighthouse tower and permanent concrete pier, which were practically finished last year and are described in last year's annual report, were completed by day's labour, under the Montreal agency, for \$325.83.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

No. 2 curve, Lake St. Peter.—Owing to a heavy jam of ice, in April, 1907, the front lighthouse was wrecked and the other two towers were damaged. The three piers settled down several feet. Piles were driven in around the two back piers and the foundations were further consolidated by filling stone. The front pier was so

badly damaged, that it was demolished down to the water level. Until the lights can be exhibited again, the old lightship, formerly in the locality, was replaced there, and shows a fixed white light at an elevation of 22 feet above the water level. The work is being done by day's labour under the supervision of the Montreal agency, and has cost to date, \$41,064.87.

Gallia bay.—Several piles were driven in around the front pier of this range to consolidate it and both the lighthouses were painted; the work being done by day's labour at a cost of \$288.85.

Ile à la Bague.—As it is the intention of the department to replace the present wooden tower by a skeleton steel tower next spring, a new concrete pier was built over the old wooden one, which was badly decayed. The finished pier is 18 feet square at the top 24 feet square at the base and 6 feet 6 inches high. The work is being done by day's labour, under the Montreal agency, and has cost to date \$985.25.

ONTARIO.

NEW AIDS TO NAVIGATION.

Jones island.—Two range lights were established on the north shore of the Ottawa river, immediately on the county of Two Mountains side of the boundary line between Two Mountains and Argenteuil and were put in operation on September 25, 1907, to lead into the eastern entrance to the channel between Carillon island (locally known as Jones island) and the north shore. The mast from which the front light is shown stands near the shore line. It is 34 feet high, and has attached to it a white diamond-shaped slatted beacon, to make it more conspicuous as a day-mark. The fixed white light, elevated 41 feet above the summer level of the river, is shown from a lantern hoisted on the mast, and is visible four miles. The back range light mast stands 516 feet from the front light. The mast is 48 feet high, and has attached to it a white diamond-shaped slatted beacon facing the channel. The fixed white light, elevated 65 feet above the summer level of the river, is shown from a lantern hoisted on the mast, and is visible four miles in the line of range. The two lights in one lead up the river, marking a channel with nowhere less than 17 feet water, from the intersection of their alignment with that of Pointe aux Anglais and Oka lights.

A light was established on the extreme east point of the small island at the mouth of Argenteuil bay about midway between Carillon island and the mainland and was put in operation on September 25, 1907. The mast from which this light is shown stands 3,183 feet from the front light of the range above described. The mast is 22 feet high, and has attached to it a white diamond-shaped slatted beacon facing the channel. The fixed white light, elevated 24 feet above the summer level of the river, is shown from a lantern hoisted on the mast, and is visible two miles in the line of range. This light in one with the front light of the range above described forms a range, which will be known as Jones island range, leading through a channel between the head of Carillon island and the peninsula forming the outer shore of Argenteuil bay. The work was done by day's labour, under the supervision of Captain Weir, C.G.S. *Maisonneuve*, and cost \$662.05.

Rideau canal.—On July 1, 1907, lights were installed on a stretch of twelve miles of the Rideau canal extending from the locks at Merrickville to Edmunds' lock. The damming of the Rideau river at Merrickville and Kilmarnock created wide areas of drowned lands with shallow water on both sides of the original channel of the river. The lights are intended to show the edges of this original channel, which was at first margined by dead trees and stumps, but so many of the stumps have now disappeared that the lines between the deeper water in the channel and the shoals over the drowned lands are no longer distinguishable. The lights are shown from hand lanterns hung

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inside tripods at an elevation of from 4 to 6 feet above the water. The lanterns on the starboard hand show fixed red lights, and those on the port hand fixed white, visible at least half a mile in all directions except where obscured by the legs of the tripods. The tripods consist of cedar poles driven in shallow water, with the heads bound together. In three cases the tripods are on dry land, on the extremes of canal dykes.

The tripods were placed by the Rideau Lakes Navigation Company for \$250; and are lit by contract by Mr. Byron McGaw, of Smith's Falls, his pay being \$700 per season.

Presqu'île point.—A fog-alarm, consisting of a 3-inch diaphone plant, operated by compressed air, with two air tanks, two compressors, and three duplex pumps, was installed in the new fog-alarm building completed last year. The plant was purchased from the Canadian Fog Signal Company, of Toronto, for \$1,200 and was erected by day's labour, at a cost of \$847.28.

Port Dalhousie.—A fog-alarm plant was installed in the front range lighthouse on the outer end of the east pier, Port Dalhousie entrance to Welland canal. The fog-alarm consists of a diaphone, operated with air compressed by an electric motor, and gives one blast of four seconds' duration every thirty seconds. The resonator, elevated 28 feet above the level of the lake, projects from the north side of the lighthouse. The diaphone plant and electric motor was supplied by the Canadian Fog Signal Company, of Toronto, for \$2,168.96; the electrical connections and motor were installed by the Maple Leaf Rubber Company, for \$245, and the alterations to the lighthouse tower, to prepare it to receive the diaphone plant, were made by contract by the Wilson Building and Contract Company, of St. Catharine, Ontario, for \$250.

Hope island.—A fog-alarm building, to contain a 3-inch diaphone plant, was erected at this station. It is a rectangular framed structure, 53 feet by 30 feet by 16 feet high and is built on concrete foundations. A chimney, 65 feet high, of reinforced concrete was also built. The machinery is now being installed and will be ready to be put in operation during the summer of 1908. The work is being done by day's labour, under the supervision of Mr. M. J. Egan, and has cost to date, inclusive of erection of machinery, \$6,526.40.

Parry Sound.—A permanent departmental wharf for the storing of buoys, &c., and berthing of government steamers is being constructed at Parry Sound which, when completed, will be 250 feet long by 40 feet in breadth. It is being built of cribwork on a levelled bed of stone ballast, and the superstructure will be of concrete with filling of stone ballast. Nos. 1 and 2 cribs have already been placed in position and are now being filled with stone, and the stone work embankment and superstructure have also been practically completed. The work is being done by contract by Messrs. Pratt & McDougall, of Midland, Ontario, the contract price being \$39,700.

Spruce shoal (Parry Sound).—A reinforced concrete beacon is in course of construction on the southern extremity of Spruce shoal, at a point distant 150 feet from the southwest point of Spruce island. It consists of an octagonal cribwork foundation, 13½ feet high, which was sunk in 17 feet water, on August 31, 1907. The superstructure will be of reinforced concrete and will be built to a height of 21 feet above the level of the water, and upon this will be erected a gas light with the necessary reservoirs. The work is being done by contract by Mr. Thos. A. White, of Parry Sound, the contract price being \$12,875.

McKay island.—A combined lighthouse tower and keeper's dwelling was erected on the eastern end of McKay island. It stands 60 feet back from the water's edge, and consists of a square wooden building, with a square wooden lantern rising from the middle of its hip roof, the whole painted white. It is 34 feet high from its base to the

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top of the ventilator on the lantern. The work was done by day's labour under the foremanship of Mr. M. J. Egan, and cost \$2,051.89.

Point Porphyry.—A fog-alarm building to contain a 3-inch low pressure diaphone plant, was erected at this station, and is a rectangular framed wooden structure, built upon solid concrete foundations. The diaphone plant was provided by the Canadian Fog Signal Company, of Toronto, for \$7,250, and the plant is now being installed, and will be ready for operation by the middle of May, 1908. The work of erecting the building and installing the machinery is being done by day's labour, under the foremanship of Mr. Peter Tonge, and has cost to date, \$3,783.05.

Welcome island.—A wooden fog-alarm building, on concrete foundation, was erected at this station, to receive a 1½-inch diaphone plant, which was purchased from the Canadian Fog Signal Company, of Toronto, for \$2,500. The machinery will be installed in the spring of 1908, but the fog-alarm building was completed by day's labour, and cost \$2,273.74.

Warrens landing.—Two pairs of range lights were erected at the mouth of the Nelson river, at the north end of Lake Winnipeg. The lower range lights consist of two inclosed wooden towers, square in plan, with sloping sides, and are painted white. The front tower is erected on the southeast end of the island, opposite Warrens landing; it is 25 feet high from its base to the ventilator on the lantern, and shows a fixed white light elevated 32 feet above level of the water and visible eleven miles in the line of range. The back tower is situated a third of a mile from the front light, is 30 feet high from its base to the ventilator on the lantern, and shows a fixed white light elevated 38 feet above level of the water, and visible eleven miles in the line of range. The upper range lights consist of two inclosed wooden towers, square in plan, with sloping sides, and are painted white. The front tower is erected at Warrens landing, on the west side of the mouth of Nelson river; it is 31 feet high from its base to the ventilator on the lantern, and shows a fixed white light elevated 33 feet above level of lake and visible eleven miles in line of range. The back tower is 40 feet high from its base to ventilator on lantern, and shows a fixed white light, elevated 42 feet above level of lake and visible eleven miles in line of range. The towers were erected by day's labour, under the supervision of Mr. M. J. Egan of this department, and cost \$1,725.51.

IMPROVEMENTS TO EXISTING AIDS.

Ste. Anne de Bellevue.—The front light of Ste. Anne lock range, Ottawa river, is now shown from an anchor lens lantern hoisted on a mast, on the northeast pier of the canal. A white diamond-shaped slatwork day-mark is attached to the mast. The fixed white light is elevated 52 feet above high water mark. The back light of Ste. Anne lock range is now located on the bank of the canal at the Canadian Pacific Railway bridge, and is distant 415 feet from the front light. The light is shown from an anchor lens lantern hoisted on a white mast. A white diamond-shaped slatwork day-mark is attached to the mast. The fixed white light is elevated 72 feet above high water mark. The re-arrangements of these lights was done by day's labour, and cost \$90.68.

Graham wharf.—The characteristic of the range lights at Graham, Lake of Two Mountains, Ottawa river, will, on the opening of navigation in 1908, be changed from fixed red to fixed white. The back range pole has been made 14 feet higher. The pole is now 36 feet high; and the light, shown from a pressed lens lantern, is elevated 55 feet above the summer level of the river. The work was done by day's labour and cost \$62.74.

Oka.—Oka lighthouse, which formerly stood on a pier on Pointe du Lac, Lake of Two Mountains, Ottawa river, was moved three-eighths of a mile up stream. It now

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stands on top of the hill, about 235 feet back from the shore, on the north side of the lake, one and a half miles above the wharf at the village of Oka. The fixed white light is elevated 144 feet above the summer level of the river, and is visible seven miles. The tower was moved by day's labour, under the supervision of Captain Weir, C.G.S. *Maisonneuve*, and the cost of removal was \$612.86.

Lower Narrows.—A lighthouse tower was erected on a pier on the south side of Allumette island, Ottawa river, at the first narrows above Pembroke (Lower Narrows). The old light pole and shed were removed and the light shown from the pole replaced by one shown from an inclosed square wooden tower, with sloping sides, surmounted by square wooden lantern, the whole painted white. The height of the tower from its base to the top of the ventilator on the lantern is 27 feet. The tower stands on a square concrete pier, with sloping sides, standing in the water immediately off the south point of the island at the narrows. The light is a fixed white light, elevated 25 feet above the summer level of the river, and visible six miles from all points of work was done by day's labour, under the foremanship of Mr. F. Castle, and cost \$1,502.75.

Pleasant point.—Repairs were executed to the tower and dwelling at this station. Concrete foundations were placed under the dwelling, and the flooring renewed. Repairs were also made to the tower and the boathouse put in good condition. The work was done by day's labour under the direction of Mr. M. J. Egan, and cost, \$790.99.

Port Colborne.—On November 1, 1907, the fog alarm maintained in the lighthouse on the outer end of the west breakwater, Port Colborne, was replaced by a more powerful fog alarm, installed in a new building erected on the west side of the lighthouse. The fog alarm consists of a diaphone, operated with air compressed by an oil engine, and gives one blast of $2\frac{1}{2}$ seconds' duration every minute. The fog alarm building is a rectangular reinforced concrete structure with an arched roof. The resonator, elevated 24 feet above the level of the lake, projects from the south side of the building. The building was erected by contract by Mr. M. J. Hogan, of Port Colborne, and the contract price, including extra concrete foundations, was \$4,900. The machinery was erected by day's labour at a cost of \$631.75.

The maintenance of the electric lights on the Grand Trunk Railway elevator, on the east bank of the Welland canal, Port Colborne, was discontinued, and they were replaced by a light shown from a new back range lighthouse tower, erected on the eastern side of the canal, 80 feet back from the water's edge, and 4,620 feet from the front range lighthouse on the outer end of the western breakwater. The tower is a galvanized steel skeleton structure, square in plan, with sloping sides, surmounted by a white wooden watchroom and a red octagonal iron lantern. The height of the tower from its base to the top of the ventilator on the lantern is 90 feet. The light is an occulting red light, visible for $4\frac{1}{2}$ seconds and eclipsed for $1\frac{1}{2}$ seconds alternately. It is elevated 97 feet above the level of the lake, and visible 10 miles from all points of approach by water. The illuminating apparatus is dioptric of the fourth order: and the illuminant petroleum vapour, burned under an incandescent mantle. The tower was supplied by Messrs. Goold, Shapley & Muir, of Brantford, Ont., for \$1,657.80, and the concrete foundations for the tower were built by day's labour at a cost of \$270.

Gull rock.—Repairs were made to the lighthouse tower, pier, dwelling and boathouse at this station, and the dwelling and outbuildings repainted. The work was done by day's labour, under the foremanship of Mr. T. H. Brewer, and cost \$1,615.58.

Chantry island.—Repairs were made to the front range lighthouse tower at this station, and a new summer kitchen and woodshed built. The work was done by day's labour, and cost \$466.90.

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Mississagi strait.—The upper portion of the lighthouse tower was entirely renewed, and the dwelling repaired and repainted. The work was done by day's labour, under the foremanship of Mr. W. Fryer, and cost \$917.99.

Cape Croker.—A small dock for unloading coal, &c., was built, and also a well, lined with concrete. Some alterations were made to the machinery plant; the work being done by day's labour and costing \$798.30.

Lonely island.—The new lighthouse tower, keeper's dwelling and outbuildings, mentioned in last year's annual report as under construction, were completed, and also a new protection breakwater. The lighthouse tower is an octagonal wooden building, with sloping sides, painted white, surmounted by a circular iron lantern painted red. It is 57 feet high from its base to the vane on the lantern. The light is a flashing white light, showing three bright flashes of $\frac{1}{4}$ second duration each, separated by eclipses of one second, and followed by an eclipse of $4\frac{3}{4}$ seconds' duration, and is elevated 195 feet above the level of the lake, and visible 20 miles. The illuminating apparatus is dioptric of the third order, and the illuminant petroleum vapour burned under an incandescent mantle. The work was done by day's labour, under the foremanship of Mr. Wm. Fryer, and the cost to complete it was \$1,727.80.

Mississagi island.—Repairs were made to the lantern deck of the lighthouse; the boathouse moved lakeward and repaired, and the lighthouse and outbuildings repainted. The work was done by day's labour, and the cost, \$806.55.

In addition to the above, minor repairs were executed at the following stations :

Burlington beach, temporary pole light.	\$ 162 20
Bronte, repairs to tower.	175 00
Collingwood, repairs to pier.	115 00
Cobourg, repairs to shed and boathouse.	228 89
Dorval, repairs to tower.	204 55
East Gap, repairs to fog alarm building.	44 10
False Ducks, piping changed.	54 68
Graham wharf, repairs to tower.	62 74
Limekiln crossing, temporary pole lights.	47 51
Long island, repairs to plank walk.	218 00
Nine Mile point, material for repairs.	211 41
Salmon point, repairs to tower and dwelling.	332 94
Stag island, temporary light.	41 79

LIGHTS DISCONTINUED.

Gibraltar point.—On June 30, 1907, the exhibition of a light from Gibraltar point lighthouse, located about $1\frac{1}{3}$ miles south of Toronto, was permanently discontinued.

Michael point.—The exhibition of a light from the lighthouse on Michael point, south side of Manitoulin island, was permanently discontinued.

Bois Blanc island.—The range lights, formerly maintained at the head of Bois Blanc island, were discontinued and the towers taken down.

Limekiln crossing.—The range lights marking the axis of the old channel through Limekiln crossing, abreast of Fort Malden, were permanently discontinued and the towers taken down.

Little Current.—The fixed red light heretofore maintained in the town of Little Current, has been extinguished.

BRITISH COLUMBIA.

NEW AIDS TO NAVIGATION.

Esteran.—A fog alarm building, to contain a 5-inch diaphone plant, was erected; as also a double dwelling for the engineers. In addition, the wireless telegraph station, mentioned in last year's annual report as under construction, was completed, and a trolley track $2\frac{1}{4}$ miles in length made from the landing place to the site of light-house tower for transportation of building materials, &c. The diaphone plant has not yet been installed, but will be shipped very shortly, and the tower erected during next season. The work is being done by day's labour, under the supervision of the Victoria agency, and the cost of construction, this year, has been \$19,959.85.

Cape Beale.—A fog alarm building was erected at this station. The diaphone plant and machinery were landed and are now being installed. The building is a rectangular wooden structure, on concrete foundation, and the diaphone plant was purchased from the Canadian Fog Signal Company, of Toronto, for \$7.250. The fog alarm building was erected and the machinery is being installed by day's labour, under the supervision of the Victoria agency, and the cost to date has been \$6,028.88.

Pachena point.—The lighthouse tower, fog alarm building and double dwelling, mentioned in last year's annual report as under construction, were completed, and the 5-inch diaphone plant installed. The fog alarm building is a square wooden structure, painted white with the roof red. It is 31 feet square and 13 feet in height, and is built upon a concrete foundation. The double dwelling is a framed wooden structure, 52 x 24 x 19 feet high, and is built upon solid concrete foundation. The lighthouse tower is an octagonal wooden building, with sloping sides, surmounted by an octagonal iron lantern, and is 38 feet 9 inches high from its base to top of wall plate. The tower is now ready to receive the lantern and illuminating apparatus, which will be erected during the coming season. The work was done by day's labour, under the supervision of the agency at Victoria, and the amount expended on this station this year was \$8,029.60.

West Coast Trails.—In consequence of the many disasters that have occurred along the west coast of Vancouver Island, a special appropriation was made in the departmental estimates of this year for the establishing and maintaining of life-saving stations, the improving of the existing telegraph trail, and the making of a pack-horse trail, to be constructed along the west shore of Vancouver Island, from Barkley sound towards Port San Juan. Work was begun on the trail on June 21, 1907, when a party consisting of three foremen and from fifty to sixty workmen, under the superintendence of Mr. John D. MacDonald, began road operations from the Banfield creek end. By November 30, when work was suspended for the year, about 22 miles of trail were completed beyond Pachena light station. The route followed was an extremely difficult one. Streams and gulches had to be bridged; the trail, where it ran through swamps and low-lying land, corduroyed and covered over with brushwood and gravel, to render it at all passable; cribwork built at numerous places to sustain the trail where it passed alongside hills; and many steep bluffs blasted as the only means of making a gradient that would not be too steep for horses to travel over. In the course of the 22 miles of completed trail, 20 bridges were built (varying in length from 20 to 200 feet); 60 culverts constructed, ditches dug along the side of the trail; and a large amount of corduroying done, in some cases to the extent of 200 yards continuously. Underbrush and fallen timber strewed the way. The trees often being of great size, necessitated cutting them into suitable lengths and splitting them with wedges before they could be moved out of the way. Next season the trail will be continued.

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In connection with the life-saving station portion of the above-mentioned special appropriation, a life-boat station was established at Clo-oose; a boathouse and boat slip built at Ucluelet life-boat station, and a house, boat slip and kitchen annex built at Banfield creek life-boat station. The whole of the above work is being carried out by day's labour, under the supervision of the Victoria agency, and the amount expended this year, out of this vote has been \$34,518.42.

Ballenas islands.—The fog alarm building mentioned in last year's annual report as under construction was completed during the present year, a dwelling for the engineer erected, and a 1½-inch diaphone plant and machinery installed. The fog-alarm building is a rectangular wooden structure, and the keeper's dwelling is also a framed wooden building. The diaphone plant was supplied by the Canadian Fog Signal Company of Toronto, for \$1,900, and the buildings were completed and machinery erected by day's labour under the supervision of the Victoria agency, at a cost of \$5,340.03.

Sisters.—The fog alarm building mentioned in last year's annual report as under construction was completed this year, and the diaphone plant and machinery installed. The building is a rectangular wooden structure, and the 1½-inch diaphone plant was supplied by the Canadian Fog Signal Company of Toronto, for \$1,900. The building was completed and the machinery installed by day's labour, at a cost of \$2,664.94.

Yellow Island.—The fog alarm building mentioned in last year's annual report as under construction was completed this year, and the diaphone plant and machinery installed. The building is a rectangular wooden structure, and the 1½-inch diaphone plant was supplied by the Canadian Fog Signal Company of Toronto, for \$1,900. The building was completed and the machinery installed by day's labour, at a cost of \$3,347.68.

Gillard Island.—A gas-lighted beacon was established on the northeast extremity of Gillard island, Yuculta rapids, Cardero channel. The beacon consists of a steel cylindrical tank standing on a steel framework, and surmounted by a pyramidal steel frame supporting the lantern, the whole painted red. The light is a white light, automatically occulted at short intervals. It is elevated 28 feet above high water mark, and visible 2 miles from all points of approach by water. The illuminant is acetylene, generated automatically. The light is unwatched. The work was done by day's labour, under the supervision of the Victoria agency, and cost \$378.

Pine Island.—The diaphone plant and machinery purchased last year from the Canadian Fog Signal Company, of Toronto, was installed, and consists of diaphone, operated with air, compressed by an oil engine. The fog alarm building stands 200 feet northwest of the lighthouse, and is a rectangular wooden building, painted white with the roof red. A considerable amount of clearing was done around the station as a protection against fire; the work of installing the machinery and clearing the ground being done by day's labour at a cost of \$647.05.

Ivory Island.—The fog alarm building mentioned in last year's annual report as under construction was completed, and the diaphone plant and machinery installed. The building is a rectangular wooden structure, and the 1½-inch diaphone plant was supplied by the Canadian Fog Signal Company of Toronto, for \$1,900. The building was completed and the machinery installed by day's labour at a cost of \$3,441.65.

Gas-lighted Beacons.—Gas-lighted beacons were established at the following places :—(1) Pointers, Chatham Sound; (2) Ridley island, Prince Rupert; (3) Coast island, Prince Rupert; (4) Green Top island, Chatham sound; (5) Watson rock, Gibson island; (6) Morning reef, Klewnuggit; (7) Fog rocks, Fitzhugh sound. (8) Zero rock, Rivers inlet; (9) West rock, Strait of Georgia; (10) Joan point, Dodd

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narrows; (11) Danger reef, Stuart channel; (12) Kelp reef, Haro channel; (13) Gabriola reef, Strait of Georgia; (14) Maud island, Seymour narrows. These beacons consist of steel cylindrical tanks, standing on steel framework, &c., surmounted by pyramidal steel frames supporting lanterns. The illuminant is acetylene, generated automatically and the lights are unwatched lights. No special account was kept of the actual cost of each of these beacons. The labour was performed by the crews of the C.G.S. *Quadra* and the hired steamer *Maude*, as opportunity offered, and took a longer or shorter time as governed by local conditions. The cost is, therefore, included in the payments made for the steamer *Maude* and in the wages of the crew of the *Quadra*, but the total cost of the materials used in the building of these beacons was \$1,300.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Lennard island.—A reservoir for increasing the water supply to the fog alarm was constructed, the work being done by day's labour for \$503.75.

Porlier pass.—Repairs were executed at this station, by day's labour, for \$170.80.

Sandheads lightship.—Repairs were executed to the lightship by day's labour, for \$919.42.

Entrance island.—Repairs were executed at this station by day's labour, for \$174.21.

Gallows point.—This gas-lighted beacon was entirely rebuilt, and the piles coppered, the work being done by day's labour, for \$308.33.

Egg island.—Machinery repairs were executed at this fog alarm station by day's labour, for 150.95.

APPENDIX No. 2.

ANNUAL REPORT OF THE COMMISSIONER OF LIGHTS' BRANCH.

To the Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

SIR,—I have the honour to submit the fifth annual report of this branch.

The principal work carried out has been the substitution of modern dioptric apparatus in a number of the important coast lights and an extension of the gas buoy and beacon service through the various provinces, also the maintenance of lights and general aids to navigation throughout the Dominion.

In the Nova Scotia agency the base of operations has been changed from Dartmouth to the Imperial dockyard at Halifax, thus affording larger stores and yard area together with excellent berthing for the department's steamers. The steamers *Lady Laurier* and *Aberdeen* are available for lighthouse and buoy work, but as they have not been able to carry out all the work of the agency, the buoys on the Bay of Fundy coast of Nova Scotia from Cape Sable, inward, have been placed under the care of the New Brunswick agency.

In the New Brunswick agency, facilities in connection with the lighthouse and buoy service are entirely inadequate. There is but one steamer available in this agency and no dock accommodation except part of the ballast wharf which is owned by the railway. However, an amount has been placed in the estimates for the fiscal year 1908-9 towards acquiring wharf accommodation and the building of an additional steamer. Owing to the insufficiency of the *Lansdowne* to meet the needs of the service, it was necessary last year to charter a steamer from November, 1907 to March, 1908.

In the Prince Edward Island agency, the work of this branch has consisted chiefly in the maintenance and repairs to the lights and in the maintenance of the gas buoy service. The lighthouse tender, C. G. S. *Brant* has been utilized in delivering supplies and in inspection work, while the gas buoys have been placed by the C. G. S. *Stanley* and raised in the fall by the same steamer.

In the Quebec agency, the work left over from last year has been completed and new work undertaken together with the maintenance and repairs to the lights and the maintenance of the gas buoy service. The maintenance of the lights in the Montreal agency has been carried out by the Quebec agency for the reason that the facilities in connection with the Montreal agency have been inadequate for the carrying out of all the work in connection with that agency.

In the British Columbia agency, there has been considerable development. The C. G. S. *Quadra* is available for lighthouse and buoy work, but owing to the extensive coast line and the amount of work to be performed, it has been found necessary to charter the steamers *Maude*, *Cascade* and *William Jolliffe* for varying periods of time.

In the Parry Sound agency, the scow which was constructed at Prescott last year, has been in service and has given satisfaction. A contract has been let for a new lighthouse and buoy boat, and it is expected that this boat will be delivered in Canada in midwinter and will proceed to the Georgian Bay on the opening of navigation. It will then be possible to dispense with the services of a chartered boat in the Georgian Bay. The new berthing wharf at Parry Sound has been completed and is in service.

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At the Dominion Lighthouse Depot, Prescott, no new structures have been erected with the exception of a boat-house in which to house the smaller boats attached to the division. The technical staff at the depot has been augmented and much work has been accomplished in the preparation of plans for lighthouse apparatus, which will in future, be made in Canada but, which has in the past, been purchased in Europe. The lighthouse depot, besides being used as a distributing point for various kinds of lighthouse apparatus and spare parts for gas buoys, has also been developed into a manufacturing centre of much usefulness. From Prescott depot also is administered the lighthouse and buoy service for the Montreal-Kingston division.

Below will be found a list of new lights erected in Canada during 1907-8 and various changes made in existing lights, thus increasing the efficiency of the service.

NOVA SCOTIA.

Amherst Front Light.—22-inch reflector, duplex burner, white.

Amherst Back Light.—22-inch reflector, duplex burner, white.

Fourchu, Head.—360° 5th order French lens, duplex lamp, red.

Glace Bay, Front Light.—360° 6th order French lens, duplex lamp, red.

Glace Bay, Back Light.—20-inch reflector, duplex burner, red.

Guysboro' Harbour.—270° 5th order French lens, 25 mm. diamond vapour installation.

Island Harbour.—270° 6th order Chance lens, duplex lamp, occulting white.

McMillan's Point.—270° 5th order French lens, duplex lamp, white.

Moser Island.—270° 5th order French lens, 25 mm. diamond vapour installation, red.

Port Greville, Front Light.—180° Chance anchor lantern, duplex lamp, red.

Port Greville, Back Light.—270° 5th order French lens, duplex lamp, red.

Sable Island.—55 mm. Diamond vapour installation.

Sydney, Back Range Light.—180° 4th order holophote, French, 35 mm. vapour installation, white.

Bass River.—Dioptric 6th order.

Boars Head.—The light at this point has been changed from a revolving light to 5th order dioptric light.

Cape Fouchu.—A second order single flashing light has been put in operation.

Cole Harbour.—Catoptric light.

Grand Digue.—A new 25-foot tower fitted with a 6th order dioptric light, has taken the place of the pole light at this point.

Port Herbert.—Light has been changed from a catoptric to a 6th order dioptric.

Sable Island, East End.—A second order double flashing light has been put in operation.

Seal Island.—The new second order triple flashing light, which was being installed last year, has been put in operation.

NEW BRUNSWICK.

Cape Tormentine, Back Light.—360° 7th order Chance lens, duplex lamp, white.

Cocagne Range.—240° 6th order French lens, duplex lamp, red.

Little Belledune.—4th order complete lens, Chance, white 35 mm. Chance vapour light.

Shippegan.—35 mm. Chance vapour installation.

Swallowtail.—360° 4th order French lens, 35 mm. Chance vapour installation, occulting white.

Wilmot Bluff.—270° 5th order French lens, duplex lamp, white.

Anderson's Hollow.—7th order Chance anchor lantern.

Middle Island.—The catoptric lantern used at this station was replaced during the past year by a Chance anchor lens of the 7th order 240°.

Perry Point.—A new anchor lens lantern of the 7th order was installed, replacing the Mississippi lantern in use.

Richibucto Beacon Lights.—Owing to the changing of the channel in a more northerly direction, these lights were discontinued. A survey was made and range lights established, one on the north beach and the other on Chamberlain Point, at the northwest arm.

Sheldrake Island, Range Light.—The reflector lanterns at this station were replaced by lens lanterns of the 7th order.

Tracadie.—A new lamp with a 4th order lens replaced the 4 lamps and reflectors.

PRINCE EDWARD ISLAND.

Indian Point.—270° 4th order French lens, 35 mm. Chance vapour installation.

Panmure Island.—270° 4th order French lens, 35 mm. Chance vapour installation, white.

Fish Island.—55 mm. Chance vapour installation.

Souris East.—4th order double flashing light.

Warren Farm Range Lights.—Front light, a lantern with a red light shown from a 7th order lens. Back light, a lantern with a red light shown from a 7th order lens.

QUEBEC.

Cape Bauld.—55 mm. Chance installation.

Cape Brule.—270° 4th order French lens, 25 mm. Diamond vapour installation, white.

Cape Magdalen.—55 mm. Diamond vapour installation.

Cap aux Oies.—240° 4th order French lens, 25 mm. Diamond vapour installation, white.

Entry Island.—240° 4th order French lens, 35 mm. Diamond vapour installation, occulting white.

Gallia Bay, Upper Range, Front Light.—120° 7th order Chance lens, duplex lamp, white.

Gallia Bay, Upper Range, Back Light.—240° 7th order Chance lens duplex lamp, white.

Gallia Bay, Lower Range, Front Light.—120° 7th order Chance lens, duplex lamp, white.

Gallia Bay, Lower Range, Back Light.—240° 7th order Chance lens, duplex lamp, white.

Gascons Wharf.—360° Chance anchor lantern, duplex lamp, red.

Gentilly, Front Light.—180° 4th order holophote (French) 25 mm. Diamond burner, white.

Gentilly, Back Light.—180° 4th order holophote (French) 25 mm. Diamond burner, white.

Hospital Rock, Back Light.—27-inch reflector, 25 mm. Diamond vapour burner, white.

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Hospital Rock, Front Light.—27-inch reflector, 25mm. Diamond vapour burner, white.

Ile du Pads, Front Light.—22-inch reflector and duplex burner, white.

Ile du Pads, Back Light.—22-inch reflector and duplex burner, white.

Ile du Moine, Back Light.—270° 5th order French lens, 2-wick capillary lamp, white.

Ile Perrot, Front Light.—Tubular lantern, mammoth burner No. 3, white.

Nicolet, Front Light.—22-inch reflector and duplex burner, white.

Nicolet, Back Light.—22-inch reflector and duplex burner, white.

Point-à-Basile, Back Light.—270° 5th order French lens, 2-wick capillary.

Point-à-Basile, Front Light.—270° 5th order French lens, 35 mm. Diamond vapour light, white.

Point du Lac, Back Light.—180° 4th order holophote (French) 25 mm. Diamond burner, white.

Point Roche.—Three Piper lanterns, No. 2 Piper burners, red.

Point St. Jean.—270° 4th order French lens, 25 mm. Diamond vapour installation, white.

Poste St. Martin, Front Light.—27-inch reflector, duplex burner, white.

St. Croix.—270° 4th order French lens, 25 mm. Diamond vapour installation, white.

Belle Isle, West End.—2nd order lantern and occulting light.

Cape Norman.—3rd order triple flashing light.

Carleton Wharf.—6th order dioptric.

Domaine Range.—Catoptric lights.

Fame Point.—1st order double flashing lights.

Maggie Bay Range.—Lanterns on poles.

Ste. Famille.—Catoptric lights.

St. Anne de Beaupre.—Catoptric lights.

Trois Pistoles.—Dioptric pressed lens.

Matane.—3rd order double flashing light.

ONTARIO.

Aylmer Island.—360 5th order French lens, duplex lamp, white.

Burlington, Front Light.—270 Chance anchor lantern, duplex lamp, white.

Burlington Bay, North Pier.—2-240° Chance anchor lanterns, duplex lamps, white.

Campbell Island.—360° 7th order Chance lens, duplex lamps, white.

Caron Point.—Prescott lamp, 240° 7th order Chance lens $\frac{1}{2}$ foot, flash burner, white.

Cobourg.—Piper headlight, red.

Cobourg.—Piper lantern, No. 2 Piper burner, red.

Eastern Gap, Toronto.—270 French lens, Diamond vapour installation, ruby.

Fort William.—240° Chance anchor lantern, duplex lamp, white.

Jackfish Bay.—Wingham lamp with 360° 6th order lens, 3-wick burner, white.

Little Current.—240° Chance anchor lantern, duplex lamp, red.

Little Currnet.—Piper headlight, No. 2 Piper burner, red.

Lower Allumette Lake.—240° Chance anchor lantern, duplex burner, white.

Lower Narrows.—270° 5th order French lens, duplex lamp, white.

- McKay Island*.—360° 6th order French lens, duplex lamp, white.
- Oka*.—4th order annular French lens, 2-wick capillary lamps, white.
- Point aux Anglais*.—4th order annular French lens 2-wick capillary lamp, white.
- Point Edward, Back Light*.—27-inch reeetor, duplex burner, red.
- Presqu'Île*.—240° 4th order, French lens, 35 mm. Diamond vapour installation, white.
- Richard's Landing*.—240° Chance anchor lantern, white.
- Rigaud*.—3 Piper lanterns, No. 2 Piper burners, white.
- Rigaud River*.—2 Piper lanterns, No. 2 Piper burners, white.
- Rosseau*.—360° 7th order Chance anchor lantern, duplex lamp, red.
- St. Anne de Belterue*.—4-240 anchor lanterns, duplex lamps, white.
- St. Placide, Back Light*.—24-inch reflector, duplex burner, white.
- South Baymouth*.—20-inch reflector, duplex burner, white.
- Southampton, Front Light*.—360° 5th order French lens, duplex lamp, red.
- Southampton, Back Light*.—24-inch reflector, duplex lamp, white.
- Stag Island*.—Piper headlight, No. 2 Piper burner, white.
- Trenton*.—240° Chance anchor lantern, duplex lamp, red.
- Wolf Island*.—270° 5th order French lens, acetylene, white, 4-ft. four-flame burner.

BRITISH COLUMBIA.

- Cape Mudge*.—270° 5th order French lens, 25 mm. Diamond vapour installation, white.

GAS BUOY SERVICE.

The gas buoys in the Dominion have given excellent service, but there have been two losses to report, namely—a No. 11 gas and whistling buoy broke from her moorings at Lockport, N.S., and has not been recovered, and one No. 11 gas whistling buoy from Swiftshore Bank, British Columbia.

There are also two other minor casualties to report, namely, (1) No. 11 gas and whistling buoy stationed at Sambro, N.S., broke the moorings and drifted ashore at Sable Island. This buoy will be brought to Halifax by the C. G. S. *Lady Laurier*. (2) A No. 11 gas and whistling buoy stationed at Cerebrus was carried away by the drift ice, this station being at the entrance to the Strait of Canso. The buoy is now ashore at Dover Bay, and will be taken to Halifax at the first opportunity.

The following statement shows the number of gas buoys in service in the Dominion:—

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Districts.	Type.						No. in Service.
	5 & 6.	7 & 8½.	9 & 9½.	11.	14.	C*.	
Nova Scotia.....		7	4	18	2		31
New Brunswick.....	3	9	1	3			16
Prince Edward Island.....			4				4
Quebec.....		20				9	29
Ship Channel.....		7				47	54
Montreal-Trenton.....	9	33					42
Above Trenton.....		7					7
Georgian Bay.....		5		3			8
Lake Superior.....	3	3					6
British Columbia.....		7	7	2			16
	15	98	16	26	2	56	213

* Compressed gas.

The following gas beacons have been placed in service in British Columbia since the last report, viz:—

Dock Island.

Helen Point, Active Pass, Mayne Island.

Walker Rock.

Coffin Island.

Sechelts (White Rock).

Gallows Point, Nanaimo Harbour.

Lund, South Ragged Harbour.

Chatham Point.

Making a total of twenty-five gas beacons in service in this district.

Number of light-stations, lights, fog alarms and warning buoys in the Dominion:—

	Light stations.	Fog alarm stations.	Lights.	Lightships.	Lightboats.	Keepers.	Diaphanes.	Sirens.	Fog horns and trumpets.	Fog bells.	Hand fog horns.	Hand fog bells.	Gas buoys.	Gas beacons.	Whistling buoys.	Bell buoys.	Submarine bells.	Fog whistles.	Fog guns or bombs.
Nova Scotia.....	240	2	261	2		246	9	2	5	39		31		12	30	4	7	1	
New Brunswick.....	112	4	138	1	1	118	5		8	4	19	1	16	12	12	1	12		
Prince Edward Island...	49		72			48		1					4	3	1				
Quebec.....	234	1	284	5	1	232	15	1	3		12	2	84	1	1	4	3	6	
Above Montreal and Ontario.....	237		315	2		198	13	2	5	3	37		62	1		4			
Mamtoha.....	7		10			7													
British Columbia.....	78	1	82	1		65	9		5	7	4		16	25	2	4		1	
	957	8	1,162	11	2	914	51	3	24	19	111	3	213	25	20	52	9	13	7

Besides the above mentioned lights, there are in the Dominion lights under private control, as follows:—

Nova Scotia.....	2
New Brunswick.....	1
Quebec.....	3
Ontario.....	45
British Columbia.....	4

Total..... 55

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SUBMARINE BELLS.

Submarine bells are of three kinds: Those operated by electricity from shore stations; those operated by compressed air from lightships and those operated by the action of the waves on gas buoys.

In the case of electric submarine bells, the bell is affixed to a steel tripod some twenty feet high and the tripod is then placed on the bottom of the sea at a selected point to indicate the fairway into a harbour. On the shore is a small power-house with duplicate sets of oil engines and dynamos, and the bell is connected to the shore station by a submarine cable. In connection with these bells a controlling device is used by which it is possible to ring a distinct signal.

Four electric submarine bell signals are in operation, one at each of the following points: Negro Head, N.B., Yarmouth, N.S., Halifax, N.S., and Louisbourg, N.S. All four stations have given excellent results.

In the case of submarine bells operated from lightships, the bell is hung over the side in thick weather and operated by compressed air. These bells also have a controlling device which rings a distinct signal.

Five lightships are fitted with submarine bells, viz. the lightships *Red Island*, *White Island*, *Prince Shoal*, *Anticosti* and *Lurcher*. These bells also have given entire satisfaction.

The third variety of submarine bell, that operated by the action of the waves, is affixed to a floating buoy. The vertical motion of the buoy due to the action of the waves, in connection with a suitable mechanism, causes a spring to be compressed and when the compression reaches the desired point the spring is released and causes the hammer to which it is connected to impinge on the bell. In this type of bell a distinct signal has not yet been devised and the frequency of the blow depends on the activity of the wave motion. These bells operated by the action of the waves are now under test by the department and are not yet accepted as standard aids to navigation.

I desire to record and express my appreciation of the able assistance rendered by my staff and the untiring application to duty exhibited by each member. It would not have been possible to carry out the large and increasing amount of work which is devolving upon this branch without the co-operation of all the officers connected with it.

I have the honour to be, sir,
Your obedient servant,

J. G. MACPHAIL.
Acting Commissioner of Lights.

OTTAWA, March 31, 1908.

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APPENDIX No. 3.

RIVER ST. LAWRENCE SHIP CHANNEL.

OTTAWA, Ont., July 9, 1908.

SIR,—I have the honour to present the following annual report on the operations for the improvement of the River St. Lawrence ship channel, during the fiscal year ended March 31, 1908.

The design and supervision of the improvements to the channel were continued, under the direction of the department, by the superintending engineer, including weekly personal inspections.

The direct superintendence of the operations and of the plant, was ably carried out by Mr. V. W. Forneret, B.A.Sc., assistant engineer, whose report in full is herewith appended.

In the interest of improvements to navigation, and the exchange of policy and information, the representatives of the various shipping and commercial corporations and foreign representatives, frequently accompanied by the minister and deputy minister of the department, made inspections of the river and works, which have proved of value both to the interests concerned and to the department.

The accidents on the river for the year were fortunately of very slight nature. The usual assistance was given by the vessels and plant of the department.

In order to give mail communication with distant points on the north shore of the St. Lawrence, two trips were made by the C.G.S. *Lady Grey* during the winter, from Quebec to Seven Islands.

The latter part of the winter of 1907-08 having been very severe, the upper parts of the St. Lawrence were completely and compactly frozen with very heavy ice. The Cap Rouge ice bridge did not take, owing to the fact that the 'battures,' once frozen, remained firm and did not, as usual, float down and jam in the narrows. In the spring, however, the ice remained firm from Batiscan to Sorel, later than usual. The work of the *Lady Grey* in breaking this was most successful. A full report of this work is given by Mr. N. B. McLean, assistant engineer.

The staff, including Mr. Forneret, in charge of the dredging operations, Mr. McLean in charge of surveys and sweeping, Mr. Albert Beauchemin in local charge of the dredging below Quebec, and Mr. M. C. Blais, employment officer at Sorel, as well as the assistants, gave every satisfaction.

The captains, engineers and crews of the dredges, tugs and other vessels deserve praise for the faithful discharge of trying and, frequently, difficult duties. It is probable that nowhere in the world of great operations can a more skilled staff and organization be found, and the department is to be congratulated on their excellent behaviour.

I have the honour to be, sir, yours obediently,

F. W. COWIE.

Superintending Engineer.

Lt.-Col. F. GOURDEAU,
Deputy Minister Marine and Fisheries,
Ottawa, Ont.

HISTORY OF THE SHIP CHANNEL.

The St. Lawrence, owing to its situation, is the natural route from the Atlantic to the northern and northwestern half of the North American Continent.

The opening of the Lachine canal, connecting Montreal with the Great Lakes in 1825, established the route commercially.

The light draught sailing vessels could then reach Montreal without trouble, except during a few weeks in the autumn when they resorted to lightering.

In 1844 it was in an effort to give navigation up to Montreal for vessels of 500 tons, that the first work of dredging was undertaken.

The first proposals for improvements were discussed in 1825, the national character of the work being then recognized. Surveys were made and reported upon in 1831 and again in 1838.

In 1841, during an investigation, the committee proposed a tonnage duty sufficient to provide for the cost of the improved channel, which it was considered would be less than that of lighterage. It was, however, agreed that "in order to draw the produce of the west down the St. Lawrence, it was expedient to make the transit charges as light as possible."

Operations were commenced by the "Board of Works" in 1844, and continued until 1847, when owing to opposition as to the location of the channel the work was abandoned. This work was in Lake St. Peter, in what was known as the Straight Channel. After 60 years, it is now considered that the straight channel as commenced, would have been preferable in many ways.

In 1850 the Harbour Commissioners of Montreal proposed that they could do the work more economically and expeditiously. They asked for authority to undertake the work and to charge a tonnage duty to pay for the 8 per cent interest and 2 per cent sinking fund.

This plan was adopted in August, 1850, and the commissioners were authorized to proceed in such a manner as they should deem best, the government plant being transferred to them.

The Harbour Commissioners, after examination and the best advice obtainable, adopted the location of the deepest natural channel in Lake St. Peter. This results in the present channel with five tangents, instead of two long straight courses as at first commenced.

The original depth through Lake St. Peter was 10 ft. 6 inches.

From 1850, the channel was deepened from stage to stage until in 1888, when the debt amounted to somewhat over three million dollars, the government decided to complete the channel as a national work, and to assume the debt, and from that day the channel has been open free to the commerce of the world.

At that date the channel had been deepened to 27½ ft., at ordinary low water from Montreal to Cap à la Roche, and from there to Quebec the tide was available.

Nearly 20,000,000 cubic yards had been dredged at an average cost of about 20 cents per yard, including the cost of the plant.

A dredge of the type of 1846, excavated in Lake St. Peter, in one day 1,200 cubic yards. By wonderful improvements, in 1888 the dredge of that time could make 7,200 yards without trouble. At the present time, working day and night, the Lake St. Peter dredge removes at a fairly average rate 20,000 cubic yards per day.

The work was conducted by the Department of Public Works of Canada from 1889 until 1904, when the management and control of the river together with the

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shops and dredges, were handed over to the Department of Marine and Fisheries, which department had general charge of navigation.

At the present time a splendid channel of 30 feet at extreme low water exists from Montreal to Cap à la Roche, and to Quebec, by taking advantage of the tide.

The success of the work is in a great measure due to the geographical situation of the route, the physical features of the river favourable for improvement, the determination and public spirit of the business men and industrial corporations of Montreal, and to the recognition by the government of Canada, of the national character of the project.

PROGRESS OF THE OPERATIONS.

From 1850 to 1888 the work was conducted by the Harbour Commissioners of Montreal.

The first dredging plant was designed and engined on the Clyde in 1840.

It is interesting to note that in 1906 the designs for the latest dredge for the Clyde were made by Mr. John Kennedy, C.E., then chief engineer of the Montreal Harbour Commissioners.

The St. Lawrence dredging operations have always been conducted departmentally. The extent and continuity of the work have resulted in a staff, and an organization of men and plant, which is one of the subjects of interest in the commercial and engineering circles of the world. The engineers who have been connected with the St. Lawrence ship channel comprise the best known men in the profession in Canada.

The names of Bayfield, Gzowski, Keefer, Forsyth, Nish and Kennedy, who were the chief engineers at various times between 1840 and 1888, will go a long way to explain the success of the efforts for obtaining the improvements as planned by the government and the commissioners.

The Superintendents Vaughan, Bell, Armstrong, McKenzie and Howden have from time to time improved methods and plant, until the operations on the St. Lawrence are considered examples for other and older ports.

The rule has been to thoroughly understand the conditions and requirements and then to design dredging machines for the special work they are expected to perform.

The St. Lawrence dredging plant comprises a wide range of types :—

Two elevator dredges for soft clay.

Four elevator dredges for hard pan and shale rock.

One hydraulic dredge for soft mud, discharged by pipe.

One sand pump hopper sea-going dredge.

One hydraulic hopper sea-going dredge.

In every case these machines are actually doing their work as well or better than it could be dredged by any other existing type in the world.

With the staff for designing the channel and a plant specially suitable for the work proposed, the next consideration is the organization for keeping the machines constantly at work.

The St. Lawrence dredges work for seven months each season. They have then five months in winter quarters. The object of the working staff is to keep the dredge going as constantly as possible during the seven-months season. Owing to the very hard character of the material, and the necessity of not interrupting traffic, breakages and stoppages are frequent. The endeavour is, however, to keep as near to 70 per cent of the full working time as possible.

The working hours, with double crews, are 132 hours per week, i.e., from midnight on Sunday, without stops for meals, until noon on Saturday. The men were glad to work during 12 hours on condition of their receiving about 10 per cent increase of wages.

The crews of the dredges, tugs, barges, &c., are almost exclusively French Canadians, born and brought up on the banks of the St. Lawrence near Sorel. For skill, patience, sobriety and fitness for the work, it would be quite impossible to find their equal.

Most of them make it their life work. They are trained to every phase of operating a dredge to the limit of its strength, to being resourceful and to quickly making repairs.

By order from the minister conducting the department, owing to the faithful discharge of continuous duties, the men are taken to Sorel every second Sunday.

The repair and construction shipyard and shops at Sorel also add very materially to the success. The rule is to drive the machinery to its limit, to expect breakdowns and to have spares or the equipment for speedy repairs.

The strain on the men and machinery working day and night is very great. At the end of seven months a rest is inevitable.

The whole work being in the interests of navigation, the channel is periodically examined and swept, to be sure that there are no obstructions. The depth of water is given daily. In the first part of the season, the depth of the 30-foot channel ranges from 36 to 32 feet. It lowers in September and usually the lowest stage is reached in October. The highest in 1907 was 38 feet 3 inches and the lowest 31 feet 10 ins.

The engineering staff has summer headquarters on the work. The superintending engineer, the chief assistant, the sweeping engineer, and the superintendent live aboard steamers or tugs and are always on the work, the hours being 'all-the-time'; and with excellent results.

In the long experience of design and usage, the machinery has been brought to a state of perfection and strength, that shale rock merging into soft limestone is dredged, at a speed and cheapness most extraordinary.

As a government organization the ship channel is well known as being able to compete in every way with operations by contract. This is due to the fact that an efficient staff, good men, and the best plant are provided.

The aims which have resulted in marked success are briefly as follows: —

1. To keep the plant up to the best standard of design and suitability for the work.
2. To provide first-class officers and crews.
3. To design the improvements with careful consideration.
4. To keep down costs by a thorough system of comparative statistics.
5. To keep up the quality by a regular and systematic inspection.
6. As a public work to keep the confidence of the public by consultation with those who are interested, and make use of the improvements.

THE PRESENT PROJECT.

The present project for a 30 foot channel between Montreal and Quebec, was adopted in 1889, while the improvements below Quebec were decided upon in 1906.

The estimate of 1899, was for 10 years work. The plant was only partially available until 1903.

The project for the channel between Montreal and Quebec had in view a channel of 30 feet depth, at the extreme low water of 1897, from Montreal to tide water at Batiscan, and from Batiscan to Quebec at extreme low tide. The width contemplated was a minimum of 450 feet in the straight portions, and from 550 to 750 feet at the bends. An anchorage was to be provided for Lake St. Peter.

Of this work, the 30 foot channel from Montreal to tide water at Batiscan, was completed in 1903. This is now in use, deep draught vessels in the autumn waiting for tide, to pass Cap à la Roche and St. Augustin bar.

The work remaining to be done is about $2\frac{1}{2}$ miles of shale rock dredging at Cap a

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la Roche; about 1 mile at Grondines; about 1 mile at St. Augustin bar, and also about 1 mile of widening at Ste. Croix, and $9\frac{1}{2}$ miles of widening in Lake St. Peter.

Cap à la Roche will probably take from 3 to 4 years to complete, while the remainder to Quebec should be completed at the same time or in one year longer.

The widening of Lake St. Peter it is expected will be done in 1909.

The project of work below Quebec, had in view a 30 foot channel at low tide at the St. Thomas Flats, and at Beaujeu Bank everywhere, 1,000 feet wide.

The Beaujeu Bank will be completed in 1908.

The St. Thomas Flats, where the material is clay and sand, and covering nearly 4 miles of channel, should be finished in 1909, or early in 1910.

This channel, however, is limited to a depth of 30 feet at low tide by the St. Roch Traverse. Dredging here is out of the question.

For a greater depth than 30 feet at low tide, the North Channel from St. Jean, Ile d'Orleans, past Cap Tourment and north of Ile aux Coudres, must be undertaken.

This channel has every advantage over the South Channel except that it would take longer to complete, and there is some question of the sand shoals at the North Traverse filling in.

The advantages are the fact of the short length requiring improvement and the splendid navigability of the remainder. It avoids the St. Roch Traverse and the narrow waters from the Pillars to Bellechase. A depth of 35 feet could be obtained with comparative ease.

The question of the adoption of this route as soon as the South Channel is made 30 feet, will require almost immediate consideration.

THE PLANS FOR THE FUTURE.

The completion of the 30 foot project being in sight, it is not too soon to look forward to the next step.

The 30 foot channel was designed and laid out so as to be easy of navigation for the largest ships that could pass with the available depth. The widths and curves were designed for a much greater available depth than 30 feet.

A new depth may therefore be commenced without changing the lines of the channel, or the aids to navigation.

With the ship channel dredges a 'face of 4 feet is preferable as being a full economical cut. As, however, 35 feet would give easy navigation to the largest present New York steamships, it has been considered the best proposal for the next project.

The plant available at present for between Montreal and Quebec, consists of six elevator dredges, one hydraulic dredge, one stone-lifter and a complement of tugs, scows, &c.

For below Quebec there are two splendid sea-going hopper dredges.

For the upper reach one large size spoon dredge is under construction. A steel hull elevator dredge, capable of dredging to a greater depth is authorized, as well as a new stone-lifter.

In my opinion, at least two of the present elevator dredges having wooden hulls, will not last many more years and they should be reduced by one new one, each year. They take about two years to build.

Two or three additional tugs and several scows will also be required.

The plant for below Quebec is in every way suitable for the work, except that a larger tug, if possible the *Eureka*, should be connected with it.

With two or three new elevator dredges, the same number of tugs, one stone-lifter and the necessary scows, the ship channel plant will be ample to undertake the 35 foot channel and complete it between Montreal and tide water in six seasons.

The present progress is excellent; the plant is unique in fitness and economy, and the extent and importance of the operations would be considered remarkable anywhere in the world.

From 1889 to 1899, in 10 years, the expenditure averaged \$130,000 per annum, and the dredging 350,000 cubic yards.

From 1899 to 1904, during the five years, the average expenditure was \$515,000 and the excavations 3,500,000 cubic yards annually.

From 1904 to 1907, in four years, the expenditure amounted to \$530,000 per annum, and the quantity dredged 3,700,000 cubic yards.

During the fiscal year 1907-1908, the expenditure on dredging plant and dredging amounted to \$657,548.44, and the quantity removed 4,831,875 cubic yards, showing a steady and satisfactory progress.

ROCK DREDGING.

The most important and difficult section of the ship channel is at Cap à la Roche and Cap Charles, where the material to be dredged is principally solid shale rock of various degrees of hardness but mostly of about the hardness of a soft school slate. It is an outcropping from hard-pan, and the whole bottom is covered with boulders of all sizes up to 30 or 40 tons in weight, which necessitates the frequent employment of stone lifters to remove them out of the way of the dredges.

The total amount of rock to be dredged is 2:90 miles or 1,700,000 cubic yards.

The question as to the best method of doing this work economically and quickly has been given much consideration and investigation. The rock being sufficiently soft to be within the cutting power of dredge teeth, it is quicker and cheaper to take out the rock by dredging alone than either by blasting and dredging or breaking by a chisel boat and dredging.

There would be disadvantages in working a blasting boat in the tidal waters and strong currents at Cap à la Roche and Cap Charles, as it would be necessary to frequently move out of position and lose unfinished drilled holes, in order to allow vessels to pass.

As to the kind of dredging plant which is most suitable for the work, this is a very important question, and it is an opinion that the best plant for these places would be very powerful dipper dredges for tearing out the rock to grade line, and elevator dredges for cleaning and finishing the bottom to the full depth required.

Dipper dredges can take out the bulk of the rock more cheaply than elevator dredges, and a powerful one of this type is being constructed at the Sorel shipyard for this purpose. Dipper dredges, however, lose considerable time in making a clean bottom, and this part of the work could be done with more economy by elevator dredges such as those which are now in use on the ship channel.

The holding of the dredges at Cap à la Roche and Cap Charles, is quite a problem.

Anchors cannot be used, as owing to the smooth rock bottom the flukes do not embed themselves sufficiently to hold.

The method adopted, which has proved successful, is to drill a hole in the rock at the bottom of the river from four to five feet in depth in which a steel eye-bolt three inches in diameter (Lewis) is wedged very securely. To this Lewis is fastened a length of 1½-inch chain. The bow wire of the dredge is then attached to the end of the chain, and by this means the vessel is held.

Other difficulties to contend with in this tidal part of the river, are the very strong current, and frequent storms accompanied by heavy seas especially during easterly gales.

Great care is taken in disposing of the excavated material to the best advantage so as to prevent local lowering of the water level.

The excavated material is dumped as nearly as possible opposite to the cut and a short distance away, in such a manner that the cross section area of the river remains practically the same.

When dredging, every precaution has to be taken to prevent the channel from being obstructed. A very sharp look-out is kept, for steamers day and night, especially since night navigation commenced.

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The dredges work radially from one side of the channel to the other by means of chains fastened to side anchors, which are placed on the banks, two on either side. These chains are worked by steam winches.

When a steamer is in sight, the dredge has to give herself sufficient time to be able to move to one side of the channel to give a clear passage.

Very great care is taken to see that the winches are always kept in good order and handled by expert men, as their failure to work at any time would be a serious matter, and might mean the blocking of the channel.

PERMANENCE OF THE CHANNEL.

It is a frequent statement that no river in the world is better adapted for improvement than the St. Lawrence. The channel once dredged, owing to the stable character of the river bed, and the clean water, remains permanent.

The dredging of a channel consisting of the displacement, only, of the material from where dredged to a point opposite, does not lower the water level. In fact for the past few years, great care is taken with regard to the position of the dumps, so as to actually raise the water in places and to make the current straighter and more uniform.

Questions have lately arisen, however, of the diversion of part of the supply of water, and the regulation of its flow.

Any scheme which has in view the diversion of any water which should come to the St. Lawrence, or any proposal which might curtail the flow during the low water period, should be absolutely opposed, as being vital to the security of the St. Lawrence Ship Channel and Montreal Harbour.

Another question which is forcing itself to our notice is the protection of the banks of the river. The sand banks at several points, covering the clay low water beaches, have given way much more than formerly. Whether this is due to the high speed of the ships and Richelieu steamers or not, the protection of the banks at Longue Pointe, Sorel, Three Rivers and Champlain, will require immediate attention.

THE CAPACITY OF THE CHANNEL FOR NAVIGATION.

The contracted part of the River St. Lawrence, from the sea to Montreal, the ship channel is from the St. Roch Traverse to Montreal a distance of 220 statute miles.

The length of channel actually requiring improvement covers a length of about seventy miles.

The length completed, to 30 feet at extreme low water, at the close of the fiscal year, was fifty-nine miles, leaving eleven miles to dredge, so as to make the 30 feet available at all stages of the tide.

It was the object of the first dredging, to enable sailing ships of 500 tons to pass through Lake St. Peter to Montreal.

With the present available depth of 30 feet at the lowest stages of river level, and more, during the first half of the season, ships of 15,000 tons may freely navigate.

With an addition of 5 feet in depth, the largest ships afloat could, if necessary, reach Montreal.

The time occupied by the large ships, between Montreal and Quebec, is surprisingly short.

The Allan turbiner, *Virginian*, holds the record for the upward passage in 9 hours 37 minutes, while the Dominion liner *Ottawa* won by 8 minutes the downward passage in 8 hours 2 minutes.

The passenger and freight type of ship usually makes the upward trip in between 11 and 12 hours, and the downward trip in 2 hours less.

The fast passages are not encouraged as the waves have too much erosive effect on the banks.

As in the case of almost all navigable rivers, abroad, ships have to wait for the tide, the ship channel makes a very fair comparison in time of passage. The improvements necessary to make the St. Lawrence available for the largest ships afloat, are probably less than for the Thames, the Scheldt or the Elbe.

THE ST. LAWRENCE ROUTE.

As Winnipeg is the gateway to the great producing areas of the Northwest, so is the St. Lawrence the Canadian portal to the world's markets.

The line of route is not only the most direct, but owing to the long stretches of inland navigable waters, it is the cheapest.

Inland vessels and the northern continental railways, in their race to the sea, reach ocean navigation first at Montreal. With the present St. Lawrence canals, the present railways, the existing facilities at Montreal, and the 30 foot ship channel to the sea, the Canadian national route can hold its own with its only dangerous rival, the Buffalo-New York route.

What will happen when the two new trancontinental railways now under construction are completed, when the Georgian Bay or improved St. Lawrence canals are ready for traffic, when ample accommodation is given in Montreal Harbour, and when the ship channel has a depth of 35 feet, one can conjecture with satisfaction.

Apart from these, the only remaining requirement to place the Canadian route in a position beyond competition, both summer and winter, is a satisfactory winter port, with a railway distance from Montreal comparable in length with the Buffalo-New York lines.

Lord Durham's statement in 1837, to the effect that the State of New York had created her own St. Lawrence, from Buffalo via Albany down the Hudson to the sea board at New York, and captured the trade which Canada had lost by neglect to improve her waterways, bids fair to be comparatively reversed in the near future.

The thirty-five foot channel was commenced in November, 1907. The real beginning will not take place until the Cap à la Roche channel is completed for low tide. In the meantime, rather than lay up the dredges, they can work to advantage near Sorel from Nov. 15th until the actual advance of winter.

C.G.S. 'LADY GREY.

The Canadian Government steamer *Lady Grey*, has proved herself a very useful and powerful boat for towing purposes. Being a twin screw steamer she is easily handled and on account of her great engine power she is capable of undertaking very heavy tows successfully.

During the early part of last season the Department of Public Works made arrangements with the Department of Marine and Fisheries for the loan of the steamer *Lady Grey* to tow their large new dredge *Northumberland* from Quebec to La Have, N.S., a distance of 940 nautical miles.

On June 24, 1907, the *Lady Grey*, with her dredge *Northumberland* in tow, left Quebec for La Have.

The dredge was very low in the water having only about 2½ feet of free-board. She was helpless at sea on account of being unable to use her anchors.

When abreast of Kamouraska the wind became very fresh from the east and the appearance of bad weather coming made it advisable to stop for shelter.

The *Lady Grey* dropped her anchor, and the dredge was obliged to hang on to the tow-line.

While shortening the tow-line, the slack which had got foul of a boulder and become very taut, suddenly cleared and struck the second mate, Mr. J. Charbonneau, and killed him. This man had been warned to keep away from the hawser, but unfortunately did not pay any attention. The *Lady Grey* returned to Rivière du

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Loup and landed the remains. An inquest was held, the verdict being 'accidental death.'

The tow left again on June 27th and stopped at Charlottetown, P.E.I. on July 1st, for coal, leaving again on the 3rd.

Between Charlottetown and Halifax the tow was greatly retarded on account of fog, and only reached Halifax on July 9, leaving on the next day for La Have where it arrived safely at noon, having been 17 days on the voyage.

After placing the *Northumberland* in a safe place the *Lady Grey* returned to Quebec, where she arrived on July 13, having also been delayed by fog on the return trip.

Had the Department of Public Works been obliged to charter a tug to do this work, the cost would have amounted to at least \$10,000.

The *Lady Grey* has had a sweeping apparatus installed on board for work in the ship channel, particularly below Quebec.

This steamer is also fitted out with two 12-inch salvage pumps for wrecking purposes, the capacity of each being 2,500 gallons per minute.

Last season during October and November, the *Lady Grey* was obliged to 'stand-by' for aid, for 25 days during the absence of the wrecking tug *Lord Strathcona* which had left on a towing trip in connection with the two C.P.R. steamers *Kee-watin* and *Assiniboia* which had been cut in two parts and sent to Buffalo, N.Y.

On October 30, the *Lady Grey* received orders to proceed to Curve No. 2, Lake St. Peter, to give assistance in pulling off the C.P.R. steamship *Montreal* which had grounded there during the previous night. She left immediately and rendered very valuable assistance with her powerful pumps.

After the cargo had been partially lightered this steamer was easily pulled off, and she proceeded to Montreal to discharge her cargo.

This was the only accident of importance which took place in the ship channel during the season of 1907.

At the close of the season the *Lady Grey* had to be available to assist out-going steamers needing her services.

ACCIDENTS IN THE ST. LAWRENCE.

Only one accident of importance took place in the ship channel during 1907.

This occurred on October 29 at a point in Lake St. Peter where the channel was 600 feet wide. The C.P.R. steamship *Montreal* grounded between the light pier and the edge of the dredged bank. The cargo had to a large extent to be lightered before the vessel could be floated. The contact with the concrete pier having damaged the hull, the ship had to be docked.

The accident occurred just before dark, the pilot, Lyderic Bouillé, stating that the ship took a sheer.

The minor accidents were as follows :—

May 10, 1907. Montreal Harbour—

S.S. *Concordia*, Windmill Point Basin.

Steel angles dropped to floor and went through bottom. After holes were wedged, the ship was able to sail.

June 19, 1907. Montreal Harbour—

SS. *Crown of Aragon* ashore at Maisonneuve. Anchored in fog. Wind carried her aground. Two harbour tugs pulled her off in 15 minutes. No damage.

July 2, 1907. Red Island—

S.S. *Montrose* aground at Red Island, in fog. Got off with flood tide. No damage.

July 2, 1907. Montreal Harbour—

Wooden steam barge, *Havana*, Pittsburg & Erie Coal Co., loaded with light rossed pulpwood.

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R. & O. Str. *Prescott* in Lock No. 1, Lachine canal. *Prescott* reported to have rammed gate, letting in water which drove her back on *Havana*, damaging bow of barge and stern of *Prescott*.

Sincennes-McNaughton tugs took charge of both vessels. *Prescott* not badly damaged. Barge *Havana* sank at end of Bickerdike pier, not badly damaged.

August 23, 1907. Montreal Harbour—

Brick barge *Germaine* at wharf. Sunk by Str. *Imperial*. Rudder and engine room telegraph failed.

August 29, 1907. Quebec bridge disaster—

5.30 p.m. Thursday About 70 lives lost.

November 21, 1907—

C.G.S. *Montcalm* grounded at Cape Whittle, Pointe au Maurier. Floated same evening, making water. Wrecking steamer sent to her assistance and to accompany her to Quebec. They came up together to Quebec, and *Montcalm* went into dry dock for repairs.

November 28, 1907—

SS. *Christen Knudsen*, Dominion Coal Co., struck on Barratte Ledge, below Quebec, November 28, near midnight, bottom badly damaged. Returned to Quebec November 29 for repairs.

COMPARISONS.

The great excavation works of the world are:—

The Suez canal.

The Panama canal.

The River St. Lawrence Ship Channel.

The Suez canal after so many failures was finally opened for navigation in 1869. The length was 100 miles.

It has been improved and enlarged from time to time, and like the St. Lawrence channel it may never be completed, the size of ships so steadily increasing.

The present width at bottom is 101 feet, and the depth 29½ feet. Vessels of 18,000 tons navigate without trouble.

The Panama canal in course of construction, has a length of 49 miles. The proposed width is from 200 feet minimum, to a maximum of 500 feet.

It is expected to be completed by about 1915.

The old French Company, from 1881 to 1889, excavated 12,600,000 cubic yards.

The New French Company, from 1895 to 1904, excavated 10,000,000 cubic yards.

The United States from 1905 to date, have excavated over 20,000,000 cubic yards, making in all just about one half of the total estimated 80,000,000 cubic yards.

The United States, with its army of 30,000 men excavated last year 11,000,000 cubic yards. The ship channel, with its organization of dredge men, ship yard and repair men, amounting to less than 1,000, in seven months, excavated 4,800,000 yards at a cost of less than 10 cents.

The estimated total to make the 30 feet from Montreal to the sea, was 70,000,000, and at the end of the fiscal year 56,000,000 yards had been successfully dredged.

The River St. Lawrence Ship Channel therefore, compares very favourably with other great works, both as to navigability and to successful construction.

MARINE SIGNAL SERVICE.

The commencement of night navigation, and the increase in size and importance of ships, as well as the general improvement on all sides, especially features in connection with accidents, called for a system of signal service.

It was frequently found that by prompt action serious results from accidents

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could have been avoided, and sometimes signals of danger could have prevented bad accidents. The government of Canada therefore, through the Minister of Marine and Fisheries, took up the matter at the last session of parliament and established in connection with the River St. Lawrence ship channel a telephone service extending between Montreal and Quebec, and since extended to Crane island.

There are twelve stations, all connected directly with the central station in the harbour commissioners' office at Montreal, established at the following places:—

Montreal.. . . .	Day and night operators.
Longue Pointe.. . . .	Day and night operators.
Verchères.. . . .	Day operator.
Sorel.. . . .	Day and night operators.
Three Rivers.. . . .	Day and night operators.
Batiscan.. . . .	Day operator.
Cap à la Roche.. . . .	Day and night operators.
Portneuf.. . . .	Day operator.
St. Nicholas.. . . .	Day and night operators.
Cap Rouge.. . . .	Day operator.
Quebec.. . . .	Day and night operators.
Crane Island.. . . .	Day and night operators.

The value of this service which was commenced September 1, 1907, was such that expressions of satisfaction were received every day during the season of navigation, when orders may be given, information as to the whereabouts of vessels obtained, and signals to passing vessels recorded.

The service has also been very useful in connection with the dredging operations as communication can be made immediately with the officials at the shops at Sorel, where orders can be given for repairs, and owing to the promptness of this service a great deal of time has been saved.

Another great advantage is, that it is possible to connect directly with the superintending engineer in his office at Montreal should anything come up requiring his immediate attention.

NEW ELEVATOR DREDGE.

In order to expedite the work at Cap à la Roche and Cap Charles, the department has decided to build another elevator dredge for working in rock. This dredge is to be modeled after the *Baldwin* (No. 6), but the hull is to be built of steel, and is to be able to dredge rock in 50 feet of water.

An appropriation for this vessel has been placed in the Estimates for 1908-1909, and she will be built at the Sorel shipyard.

NEW STEEL SPOON DREDGE.

The new steel spoon dredge now under construction at the Sorel shipyard, and which is expected to be ready for work during the present season, will be the most powerful dredge of this type afloat. She was designed by Mr. John Kennedy, consulting engineer of the Montreal Harbour Commissioners.

This dredge is intended for work at Cap à la Roche. It will tear out the bank quickly, and afterwards an elevator rock dredge will go over the ground to clean up and make a smooth bottom.

The following are her dimensions:—

Length moulded.. . . .	108 feet 0 inches.
Breadth moulded.. . . .	42 " 0 "
Depth at bow.. . . .	11 " 6 "
Depth at stern.. . . .	9 " 9 "
Length of boom, centre to centre.. . .	55 " 3 "
Length of spuds.. . . .	74 " 0 "
Main engines, 2 compound.. . . .	16 and 30 x 22 inches.
Swinging engines, simples.. . . .	10 ins. x 14.
Capstan engines, simples.. . . .	10 ins. x 14.

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The capacity of her bucket is to be 10 cubic yards. The pull on the bucket rope equals 180,000 lbs. The dredge will be able to work to 50 feet. She will be equipped with electric light.

The steam for the machinery is to be provided by one marine boiler 12 ft. diameter by 10 ft. long, with two Morrison furnaces, the boiler having a working pressure of 160 lbs. per square inch.

THE NEW STEEL TWIN SCREW HOPPER HYDRAULIC DREDGE 'BEAUJEU' (NO. 8).

Steel hull.—Length, 275 feet; breadth, 45 feet; depth 22 feet; unloaded draught forward, $8\frac{1}{2}$ feet; aft, 15 feet; with 200 tons of coal on board. Draught when loaded with 2,000 cubic yards of blue clay, forward, 13 feet; aft $17\frac{1}{2}$ feet.

Equipped with twin screw propellers.

Main engine for propellers, two triple expansion engines 500 horse-power each. Cylinder diameter 15 x 8 x 48. Stroke, 24 inches.

Turbine Engine.—One triple expansion engine 15 x 28 x 48. Stroke, 24 inches.

Boilers.—Two Scotch type boilers, diameter outside 12 feet, with three furnaces each, 42 x 72 inches long; steam pressure 180 lbs.

One donkey boiler for winch purposes.

Winches.—The dredge is equipped with two winches, one forward and one aft, for moving purposes. Also a windlass powerful enough to haul two anchors at the same time, each weighing 5,000 lbs. and 600 feet of chains.

Steering Gear.—One double cylinder steering gear.

Electric plant of 300 lights capacity.

This Hopper dredge can work at 55 feet deep and raise 2,000 cubic yards of blue clay in one hour.

The construction of this dredge began at the Sorel shipyard on October 5, 1905, and the dredge was launched December 2, 1906 and delivered to the operating branch of the department November 1, 1907, and was taken down to St. Thomas de Montmagny and worked there until November 15 when it was taken back to Sorel.

WINTER NAVIGATION AND ICE BREAKING.

The question of winter navigation in Canada, has three distinct phases.—

1. Experimental navigation.
2. Special work with ice breaking steamers, for prolonging the season, preventing floods or delivering supplies and mails to distant settlements cut off from communication.
3. Commercial navigation with ordinary types of ships.

The first two of the above types of navigation being non-paying, they must be considered as legitimate cares of the Government.

The Department of Marine and Fisheries has for many years conducted experiments with a view to demonstrating possibilities of navigation, especially to Hudsons' Bay.

Winter communication between the mainland and Prince Edward Island has also been a matter of study, and the design and construction of steamers for this important and difficult service.

During the past few years the question of prolonging the season of navigation, the prevention of floods and the winter communication with settlements on the distant north shore of the St. Lawrence, has been taken up by the department, especially on the representation of the Transportation Commission.

The ice canoe having given place to a regular service of steam ferry steamers at Quebec, a steam ice breaker was called for to give service between the Intercolonial railway and Murray Bay.

The service to distant points on the Lower St. Lawrence north shore, has for the

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last two winters been maintained by the special ice-breakers *Montcalm* and *Lady Grey*.

The *Lady Grey* was designed as a surveying, towing and wrecking ice-breaker, especially for the river between Montreal and Quebec. If a wreck should occur late in the season the *Lady Grey* is now available, although ordinary wrecking plant would be out of the question. She is also of great service in accompanying vessels to sea late in the autumn when there is ice in the river.

The winter ice operations of this vessel, which forms a part of the ship channel equipment, are given in full, with special reports as follows:—

At the close of the season of 1907, the *Lady Grey* was assigned to the duty of assisting out-going vessels to the sea.

The SS. *Borgestad* having been delayed until December 2, and the weather turning severe, called upon the ice-breaker to accompany her. Starting at 6.20 a.m., from Sorel, the two steamers encountering a thick snow storm, were obliged to anchor at Three Rivers. The weather moderating, they proceeded, but had to anchor again at Batis-can for the night.

The following day, although very cold, the weather was clear and the vessels reached Quebec without trouble.

Mild weather having set in, the river remained open, and SS. *Dunelm* from Great Britain, loaded with steel for the Upper Lakes, arrived at Quebec on December 9. Leaving on the 11th, this vessel called for assistance to pass Lake St. Peter, the buoys being all removed. The steamer *Frontenac*, fitted with an auxiliary ice prow, went to Three Rivers, and by placing temporary marks, succeeded in conveying the *Dunelm* through Lake St. Peter, and Montreal was reached in safety on the 13th. This is the record of the latest ocean vessel reaching Montreal.

The *Lady Grey* was retained in Quebec during the winter, the Quebec ice-breaker having been disabled. The Cap Rouge ice-bridge not having taken, the crew were paid off and the ship laid up.

On January 20 the *Montcalm* being still in dock, the *Lady Grey* was called upon to undertake an unexpected trip to the North Shore, although scarcely large enough for such service. By working night and day the vessel was fitted out and put in readiness on February 25.

Capt. Mercier received his instructions from the department to start on the 29th if the weather and ice conditions were favourable.

Freight, passengers and mail were taken on board and the *Lady Grey* left Quebec at 5 a.m. on the 29th for north shore points and Anticosti. The weather was overcast but otherwise fine.

The river was covered with loose pieces of drift ice about 10 inches thick. These conditions continued to St. Roch Traverse, where the ice became much heavier, increasing to 15 inches in thickness. This continued, closely packed, down to Murray Bay, where clear water was reached.

Opposite Cap Salmon, a small field of drift ice, about 3 miles by half a mile, was encountered, having a thickness of from 15 to 18 inches.

The *Lady Grey* arrived at Tadousac at 2.30 p.m., where freight was landed. Owing to a gale from the north, with intense cold, it was decided to remain at Tadousac for the night.

On March 1 the weather was fine, but cloudy, with a cold north wind blowing.

The steamer left at 5.30 a.m., and when off Portneuf (en bas) at 8.45, very heavy loose batture ice was met with, having a thickness of about 2 feet, solid green ice, covered by a foot of snow. This ice was composed of large cakes of about 50 feet in diameter, and extended as far as could be seen from the bridge of the ship. The vessel slowed down for safety, but experienced no difficulty in working her way through at an average speed of 10 miles an hour.

When off Bersimis Point at 11 a.m., the ice cakes were more scattered, and the ship ran into comparatively clear water at noon. From Pointe des Monts to Pentecost

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river, a distance of about 26 miles, the river was quite clear, with no ice in sight. At 6 p.m., the *Lady Grey* anchored for the night.

On Monday morning, March 2, the steamer lifted anchor at 5.30, reaching May Island at 7 a.m., and landed about 5 tons of freight, continuing on at 8 a.m. for Seven Islands. The weather was fine with a very cold northwest wind.

The *Lady Grey* arrived off Seven Islands at 10 a.m., where the bay ice was found to be too thick for entrance by the western passage. The captain then decided to try the middle passage, but found the ice still thicker and piled up in some places to a height of 20 feet. Finally an attempt was made to get in by the eastern passage, where the ice was found to be thinner, and about 12 to 15 inches thick. A passage was effected for a short distance, and the Seven Islands mail and part of the freight landed and transferred to the mainland by dog sleighs.

At 1.30 p.m. a report was received from the signal station at Quebec to prepare for an easterly gale with snow. As a precaution, it was decided to go the western passage and break far enough in to get shelter. A passage of two miles was made with the ice 28 inches thick in most places. The balance of the freight was then landed and 11 passengers were taken aboard for Quebec.

On March 3, the weather being fine and clear, with a light but very cold north-east wind, a start was made at 2 p.m. for Anticosti. At 3.30 a large field of closely packed ice, averaging from 5 to 6 feet in thickness, was met with about 15 miles from Seven Islands, and the ship was experiencing great difficulty in forcing a passage. This field extended as far as could be seen from the topmast.

The steamer had not sufficient coal to risk being caught in the ice for any length of time, so in view of a very unfavourable weather report received at Seven Islands, the captain decided not to endanger his ship by making further attempts to reach Anticosti, but to return to Quebec.

At 3.45 p.m. the ship turned back and met no ice until off Pointe des Monts, where salt water ice was encountered of from 4 to 5 inches in thickness, and was making fast.

At 10 p.m., off St. Nicholas, the steamer ran into closely packed ice varying from 10 to 15 inches thick, and had considerable trouble in forcing her way through. This field, as far as could be judged from the lookout, extended the width of the river, or about 30 miles, and as the ship was making but slow progress, it was decided to wait for daylight.

At daylight on March 4 open water was seen towards the north shore, to which point the vessel slowly worked her way. Closely packed ice, with occasional open spaces, extended as far as could be seen from the topmast, and continued under similar conditions up to 20 miles above Bic Island, where the steamer ran into clear water. The *Lady Grey* continued up to Tadousac and went to the wharf for the night.

On March 5, at 5.30 a.m., the *Lady Grey* left for Quebec. The weather was fine, with a southwest wind.

Clear water was found as far as Cap Salmon. At this point the river was covered with loose floating ice of about 8 inches in thickness, which the ship broke through with little trouble.

Passing the Lower Traverse at 11.30 a.m. the ice was found to be somewhat thicker and more closely packed.

From Crane Island to Ile Bellechasse, very heavy packed and piled ice, which had jammed at Quebec the day previous, was met with, some cakes being 20 feet in thickness. The steamer managed, after much difficulty, to work her way through, and from Bellechasse upwards this drift ice became thinner. The *Lady Grey* continued up, reaching Quebec at 4.40 p.m. The mails, which had not been delivered at Anticosti, were immediately landed.

Orders were received from the department at Ottawa to pay off the crew, but to keep the boat in readiness for any emergency call.

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According to information gathered from residents on the north shore, where the steamer stopped, it was learned that the best part of the winter for navigation, with regard to ice conditions, is during the latter part of December and during the month of January. On the other hand, snowstorms are more frequent during this period.

During the month of January the ice is affected very much by the wind. The large, heavy fields usually remain in the middle of the Gulf, being shifted from one place to another by the changing of the wind. In the case of a gale continuing for two or three days, the ice then reaches the lee shore.

RIVER ST. LAWRENCE SHIP CHANNEL.

SOREL, P.Q., May 5, 1908.

Mr. G. J. DESBARATS, Acting Deputy Minister.

Department of Marine and Fisheries,

Ottawa, Ont.

SIR,—I have the honour to report for the information of the department, on the breaking up of the ice in the River St. Lawrence between Montreal and Quebec, by the steamer *Lady Grey*, in April, 1908.

The St. Lawrence ice conditions during the winter of 1907-8 were somewhat unusual.

The taking of the ice occurred about fifteen days later than usual, a ship actually arriving in Montreal from the sea, on December 13, 1907.

Lake St. Peter froze over in stages, with the result, that covering a large area of the deep water, the ice was shoved and rafted. Mr. V. W. Forneret, resident engineer, reported that during his winter work in March, 1907, the ice in the middle of Lake St. Peter was of unusual thickness, the ice-chisels to make holes through, requiring to have their handles lengthened to eight feet.

The Cap Rouge ice-bridge did not take, during the whole winter, and the river was open up to near Batiscan. As a result, the level of water in April was lower than usual, and the ice remained firmly attached to the shores and battures.

The weather in April was also exceedingly severe, zero weather being frequent up to the 20th.

On April 22, there were several ocean vessels in Quebec, waiting for the river to clear before proceeding to Montreal, the inside basin at Quebec being also solidly frozen.

The Hon. Mr. Brodeur, Minister of Marine and Fisheries, communicated with me on the 22nd, to know if anything could be done to aid in opening up navigation.

I informed the minister that the *Montcalm* was of too deep draught for service above Platon, and that she was already in the gulf, but that the *Lady Grey* had been made ready for emergency orders.

The situation then was that it was expected that naturally the ice would clear in a few days, and in any attempt to break it, especially when liable to shove at any moment, there was grave danger to the ice-breaker on account of the lack of sheltered positions, and of the liability of the ship being forced ashore.

The minister stated that the matter was urgent, and advised a consultation with the Shipping Federation, the danger of the vessel being put out of commission to be explained, and then an attempt to be made, all possible precautions being taken.

The Shipping Federation was consulted and the hazard of the work pointed out. They were pronounced in the opinion that the ship was too valuable to St. Lawrence navigation during the season to be risked in serious damage, and it was decided to make a trial, and if found too dangerous, to order the *Lady Grey* to shelter at Quebec.

Arrangements were immediately made, and Mr. N. B. McLean, assistant engineer, was instructed to proceed to Quebec to act as executive officer in general charge. The best pilot in our service was also sent to render all possible aid, which was afterwards

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found to have been a wise precaution on account of his knowledge of the river in the absence of lights.

Captain Mercier, the officer in charge of the *Lady Grey*, handled the vessel to every advantage.

The attached report of Mr. McLean, with photographs taken by him, will give all the details of the work from day to day, making a very valuable record.

The ice was found to be much more solid than expected. It was so firmly jammed, and attached to the shores, and of such unusual thickness, that it would most certainly have held firmly for at least another week, to the delay of the fifteen vessels already waiting at Quebec.

The staunchness of the *Lady Grey* and her suitability of design and power for work between Quebec and Montreal was demonstrated. It is probable that no other ice-breaker of her size was ever put at so difficult a task. The work was well accomplished and every precaution for safety taken, to the very great credit of Mr. McLean, and the officers and crew of the *Lady Grey*.

A close inspection of the steamer to-day shows the bow and the hull cleanly scoured by the ice, but the vessel absolutely undamaged. The only mishap being the loss of one anchor.

The difficulties and danger to a ship working in ice in narrow water with a rapid current is not generally appreciated and I would not advise that such work be undertaken, without careful consideration of the risks, but I am glad to report that on this occasion the results were far beyond my expectations, and the *Lady Grey* is still ready for service, and in fact leaving immediately for below Quebec with the two large dredges to help the commencement of the dredging and to sweep the Beaujeu channel.

I am, sir, yours obediently,

F. W. COWIE,

Superintending Engineer.

RIVER ST. LAWRENCE SHIP CHANNEL,

SOREL, P.Q., May 5, 1908.

SIR,—According to your instructions of April 23, I proceeded to Quebec to take charge of the attempt to break up the ice-jams in the River St. Lawrence between Batiscan and Contrecoeur, to enable the large number of vessels detained at Quebec to reach Montreal as soon as possible.

Captain Joseph Laforest, of the C. G. S. *De Lévis* was taken along according to your instructions, so as to have the best pilotage service for the hazardous work, there being no buoys, and as considerable manœuvring had to be done outside the actual ship channel.

We arrived at Quebec at 6.30 a.m. on April 24, and immediately went on board the *Lady Grey*, where all was in readiness. At 9 a.m. we left the outer basin, and with the rising tide proceeded up river. Weather fine, bright and calm.

There were no buoys, but the shore lights and marks made navigation easy.

From Quebec to St. Nicholas some broken cakes of ice were met with, but above the latter place the channel was clear of ice all the way to Cap Levrard.

We passed abreast of Pointe aux Trembles (*en bas*) at 10.20 a.m., Cap Santé at 11.15 a.m., St. Jean des Chaillon at 12.50 p.m. All the way up everyone had turned out to see the ice-breaker, the work being considered impossible. Flags were hoisted in our honour, and salutes exchanged.

At 1 p.m., one mile below Cap Levrard we met a large field of floating ice, which had broken away at Batiscan, but had no great difficulty in working through it for a length of about two and a half miles, when clear water was again reached, which extended up to Pointe Citrouille.

Batiscan was reached at 1.40 p.m. The shore ice was still solid there, so we broke

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our way into it about 300 feet, and then walked ashore to telephone you report of progress, and for further orders.

At Batiscan also the whole village had turned out to see the novel sight. Many questions were asked, and various views expressed as to whether we would get through or not. There was, however, no time for discussion, the orders being to continue up, and if considered possible, continue to Three Rivers, but if found to be imprudent, to return to Batiscan, and take best possible shelter below the wharf. At 2.15 p.m. the *Lady Grey* turned her head up stream once more.

About a quarter of a mile above Pointe Citrouille light, at 2.40 p.m., we encountered the first solid body of ice bridged from shore to shore, and as far as we could see there was ice all the way to Ile Bigot at least. For a couple of miles this ice was comparatively soft, and we ran through it without any trouble, and after being broken it immediately commenced to move down. At about a mile below Champlain the ice was more or less jammed and rafted, but we were able to work our way through, though occasionally we were brought to a stop, and had to back up and take a run at it. This jammed ice continued until we were abreast of Ile Bigot at 3.50 p.m., when we ran into an area of clear water. Our passage through the Champlain channel, broke the jam, and this ice started immediately to drift away with the current.

From Pointe Citrouille up to Ile Bigot, the river bank was lined with crowds of interested and excited spectators. Apparently everyone was there, to the oldest inhabitant. Flags were flying everywhere and dipped repeatedly for us as we passed, and here and there a group would fire salvos from fowling pieces by way of a salute to the *Lady Grey*. These salutes were, of course, duly returned.

From Ile Bigot we ran into clear water until we were opposite the low light at Becancour. Here we met ice that was jammed hard and solid, and we started to 'buck' it.

'Bucking' is a descriptive term, and consists in backing the ship 400 or 500 feet, and then making a run at the ice. We did well for three of these runs, breaking our way from 100 to 200 feet at a time, but at the fourth trial we were not so successful, as we ran up on the ice and remained there, probably not having struck the key to the bridge, where it was apparently solid to the bottom of the river. For more than half her length, the ship was on the ice, and for three hours, doing all we could, she remained fast. We pumped out the after tanks, but it did no good. We filled them and it was the same story. We backed her, put one engine ahead and one astern to try and swing her, but still she would not move. Then we filled her after boats with water to try and raise her bow a little, but without result. Finally, after three hours in this position, and as a result of the churning and washing away of quantities of ice by the propellers, at 7.15 p.m. the ship slid off with a rush. At this moment the jam broke.

For the next twenty minutes it was an anxious time, as we still had a good deal of 'bucking' to keep clear of the shoal water, which was pretty close to us on the port side, with the current setting us that way all the time. When the bridge broke, it being nearly dark, the ice opened slightly in front, and orders were immediately given to attempt the weak point and get through, rather than risk being 'pinched.' After half an hour of heavy work, only holding our own, the heavy ice of the key was cleared, and we continued towards Three Rivers.

By this time it was quite dark and the Cap Madeline upper lights were not lit, though all the other lights in sight were burning brightly. These upper lights were very necessary to us as we had to run up on them until we ran into the line of the Cap Madeline lower lights. However, just before dark, Mr. Perrault and Captain Laforest had picked up a leading light in a house near Cap Madeleine Church, and from this were able to hold their course sufficiently close to enable us to run up till we were on the other range, and from there it was plain sailing to Three Rivers.

All the way up from the jam at Becancour to Three Rivers we were meeting large

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fields of ice, but were able to work our way through them successfully, and arrived at Three Rivers at 8.45 p.m., when we tied up to the lower end of the wharf.

During the time that we were retarded by being hung up in the ice-jam at Becancour we were in plain sight of Three Rivers, where throngs of people were observing our efforts from the wharfs and boulevard. It was afterwards learned that considerable money changed hands on the question of the possibility of our reaching Three Rivers. Torches were blazing on the Quai Bureau and the city front was in a general state of excitement. Several hundreds of people were on the wharf to congratulate the *Lady Grey*, and bid her welcome as she moored safely alongside for the night.

On Saturday morning, April 25, as the lake ice did not appear to be coming down, we left Three Rivers at 9.40. At 10 o'clock, one and a half miles below Port St. Francis, we ran into ice averaging about 2 feet in thickness, which was firmly jammed there. We worked our way up through this as far as Nicolet Traverse, meeting strong ice all the way, which frequently brought us to a standstill, when we had to back up and go at it again 'full steam ahead.' Our passage through everywhere broke the bridge, but we turned and ran a cut down through the ice to clear water to make sure that it would not jam again.

Returning to the lake at 11.30, we reached a point about half a mile below light pier No. 3. Here we encountered packed green ice from two to four feet thick and very tough. We worked until 1 p.m., when we arrived opposite the pier, but had only broken a channel of about the width of the vessel. It did not seem wise to continue up with the probability of straining the ship, as we were gaining only half a mile in an hour and a half, from the direction of the channel, so at 1.10 p.m. we swung around by backing into the ice, and came down, breaking up a small jam at the foot of Nicolet Traverse, and then continued on to Three Rivers, where we arrived at 2.35 p.m., when I again telephoned you report, and for further instructions.

The ship was not trimmed sufficiently by the stern, so we made arrangements with Leprohon & Fils to supply us with what coal we might require to trim her.

After making arrangements for coal we swung the ship into the St. Maurice river, below the lower end of the wharf, as it was considered that she would be safer there in case the lake ice came down during the night, and as the harbour master stated that there was sufficient water for us. She was taken in stern first, but we discovered there was shallow water close to the wharf, on which the vessel might be held up. We, therefore, came out and berthed her at the lower end of the wharf below the angle.

This berth seemed to be quite safe, as the ice has not shoved there so far this spring, although the upper portions of the wharf have been ripped up in several places. The captain of the *Glacial* also reported that this was a safe place.

Sunday morning, April 26, was fine and calm, with no ice running.

The crew was given permission to attend early mass, and at 9.15 we left Three Rivers and went down to Becancour where we opened up a small jam which had formed in the same place as on Friday. We ran through it a couple of times and got it well moving, and then went up river, arriving at Nicolet Traverse at 11.25 a.m. There was no ice between Becancour and Nicolet Traverse.

It was decided to break up the ice on the south side of the traverse instead of in the channel where we had been yesterday, in order that we might have plenty of room and not be in danger of being carried towards the shoal water to the north, should the whole body of lake ice start moving.

The ice was softer towards the south, and we were able to work to greater advantage, cutting the ice out in large circular slices and then cutting these in two again to insure their passage at Port St. Francis. By 3.30 we had cleared out an area about two miles long by a mile wide, including the key to the Lake St. Peter ice field.

The ice broken was from 15 to 30 inches in thickness, comparatively smooth and unbroken.

At 3.30 the whole body of lake ice was in motion and it was time to clear out for

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safety. On the way down we broke up the larger fields to give them a better chance to go through. All the ice we broke to-day was well on the move and the lower pans had arrived within a mile and a half of Three Rivers.

In the afternoon the *Glacial* of Three Rivers left port with an excursion to view the *Lady Grey* at work, but as we had sent down so much ice, she was only able to come up about three miles above Three Rivers. We passed her on our way down and exchanged salutes. The excursionists were not altogether disappointed as we had a number of good-sized fields to break up fairly close to her, one in particular of packed ice, which gave us a great deal of trouble.

We arrived in Three Rivers at 4.45 p.m., and tied up for the night at the lower end of the wharf.

At 5 a.m. Monday, April 27, we left the lower end of the wharf and moved up opposite the Boulevard, where we tied up and got ready to take coal. We took 18 tons of coal, putting it on deck aft on each side of the saloon. This lifted the bow about 4 inches.

We left Three Rivers at 9.10 a.m., and about one and a half miles below Port St. Francis met large fields of ice coming down, some of which were pretty solid, but we cut the largest in two where we could. We kept on forcing our way up, breaking the ice as much as possible till we reached the White Buoy curve. At the middle of the lake the ice was noticeably softer to-day, and the trim of the ship was much better, so that we could do very good work. We met ice all the way to White Buoy curve, but it was all in motion, and there was open water about one and a-half miles to the south. At the White Buoy we encountered a very large sheet of packed ice lying about across the lake and apparently about 5 miles long by a mile or two miles wide. We broke our way into this for half a mile, taking two hours to do it on account of the rafted ice and frazil, and still had half a mile to go. It might have been possible to have cut through this piece and reached Sorel by night, but it was considered wise to go back to Three Rivers in case this field should jam at Port St. Francis. Above this field there was open water as far as could be seen with the exception of some small broken pieces.

At 1.30 we turned back and ran down, breaking up all the larger fields on the way, opening up a slight jam at Port St. Francis, and then going on to Three Rivers, where we arrived at 3.30 p.m. and tied up.

The river all the way from the lake was practically full of heavy ice from shore to shore.

The ice we met to-day, with the exception of the packed ice, was from one to two and a-half feet thick, strong green ice. The packed ice was from three to four feet thick, very tough and hard to break.

On the morning of April 28, at 6.25, we left Three Rivers with a great deal of running ice in the river. One mile below Port St. Francis we met the heavy pan of packed ice which we had left yesterday at the White Buoy curve. It had been considerably reduced in size, and the rain during the night had softened it, so we were able to work through it, though it was still pretty tough, and we had to back up and go ahead again a number of times.

At 7.50 a.m. we were opposite Port St. Francis wharf, the river was full of ice, but all on the move, and much softer than yesterday, so that we kept right ahead till we ran into clear water about two miles above No. 3 curve. There was some ice to the north, but of no consequence, and the south side was clear. From here on it was plain sailing, only a very little loose ice being met with.

We continued on with clear water through the lake, and arrived at Sorel at 10.10 a.m.

I remain,

F. W. COWIE, Esq., C.E.,
Superintending Engineer.

Yours very truly,

(Sgd.) N. B. McLEAN.

River St. Lawrence Ship Channel,
Montreal, P.Q.

THE WORKING STAFF ORGANIZATION.

The dredging fleet and the channel operations are maintained and directed during the season of navigation under the superintending engineer.

The ship yard, shops and store are managed by the director of ship yard. When the plant is out of commission and at the ship yard, the care is taken by the ship yard officers, who make the necessary repairs. The construction of new plant is made at the ship yard to the requirements of the operating staff.

Under the superintending engineer of the ship channel, Mr. V. W. Forneret, B.A. Sc., C.E., directs the placing of the dredges, their supervision and operations. The excellent report of Mr. Forneret is given in full with regard to the operations of the plant and the various matters connected with the channel. The position is one of great responsibility and Mr. Forneret has proved himself fully equal to the important task.

Mr. N. B. McLean, a graduate of Kingston Military College, is in charge of the sweeping and various other duties. His report on the attempt to open up navigation early during the present season, is also given as of general interest.

Mr. A. E. Beauchemin, M.E., is local superintendent for the work below Quebec. To him is due in a great measure the success of that work.

Mr. M. C. Blais, employment officer at Sorel, and Mr. D. Champagne, paymaster, carry out their duties of keeping the crews complete and the records up to date, in a most exemplary manner.

Mr. F. A. Wise, C.E., and Mr. E. V. Collier and Mr. Fraser complete a steady, enthusiastic and hard working staff.

The men, from the captains to the sailors, deserve the utmost praise. It would be hard to imagine a more experienced, steady and reliable organization of men.

Ten years ago there were only two or three certified officers or men in the fleet. Pilots there were almost none. Discipline was mostly lacking.

At the present time the captains and engineers hold certificates. The younger men are exerting themselves in winter to better their education, and the type, qualifications and discipline is becoming markedly good, and a credit to the department.

RIVER ST. LAWRENCE SHIP CHANNEL,
C.G.S. 'FRONTENAC',
SOREL, QUEBEC, July 9, 1908.

SIR,—I beg to present the following report on the dredging operations for the improvement of the River St. Lawrence ship channel during the fiscal year ending March 31, 1908.

The sweeping of the channel was carried on during the whole season of 1907 under the direction of Mr. N. B. McLean, C.E. and staff, and no obstruction of any serious nature was found.

The two semaphores indicating the channel depths in their respective localities were maintained as usual.

The gauge for the St. Jean des Chaillons semaphore, which indicates the depth in the Cap à la Roche dredge cut, was placed on May 20, and the semaphore started immediately.

The gauge for the St. Nicholas semaphore indicating the depth over the undredged St. Augustin bar was placed on June 27 and the semaphore started on the same day.

Respectfully yours,

V. W. FORNERET, B.A. Sc.
Assistant Engineer,

F. W. COWIE, Esq., C. E.,
Superintending Engineer, River St. Lawrence Ship Channel,
57 Common Street, Montreal, P.Q.

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The average depth in the Ship Channel, available for navigation, with the greatest and the least depths in each year, from May to November, since 1890, is given in the following table:—

Year.	AVERAGE DEPTH FOR EACH MONTH IN THE 27½ FOOT CHANNEL. (27½ feet at Ordinary Low Water).							FROM SOREL GAUGE DURING EACH YEAR MAY TO NOVEMBER.	
	May.	June.	July.	August.	Sept.	Oct.	Nov.	Highest.	Lowest.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
1890.....	35 6	35 3	31 9	30 6	30 9	29 9	30 6	37 0	29 0
1891.....	34 6	31 3	29 9	29 9	30 0	28 3	28 3	36 9	27 3
1892.....	31 0	31 9	31 6	30 6	28 9	28 3	28 3	33 6	27 3
1893.....	36 0	34 3	30 9	29 9	29 6	28 6	28 0	37 6	27 6
1894.....	34 6	31 9	31 0	29 2	28 3	28 9	29 0	36 0	27 7
1895.....	33 3	31 3	28 3	28 3	27 6	26 9	26 9	34 6	25 10
1896.....	33 6	30 6	28 9	28 0	27 6	27 9	29 0	37 0	27 4
1897.....	35 6	32 6	30 3	29 3	28 0	27 0	27 6	37 0	26 5
1898.....	31 6	30 9	29 8	28 6	28 2	28 3	28 6	32 1	26 9
1899.....	36 2	31 9	30 3	28 6	27 6	28 0	27 9	37 9	26 9
1900.....	33 6	30 9	30 6	29 6	28 1	28 9	29 2	35 9	27 4
1901.....	34 3	31 10	29 2	28 3	27 7	27 4	27 3	36 3	26 6
1902.....	32 2	32 2	32 2	29 4	28 1	28 1	29 0	34 1	27 6
1903.....	33 0	30 11	30 5	29 5	28 4	29 0	27 11	32 8	26 11
1904.....	36 3	34 5	30 9	29 5	29 5	30 4	29 3	37 4	28 1
1905.....	31 10	30 8	29 7	29 0	28 0	28 5	28 1	33 6	27 1
1906.....	32 4	31 5	29 3	27 11	27 3	27 4	27 6	33 3	26 9
AVERAGE DEPTH FOR EACH MONTH IN THE 30 FOOT CHANNEL. (30 feet at the Extreme Low Water of 1897).									
	May.	June.	July.	August.	Sept.	Oct.	Nov.	Highest.	Lowest.
1907.....	37 1	35 9	34 3	32 10	32 4	32 9	33 7	38 3	31 10

COST OF SHIP CHANNEL TO DATE.

TABLE showing the Total Cost of the Dredging and Plant and the Quantities Dredged to March 31, 1908.

	Cost of Dredging.	Expenditure for Plant, Shops, Surveys, &c.	Quantities Dredged.
<i>Montreal Harbour Commissioners 1851 to 1888.</i>	\$ cts.	\$ cts.	Cub. yds.
Dredging, Montreal to Cap à la Roche, to 27½ feet at ordinary low water, and from Cap à la Roche to Quebec to 27½ feet at half tide	3,402,494 35	534,809 65	19,865,693
<i>Department of Public Works.</i>			
Dredging, consisting of widening and cleaning up of channel, deepening Cap à la Roche to Cap Charles to 27½ feet at ordinary low water, and dredging at Grondines, Lotbinière and Ste. Croix, 1889 to June 30, 1899	829,583 08	486,971 79	3,558,733
Project of 1899—Dredging channel between Montreal and Quebec to 30 feet at lowest water of 1897, also widening to a minimum width of 450 feet and straightening—			
Fiscal year 1899-1900	100,191 01	265,270 78	1,107,894
" 1900-1901	136,680 83	287,040 04	2,479,385
" 1901-1902	185,429 80	479,731 47	3,098,350
" 1902-1903	255,776 55	277,703 50	6,544,605
" 1903-1904	276,958 59	308,765 44	4,619,260
<i>Department of Marine and Fisheries.</i>			
Fiscal year 1904-1905	311,087 93	266,460 33	2,716,220
" 1905-1906	431,768 30	125,107 37	4,047,530
" 1906-1907 (July 1, 1906, to March 31, 1907)	302,677 37	80,613 26	3,001,010
" 1907-1908	478,209 66	179,339 78	4,831,875
	6,710,857 47	3,291,813 41	55,870,555

DREDGES.

Laval (No. 1).—Of the fleet of ship channel dredges, this is the oldest. The hull is of wood, constructed in Ottawa in 1894. The buckets are made of cast-steel for work in rock and other hard material.

The details of the operations of this dredge for the fiscal year beginning April 1, 1907, were as follows:—

The dredge had been thoroughly overhauled during the winter and her machinery put in good order for the season's work.

On May 1, 1907, the *Laval* being ready, was taken down and laid out on Batiscan Traverse, where she had stopped in 1906, to widen and deepen the channel, the material being hard clay and stones.

This dredge finished her cut on July 13, and was then taken up to Sorel to have some repairs made before being loaned to the Montreal Harbour Commissioners for work in Montreal harbour, where, on account of strong cross-currents, this dredge was more suitable than a spoon dredge, being able to get out of the way of passing ships.

The *Laval* left Sorel for Montreal on July 20, where she was laid out of work to do some widening in the channel, the material being hard-pan, stones, and some shale rock.

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The dredge continued working in the harbour of Montreal until November 27, when she was taken down to Sorel to go into winter quarters. On her arrival in Sorel she was immediately got ready to be hauled out in order to have her hull repaired and well caulked during the winter.

In a total of 179 days during which this dredge was at work, her machinery was in actual operation 65 per cent of the full working time.

The total quantity of material dredged amounted to 190,800 cubic yards, at a cost of \$37,301.09, or 19⁵⁵/₁₀₀ cents per cubic yard.

Laurier (No. 2).—The hull of this dredge is also of wood, having being constructed at the government works at Sorel in 1897.

During the winter of 1906-7 she was hauled up to have her hull repaired, repainted and well caulked. Her buckets, which were of large size, built up from cast-steel bottoms, were changed for a complete new set of cast-steel buckets suitable for rock work.

The details of the operations of this dredge for the fiscal year beginning April 1, 1907, were as follows:—

The *Laurier* was only ready for work on May 20, on account of extensive repairs. She was taken down and laid out at Cap à la Roche Curve, to widen and deepen the channel, the material being shale rock. She continued working there until November 11, when she was taken to Pointe aux Trembles (*en haut*) to clean up some lumps found in the channel by testing, the material being clay and sand.

The dredge worked until November 27, when she was taken to Sorel to go into winter quarters.

The number of days during which this dredge was in operation was 163, and the percentage of time at actual work 63.

During the fiscal year she removed 172,950 cubic yards, at a total cost of \$47,715.97, or 27⁵⁸/₁₀₀ cents per cubic yard.

Lady Aberdeen (No. 3).—The hull of this dredge is of steel, the vessel complete having been constructed at the Sorel works in 1900. The buckets are of cast-steel for working in hard material.

During the winter of 1906-7, she was given a good overhauling, and her machinery put in good order for the next season's work.

This dredge worked for a few days at Sorel before the St. Lawrence river was clear of ice, making a basin at the mouth of the Richelieu river for floating the logs for the ship yard saw-mill.

On May 6, 1907, the *Lady Aberdeen* was taken down to Batiscan and laid out to widen and deepen the Batiscan channel, the material dredged consisting of clay, sand and stones. After finishing her cut on June 17, the dredge was taken down to Cap Charles and laid out on Cap Charles Curve to widen and deepen the channel, the material being very difficult to dredge, consisting of stones, sand and shale rock.

There were a great many large stones, which necessitated the frequent use of stone-lifters.

During a very severe gale on November 6, both the dredge dump scows broke away from their moorings and were washed ashore. After a great deal of work they were both launched again, only one of them being damaged.

On November 11, the *Lady Aberdeen* was taken to Sorel to go into winter quarters. On arrival, she was made ready to be hauled up to have her hull scraped and painted.

The number of days during which this dredge was in operation was 161, and the percentage of time at actual work, 61.

The total number of cubic yards removed amounted to 133,400, at a total cost of \$48,889.52, or 36⁶⁵/₁₀₀ cents per cubic yard.

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Lady Minto (No. 4).—This dredge is of the same type and design as the *Lady Aberdeen*. Her buckets are of cast-steel for working in rock and hard material.

The details of the operations of this dredge for the fiscal year beginning April 1, 1907, were as follows:—

For a few days before the River St. Lawrence was clear of ice, this dredge worked clearing out a sunken dredge hull, which interfered with the extension of the new ship yard coal wharf.

The *Lady Minto* left Sorel on May 2, and was taken down and laid out to work on Batiscan traverse, widening and deepening, where she had left off in 1906, the material consisting of hard clay and stones.

She finished her cut on June 15, and was then laid out for work on Cap Charles channel to widen and deepen, the material being very hard to dredge, consisting of shale rock and stones.

This dredge continued working there until November 14, when she left for Pointe aux Trembles (*en haut*), stopping at Sorel on the way up for a couple of days to have her bow winch repaired, which had broken in lifting her bow anchors.

Dredge No. 4 left Sorel on November 18 for Pointe aux Trembles, where she was laid out on the channel to clean up some lumps found by testing, the material being clay and sand.

She worked there until November 28th, when she was taken to Sorel to go into winter quarters.

The working time of the *Lady Minto* was 179 days, the dredge being in actual operation 70 per cent of the full working time.

The number of cubic yards removed amounted to 363,600 at a total cost of \$48,672.68 or 13⁸⁸/₁₀₀ cents per cubic yard.

Lafontaine (No. 5).—The hull of this dredge is of wood, the work of the Sorel ship yard, completed in 1901. Her buckets are made of cast steel for working in rock and other hard material.

During the winter of 1906-7, the dredge was given a good overhauling, and new breasting winches for using wires instead of chains were installed. These winches proved to be very satisfactory after a season's work.

The *Lafontaine* left Sorel for Cap à la Roche on May 6, 1907.

The dredge was anchored at Batiscan for a couple of days to have the new breasting winches well tried and put in good working order, and also to enable the crew to get trained to the use of these winches before the dredge was laid out for work.

The dredge was laid out on Cap à la Roche curve on May 8, the material being shale rock. She continued working there until November 14, when she was taken up to start deepening Varennes channel to 34 feet at E.L.W. of 1897.

The *Lafontaine* was delayed on her way up by stormy weather, and was laid out to work at Varennes on November 18, the material being soft clay.

This dredge worked there until November 27, when her buckets came off the frame, and in doing so broke one of the side rods.

By November 30, after much difficulty, her frame and buckets were successfully raised, and she was taken down to Sorel to go into winter quarters.

The working time of the *Lafontaine* was 170 days, the dredge being in actual operation 64 per cent of the full working time.

The total number of cubic yards removed amounted to 239,000, at a total cost of \$51,762.59 or 21⁶⁵/₁₀₀ cents per cubic yard.

Baldwin (No. 6).—This is the newest of the elevator dredge fleet, the hull is of wood, constructed at the Sorel ship yard in 1902. She has large built up buckets for working in soft material, but had sufficient teeth added to enable the dredge to work in hard-pan, &c.

This dredge was laid out on Isle au Raisin channel on May 1, 1907, deepening

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and widening, the material being clay. She finished her cut on June 3, and was then taken down to Cap Levrant and laid out to work at widening and deepening the curve, the material being clay and stones.

The *Baldwin* continued working there until October 22, when she was taken up and laid out to clean up some lumps found by testing on Champlain channel, and worked there until November 21. She was then taken up to Sorel to go into winter quarters.

Before she was laid up, this dredge worked for a few days deepening in front of the new ship yard coal dock.

The number of days during which this dredge was in operation was 174, and the percentage of time at actual work, 70.

The total number of cubic yards removed amounted to 583,000, at a total cost of \$49,496.40 or 84 $\frac{1}{100}$ cents per cubic yard.

J. Israel Tarte (No. 7).—The hull of this dredge is of steel, of the same type and general design as the steel hulls of the elevator dredges.

She was constructed in 1902 by the Polson Iron Works Company, of Toronto, Canada.

During the winter of 1906-7, her boilers were thoroughly repaired and the dredge given an overhauling generally.

The dredge left Sorel to begin her season's work on May 9, 1907, and was laid out at the foot of White Buoy curve, Lake St. Peter, to start widening, to make an anchorage basin of over a mile in length, having a maximum width of 800 feet, the material being soft clay.

After she had finished the anchorage basin, the *Tarte* continued to widen and deepen the channel between White Buoy anchorage basin and Curve No. 2.

During the week ending August 10, this dredge made a remarkable showing by stopping work for only four out of a possible 132 working hours. From midnight Sunday, to 4 a.m. Monday, the dredge did not work on account of repairs to her boilers. She then worked without a stop until noon the following Saturday, removing 175,000 cubic yards during that time.

During the season the dredge lost time through wind, especially during the latter months, but notwithstanding this she broke all previous records.

The *Tarte* was taken to Sorel to go into winter quarters on November 23.

In the 165 days, the dredge was in actual operation 68 per cent of the full working time.

The total number of cubic yards amounted to 2,795,625, at a total cost of \$124,797.29 or 44 $\frac{1}{100}$ cents per cubic yard.

The total number of cubic yards removed by the dredging fleet between Montreal and Quebec during the fiscal year ending March 31, 1908, amounted to 4,478,375, at a total cost of \$108,635.54 or 9 $\frac{1}{2}$ $\frac{1}{100}$ cents per cubic yard.

Suction dredge *Galveston* (No. 9).—The dredging operations below Quebec are under the special supervision of Mr. Albert Beauchemin, local superintendent.

At the commencement of the fiscal year April 1, 1907, the *Galveston* was still at St. John, N.B., where she had been laid up for the winter.

On April 22, work was started to get the dredge ready for the sea. She took on a load of lumber to make her more steady for the trip to Quebec, and left St. John, N. B. on April 27.

The *Galveston* stopped at Halifax on April 29, and left again next day. On May 2, she anchored at Port Mulgrave on account of large quantities of ice in the Gut of Canso.

On May 3, the dredge proceeded to Port Hawkesbury, and to Port Hastings on May 6, waiting there until the Gut of Canso was clear of ice. On May 21, she went back to Port Hawkesbury, and the Gut being clear of ice, orders were received to be ready to leave.

Leaving Port Hawkesbury on May 23, she reached Quebec on May 27, and left again on May 28, arriving at Sorel on the same day.

After unloading her cargo of lumber, the dredge was taken to Montreal on June 5, to go into dry dock to have one of her turbines repaired and also to have her hull well scraped and painted. She came out of dock on June 13, and left for Sorel on the following day to be put in good order for her season's work.

The *Galveston* left Sorel to start work at Beaujeu channel on June 19. On arrival at Quebec the same day she went into the inner basin and took coal. She left for Beaujeu channel, Crane Island, on June 21, on which day operations were commenced.

During the season the dredge was beached several times to have repairs made.

On July 25, she had to be put into dry dock at Lévis, and came out again on July 31, when she immediately returned to Beaujeu channel.

On October 21 orders were received from the department to send the *Galveston* to St. Michel de Bellechasse to do some cleaning up opposite the wharf. This work was completed on October 23, and the dredge went back and resumed work on the Beaujeu channel until November 13, when orders were received to stop work and go up to Sorel for the winter.

The dredge was beached at St. Michel for repairs, and left for Sorel on November 15, where she arrived on the following day.

Before being laid up for the winter, the *Galveston* had her connections for discharging on shore put on, and worked for several days filling in the new shipyard coal dock.

During the season the *Galveston* worked 122 days, and made 242 loads amounting to 353,500 cubic yards, the material being sand, some soft blue clay and stones, at a total cose of \$56,937.18 or 16 $\frac{1}{100}$ cents per cubic yard.

The total number of cubic yards removed by the whole of the dredging fleet amounted to 4,831,875, at a total cose of \$478,209.66 or 98 $\frac{8}{100}$ cent per cubic yard.

Progress of dredging operations at the date of writing, the close of the season, 1907.

Locality.	Distance English miles.	Total length requiring dredging.	Length dredged in 1907.	Total length of 30 foot channel dredged.	Length yet to be dredged.
		Miles.	Miles.	Miles.	Miles.
Division 1 :— Montreal to Sorel.....	45	22.90	.....	22.90	All completed.
Division 2 :— Sorel to Batiscan.....	36	12.45	0.25	12.45	All completed.
Division 3 :— Lake St. Peter	20	18.00	2.70	9.60 +8.40	All deepened. 9.60 to be widened.
Division 4 :— Batiscan to Quebec.....	59	10.00	1.55	4.45	5.55
Division 5 :— Quebec to The Traverse.....	60	6.65	0.75	0.75	5.90
Total.....	220	70.00	5.25	58.55	11.45

*Not widened. +Widened.

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Progress of the dredging operations at the date of writing, the close of the season, 1907

LOCALITY.	LENGTH OF DREDGING.		Cubic yards yet required to be done.
	Required.	Done.	
	Miles.	Miles.	
Division 1:—			
Longueuil Shoal.....		1' 10	
Longue Pointe to Pointe aux Trembles (E.H.).....		5' 05	
Ile Ste. Thérèse.....		0' 40	
Varennnes to Cap St. Michel.....		3' 00	
Cap St. Michel to Verchères.....		4' 50	
Verchères Traverse.....		1' 10	
Verchères to Contrecoeur.....		1' 70	
Contrecoeur Channel.....		6' 05	
Total.....		22' 90	
Division 2:—			
Sorel to Ile de Grace.....		4' 40	
Stone Island.....		1' 10	
Ile aux Raisins.....		0' 25	
Lake St. Peter (see Div. 3).....			
Port St. Francis.....		0' 50	
Three Rivers.....		0' 50	
Cap Madeleine to Becancour.....		1' 55	
Becancour to Champlain.....		2' 25	
Champlain to Pointe Citrouille.....		1' 30	
Batture Perrou.....		0' 60	
Total.....		12' 45	
Division 3:—			
Lake St. Peter.....		*9' 60	6,500,000
		†8' 40	
Total.....		18' 00	6,500,000
Division 4:—			
Batiscan to Cap Levrard.....	0' 40	2' 60	100,000
Cap à la Roche Channel.....	1' 40	0' 60	700,000
Pouiller Rayer.....	1' 00	0' 20	275,000
Cap Charles.....	0' 75	0' 15	410,000
Grondines.....	0' 80		200,000
Lotbinière.....		0' 40	
Cap Santé.....		0' 20	
Ste. Croix.....	0' 60	0' 30	150,000
St. Augustin.....	0' 60		150,000
Total.....	5' 55	4' 45	1,985,000
Division 5:—			
Quebec to the Traverse.....	5' 90	0' 75	4,550,000
Total.....	5' 90	0' 75	4,550,000
Totals.....	11' 45	58' 55	13,035,000
Cubic yards yet to be done.....			13,035,000
Cubic yards done.....			55,870,555
Total.....			68,905,555

*Not widened. †Widened.

Stone-lifter No. 2 " No. 3	96 65 18 80	948 98 1,045 78	248 73 358 48	315 93 275 21	1,221 12 642 86	171 17 139 72	3,002 58 2,450 85	44,473 18	34,406 57
Str. <i>Lady Grey</i> (ice breaking and emergency tug).....	11,750 73	13,623 68	5,121 01	6,510 19	4,935 13	2,532 44	44,473 18		
Construction for dredging fleet—									
Tug <i>Cartier</i> , boiler and hull.....						2,323 29			
Tug <i>Champlain</i> , steering gear and windlass.....						1,118 42			
Tug <i>Jas. Horden</i> , steering gear and windlass.....						1,306 14			
Tug <i>Jessie Hana</i> , boiler and windlass.....						1,706 23			
Str. <i>Lady Grey</i> , improve- ments to vessel.....						3,900 62			
Dredge No. 1, hull.....						1,589 54			
Coal barge No. 2, crews quarters.....						1,081 94			
Reconstruction dump scows Nos. 4, 5, 6 and 10.....						9,740 73			
New stone-lifter No. 4, con- struction No. 20.....						1,154 20			
2 lodging scows.....						5,373 74			
Floating machine shop.....						2,875 62			
11 c. v. dipper dredge, con- struction No. 24.....						2,095 50			
1 flat scow.....						75 34			
Elevator dredge, construc- tion No. 26.....						5 26			
Improvements to shipyard—									
Boiler shop, new tools and machinery.....						1,375 22			
Machine shop, new tools and machinery.....						4,655 80			
Saw mill, new tools and machinery.....						3,936 50			
Pipe and asbestos shop, new tools and machinery.....						1,409 89			
Carpenters' shop, new tools and machinery.....						73 12			
Air and steam plant.....						609 27			
Telephone installation in shops.....						1,020 41			
Shipway, wharf and diving outfit.....						5,144 25			

SESSIONAL PAPER No. 21

RIVER ST. LAWRENCE SHIP CHANNEL BETWEEN MONTREAL AND QUEBEC.

DETAILS of Dredging, Locality and Cost per Cubic Yard for Fiscal Year ended March 31, 1908.

Dredges.	Total cost of operation and plant during Fiscal Year.	Number of days in operation each dredge.	Cost per day, operations and plant.	Days working each locality.	Cost of work, each locality.	Total cost of operation.	Number of cubic yards dredged in each locality.	Total cubic yards.	Cost per cubic yard, each locality.	Average cost per cubic yard for each dredge.	Kind of material dredged.	Locality of dredging.
	\$ cts.		% cts.		% cts.	% cts.			Cts.	Cts.		
<i>Laval</i> (No. 1).....	37,301 69	179	208 39	63	13,128 33	.....	141,000	.....	9 31	.....	Hard clay and stone.....	Batiscan Traverse, Montreal Harbour.
<i>Laurier</i> (No. 2).....	47,715 97	163	292 73	148	43,324 90	37,301 09	163,150	190,800	26 55	19 55	Shale rock.....	Cap à la Roche Curve, Pte. aux Trembles Channel.
<i>Lady Aberdeen</i> (No. 3).....	48,889 52	161	303 66	121	37,654 65	47,715 97	9,800	172,950	44 80	27 58	Clay and sand.....	Batiscan Channel.
<i>Lady Minto</i> (No. 4).....	48,672 68	179	271 91	128	11,235 47	48,889 52	90,800	133,400	26 37	36 65	Clay and stones.....	Cap Charles Curve.
<i>Lafontaine</i> (No. 5).....	51,762 59	170	304 48	158	10,332 73	.....	120,650	.....	15 39	.....	Shale rock, stones, some sand.	Batiscan Traverse, Cap Charles Channel.
<i>Baldwin</i> (No. 6).....	49,496 40	174	284 46	120	34,805 06	48,672 68	226,050	.....	20 91	13 38	Hard clay and stones.....	Pte. aux Trembles Channel.
<i>J. Israel Tarte</i> (No. 7).....	124,797 29	165	756 35	165	3,534 89	.....	213,500	363,600	22 53	.....	Clay and sand.....	Cap à la Roche Curve, Varannes Channel.
<i>Guthrie</i> (No. 9).....	56,937 18	122	466 69	122	48,108 76	51,762 59	25,500	281,000	14 33	21 65	Shale rock.....	Cap à la Roche Curve, Varannes Channel.
					3,653 83	.....	152,700	.....	5 21	.....	Blue clay.....	Cap à la Roche Curve, Varannes Channel.
					7,964 94	.....	364,500	.....	9 36	.....	Clay.....	Cap à la Roche Curve, Varannes Channel.
					34,135 45	.....	65,800	.....	11 24	.....	Clay and stones.....	Cap à la Roche Curve, Varannes Channel.
					7,396 01	.....	.....	583,000	4 46	8 49	Sand.....	Cap à la Roche Curve, Varannes Channel.
					49,496 40	.....	2,795,625	.....	16 10	4 46	Soft blue clay.....	Lake St. Peter.....
					124,797 29	.....	353,500	2,795,625	16 10	4 46	Sand, some soft blue clay and stones.	Beaujeu Channel.
					56,937 18	.....	4,831,875	353,500	16 10	16 10		
					465,572 72	.....	4,831,875	4,831,875	.....	.....
					465,572 72	.....	4,831,875	4,831,875	.....	.....

RIVER ST. LAWRENCE SHIP CHANNEL.

ABSTRACT of work of Dredging Fleet during the Fiscal Year ended March 31, 1908.

Dredge.	Locality of dredging.	Time of service.		Nominal working time, 24 hours per day.	Hours actual dredging.	Number of scows filled.	Number of cubic yards dredged (scow measurement).	Depth of dredging at low water.		Width in feet.	Character of soil.	Remarks.
		Days.	Hours.					Ft.	In.			
<i>Laclat</i> (No. 1).....	Batiscan Traverse.... Montreal Harbour....	63	1,380	1,015½	940	141,000	30	0	450	Hard clay and stones....	Capt. R. Matte.	
		116	2,556	1,527¼	332	49,800	30	0	...	Hard pan and shale rock.		
		179	3,936	2,542¾	1,272	190,800						
<i>Laurier</i> (No. 2).....	Cap à la Roche Curve Pte. aux Trembles Channel (en haut)...	148	3,120	2,014	1,087	163,150	30	0	450 to 550	Shale rock.....	Capt. C. Gendron. Cleaning up.	
		15	336	169½	49	9,800	30	0	450	Clay and sand.....		
		163	3,456	2,183½	1,136	172,950						
<i>Lady Aberdeen</i> (No. 3).....	Batiscan Channel.... Cap Charles Curve....	37	816	512½	213	42,600	30	0	450	Clay and stones.....	Capt. O. Gaudhor.	
		124	2,724	1,657¼	454	90,800	30	0	450 to 600	Shale rock and stones (some sand).....		
		161	3,540	2,169½	667	133,400						
<i>Lady Minto</i> (No. 4)....	Batiscan Traverse.... Cap Charles Channel. Pte. aux Trembles Channel (en haut)...	38	840	629	603½	120,650	30	0	450	Hard clay and stones....	Capt. B. Ladebauche. Cleaning up.	
		128	2,808	1,950¾	1,130	226,050	30	0	450	Shale rock and stones....		
		13	288	148½	84½	16,900	30	0	450	Clay and sand.....		
<i>Lafontaine</i> (No. 5).....	Cap à la Roche Curve Varembes Channel....	179	3,936	2,737¼	1,818	363,600					Capt. A. Marcotte.	
		158	3,456	2,263½	854	213,500	30	0	450 to 550	Shale rock.....		
		12	264	124	85	25,500	34	0	450	Blue clay.....		
		170	3,720	2,387½	939	239,000						

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<i>Baldwin</i> (No. 6).	Hé au Raisin Channel Cap Lévyard Curve... Champlain Channel...	28	612	363½	509	152,700	30	0	450	Clay.....	Capt. Louis Dauphinais.
		120	2,640	1,930½	1,215	364,500	30	0	450 to 600	Clay and stones.....	
		26	576	396½	329	65,800	30	0	450	Sand	Cleaning up.
<i>J. Israel Tarte</i> (No. 7)	Lake St. Peter.....	174	3,828	2,690½	2,053	583,000					
		165	3,642	2,460½	.....	2,795,625	30	0	450 to 800	Soft blue clay.....	Capt. J. S. Michaud.
<i>Gadveston</i> (No. 9).....	Beaujeu Channel.....	122	Daylight to dark.	.....	.....	353,500	30	0	1,000	Sand, some soft blue clay and stones.....	Capt. Z. Caron.
		...	.....	.....	.....	4,831,875					

DREDGING PLANT.

The following is a description of the dredging plant in November, 1907, owned and operated by the Department of Marine and Fisheries in connection with the river St. Lawrence ship channel :—

DREDGES.

The Elevator Dredge 'Laval' (No. 1), wooden hull.

Length over all, 150 feet.
Breadth of beam, 30 feet.
Depth of hold, 14 feet.
Average draught, 11 feet.
Greatest working depth, 42 feet.
Hull built in Ottawa in 1894.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Laurier' (No. 2), wooden hull.

Length over all, 168 feet.
Breadth of beam, 32 feet.
Depth of hold, 14 feet.
Average draught, 10 feet.
Greatest working depth, 45 feet.
Built at Sorel shipyard in 1897.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lady Aberdeen' (No. 3), steel hull.

Length over all, 148 feet.
Breadth of beam, 32 feet.
Depth of hold, 13 feet.
Average draught, 8.5 feet.
Greatest working depth, 42.5 feet.
Built at Sorel shipyard in 1900.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lady Minto' (No. 4), steel hull.

Length over all, 148 feet.
Breadth of beam, 32 feet.
Depth of hold, 13 feet.
Average draught, 8.5 feet.
Greatest working depth, 42.5 feet.
Built at Sorel shipyard in 1900.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

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The Elevator Dredge 'Lafontaine' (No. 5), wooden hull.

Length over all, 168 feet.
Breadth of beam, 32 feet.
Depth of hold, 14 feet.
Average draught, 9 feet.
Greatest working depth, 45 feet.
Built at Sorel shipyard in 1901.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Baldwin' (No. 6), wooden hull.

Length over all, 165 feet.
Breadth of beam, 34 feet.
Depth of hold, 14 feet.
Average draught, 8 feet.
Greatest working depth, 42.5 feet.
Built at Sorel shipyard in 1902.
1 cubic yard buckets strengthened for fairly hard material.
Working capacity per day in medium material, 2,500 to 3,500 cubic yards.

The Hydraulic Dredge 'J. Israel Tarte' (No. 7), steel hull.

Length over all, 160 feet.
Breadth of beam, 42 feet.
Depth of hold, 12.5 feet.
Average draught, 6 feet.
Length of suction frame, 80 feet.
Greatest working depth, 50 feet.
Built at the Polson Iron Works, Toronto, in 1902.
Working capacity per day in soft material, 12,000 to 20,000 cubic yards.

Discharge Pipe and Pontoons of Dredge 'J. Israel Tarte' (No. 7).

23 lengths of pipe, 36 ins. diameter by 100 feet long.
1 length of pipe, 36 ins. diameter by 35 feet long.
23 pairs of pontoons for floating pipes, 42 ins. diameter by 90 feet long.

Winch Scow 'No. 3' for Dredge 'J. Israel Tarte' (wooden hull).

Length over all, 60 feet.
Breadth of beam, 18 feet.
Depth of hold, 6 feet.
Built at Sorel shipyard in 1902.

Winch Scow (wooden hull) for Dredge 'J. Israel Tarte' (with steam boiler and steam winch).

Length over all, 75 feet.
Breadth of beam, 25 feet.
Depth of beam, 5.5 feet.
Built at Sorel shipyard in 1902.

8-10 EDWARD VII., A. 1909

The Suction Hopper Dredge 'Galveston' (No. 9), steel hull, twin screw.

Length over all, 233 feet.

Breadth of beam, 39 feet.

Depth of hold, 15 feet 5 inches.

Draught when loaded with 1,500 tons, 14 feet 9 ins. aft, 13 feet 1 in. forward.

Greatest working depth, 55 feet.

Two suction pumps of Dutch type, 8 feet 6 ins. outside diameter.

Built in 1904.

Working capacity, 1,350 cubic yards in 45 minutes.

Hopper capacity, 1,400 cubic yards.

Sea-going Suction Hopper Dredge 'Beaujeu' (No. 8), steel hull, twin screw.

Length between perpendiculars, 264 feet.

Breadth of beam, 45 feet.

Depth of hull, 20 feet.

Capacity of hoppers, 2,000 cubic yards.

Working capacity, 2,000 cubic yards in 45 minutes.

Greatest working depth 65 feet.

Draught when loaded 15 feet.

Ordinary speed, 9 statute miles.

Built at Sorel shipyard in 1907.

TUGS.

The Ice-breaking and Sweeping Tug 'Lady Grey' (steel hull, twin screw).

Length between perpendiculars, 172 feet.

Length over all, 183 feet 6 inches.

Breadth moulded, 32 feet.

Breadth extreme, 32 feet 3 inches.

Depth moulded, 18 feet.

Draft mean to bottom of flat plate keel (normal) 12 feet.

Draft mean when ice-breaking, about 13 feet.

Displacement in tons at 12 foot draft, 1,070.

Mean speed at 12 foot draft on 6 runs over measured mile base, 14 knots.

Built by Vickers Sons & Maxim, Limited, Barrow-in-Furness, in 1906.

The Tug 'Frontenac' (composite hull).

Length over all, 113 feet.

Breadth of beam, 23 feet.

Depth of hold, 10 feet.

Average draught, 9 feet.

Built at Sorel shipyard in 1901.

The Tug 'De Levis' (wooden hull).

Length over all, 104 feet.

Breadth of beam, 20 feet.

Depth of hold, 10 feet.

Average draught, 8 feet.

Built at Sorel shipyard in 1902.

The Tug 'James Howden' (wooden hull).

Length over all, 100 feet.

Breadth of beam, 21 feet.

Depth of hold, 10 feet.

Average draft, 7.5 feet.

Built at Sorel shipyard in 1903.

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The Tug 'St. Jean Iberville' (steel hull).

Length over all, 90 feet.
Breadth of beam, 18 feet.
Depth of hold, 12 feet.
Average draught, 10 feet.
Built at Sorel shipyard in 1897.

The Tug 'Lac St. Pierre' (wooden hull).

Length over all, 100 feet.
Breadth of beam, 21 feet.
Depth of hold, 10 feet.
Average draught, 7.6 feet.
Built at Sorel shipyard in 1901.

The Tug 'Portneuf' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Built in 1875.

The Tug 'Cartier' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 18 feet.
Depth of hold, 9.5 feet.
Average draught, 8 feet.
Built at Sorel Shipyard in 1893.

The Tug 'Emilia' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Built at Sorel Shipyard in 1898.

The Tug 'Champlain' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Built at Sorel Shipyard in 1901.

The Tug 'Jessie Hume' (wooden hull).

Length over all, 72 feet.
Breadth of beam, 17.3 feet.
Depth of hold, 10 feet.
Average draught, 8.5 feet.
Built in Buffalo in 1878.

The Tug 'Montcalm' (wooden hull).

Length over all, 80 feet.
Breadth of beam, 23 feet.
Depth of hold, 8 feet.
Average draught, 7 feet.
Built at Sorel Shipyard in 1903.

The Tug 'Carmelia' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 8 feet.
Purchased in 1903.

COAL BARGES.

The Coal Barge 'No. 1' (wooden hull).

Length over all, 120 feet.
Breadth of beam, 24 feet.
Depth of hold, 10 feet.
Built at Sorel Shipyard in 1898.

The Coal Barge 'No. 2' (wooden hull).

Length over all, 125 feet.
Breadth of beam, 25 feet.
Depth of hold, 11 feet.
Built at Sorel Shipyard in 1900.

The Coal Barge 'No. 3' (wooden hull).

Length over all, 98 feet.
Breadth of beam, 28 feet.
Depth of hold, 12 feet.
Built at Sorel Shipyard in 1902.

The Coal Barge 'No. 4' (wooden hull).

Length over all, 98 feet.
Breadth of beam, 28 feet.
Depth of hold, 12 feet.
Built at Sorel Shipyard in 1903.

Stone-Lifter 'No. 2' (wooden hull).

Length over all, 80 feet.
Breadth of beam, 25 feet.
Depth of hold, 9·8 feet.
Rebuilt at Sorel Shipyard in 1897.

Stone-lifter 'No. 3' (wooden hull).

Length over all, 108 feet.
Breadth of beam, 34 feet.
Depth of hold, 14 feet.
Built at Sorel Shipyard in 1903.

Sounding Scow (wooden hull).

Length over all, 60 feet.
Breadth of beam, 25 feet.
Depth of hold, 6 feet.
Built at Sorel Shipyard in 1898.

Three Lodging Scows (wooden hulls).

Rebuilt from old dump scows and fitted out as lodging scows for crews of dredges and tugs of Ship Channel Fleet, at Sorel Shipyard in 1899, 1901, and 1903.

Two Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 97 feet.
Breadth of beam, 24.5 feet.
Depth of hold, 9 feet.
Capacity, 200 cubic yards.
Built at Sorel Shipyard in 1897.

Two Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 90 feet.
Breadth of beam, 18 feet.
Depth of hold, 7 feet.
Capacity, 150 cubic yards.
Built at Sorel Shipyard in 1898.

Four Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 97 feet.
Breadth of beam, 24 feet.
Depth of hold, 9 feet.
Capacity, 200 cubic yards.
Built at Sorel Shipyard in 1899 and 1901.

Five Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 98 feet.
Breadth of beam, 24 feet.
Depth of hold, 9.5 feet.
Capacity, 300 cubic yards.
Built at Sorel Shipyard, 2 in 1901, 3 in 1902.

Two Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 97 feet.
Breadth of beam, 24.5 feet.
Depth of hold, 9 feet.
Capacity, 300 cubic yards.
Built at Sorel Shipyard in 1903.

Two Small Flat Scows (wooden hulls) used at the Sorel Shipyard.

20 feet by 40 feet.
One of these with a derrick of 5 tons lifting capacity.

APPENDIX No. 4.

GENERAL SUMMARY of Expenditure for the Twelve Months to March 31, 1905.

Ocean and River Service—

Dominion steamers and icebreakers.	\$ 669,428 59
Examination of masters and mates	11,508 31
Reward for saving life.	31,642 41
Investigation into wrecks.	6,543 08
Schools of navigation.	7,378 01
Registration of shipping.	1,982 70
Removal of obstructions.	26,009 59
Tidal service.	30,977 40
Winter mail service.	11,019 79
Cattle inspection.	3,503 90
Wrecking plants.	30,000 00
Unforeseen expenses.	1,301 61
Naval militia.	9,078 17
Patrolling waters in northern portion of Canada.	34,706 39
New icebreaking steamer.	5,974 61
	<hr/> \$ 881,054 56

Public Works—Chargeable to Capital—

Ship channel.	\$ 761,916 84
Permanent piers in Lake St. Peter, &c.	116,063 87
Dredging Cap à la Roche.	75,000 00
Dredge <i>Beaujeu</i>	100,000 00
Spur line Sorel shipyard.	8,815 05
Montreal and Quebec signal service.	12,232 15
	<hr/> 1,074 027 91

Lighthouse and Coast Service—

Agencies, rents and contingencies.	\$ 29,359 26
Salaries and allowances to lightkeepers	285,050 14
Maintenance and repairs to lighthouses.	689,319 86
Parry Sound buoy depot.	41,983 93
Construction of lighthouses, &c.	715,572 91
“ apparatus.	801,636 83
Wireless stations.	114,986 60
Signal service.	9,350 28
Administration of pilotage.	31,087 22
Maintenance and repairs to wharfs, &c.	1,456 86
Maintenance and upkeep of dockyards.	30,656 22
Breaking ice, Lake Superior, &c.	37,053 32
Salaries of temporary clerks, &c.	16,728 99
Telephonic reporting stations below Mont- real.	7,820 68
Services of expert accountants.	13,066 34
Charter of steamer at Lime Kiln Crossing	6,650 00
Keeping lights on <i>Castle</i> and <i>Armenia</i>	3,680 00
	<hr/> 2,835,459 44

Carried forward. 4,790,541 91

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Brought forward. \$4,790,541 91

Scientific Institutions and Hydrographic Surveys.

Meteorological service.	\$ 122,572 86	
Magnetic observatory.	2,919 20	
Montreal observatory.	500 00	
Kingston observatory.	500 00	
Hydrographic surveys.	115,631 31	
On account new hydrographic steamer for British Columbia.	107,250 00	
		<hr/> 349,373 37
Marine hospitals.	\$ 59,957 92	
Shipwrecked and distressed seamen.	342 25	
Marine hospital at Yarmouth, N.S.	7,285 00	
		<hr/> 67,585 17
Steamboat inspection.		42,210 43
		<hr/>
Fisheries.		800,081 73
Civil government salaries, Marine and Fisheries.	103,916 53	
Contingencies of Marine and Fisheries.	21,146 77	
		<hr/> 125,063 30
Total expenditure Marine and Fisheries.		<hr/> 6,174,855 91

APPENDIX No. 5.

REVENUE.

STATEMENT of Sick Mariners' Dues collected for the Fiscal Year ended March 31, 1908.

Province of Quebec.

Gaspe	124 48
Montreal	6,332 00
Paspebiac	208 72
Perce	50 16
Quebec	6,819 34
Rimouski	181 54
St. Armand	25 84
St. Johns	1,696 54
Three Rivers	414 12
Total	15,852 74

Province of New Brunswick.

Bathurst	234 60
Campbellton	340 18
Chatham	555 05
Dalhousie	705 42
Moncton	623 64
Newcastle	534 68
Sackville	111 96
St. John	8,802 80
St. Stephen	145 88
Total	12,054 21

Province of Nova Scotia.

Amherst	517 80
Annapolis	139 64
Antigonish	0 54
Arichat	28 30
Baddeck	101 12
Barrington	28 02
Canso	144 22
Digby	209 58
Glace Bay	4 04
Halifax	12,156 98
Kentville	32 54
Liverpool	114 78
Lockeport	12 44
Lunenburg	712 66
North Sydney	1,659 18
Parrsboro	997 26
Pictou	287 74
Port Hawkesbury	194 28

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Province of Nova Scotia—Continued.

Port Hood	42	10
Shelburne	81	70
Sydney	3,240	46
Weymouth	326	30
Windsor	1,039	10
Yarmouth	533	90
Total	22,568	68

Province of British Columbia.

Nanaimo..	8,957	28
New Westminster..	72	76
Prince Rupert..	64	38
Vancouver..	1,644	14
Victoria..	8,124	92
Total.....	\$18,863	48

Province of Prince Edward Island.

Charlottetown..	324 16
Summerside..	79 08
	<hr/>
Total..	403 24
	<hr/>
Grand total..	69,742 35

STATEMENT of Receipts from the Lighthouses and Coast Service of Canada for the
Fiscal Year ended March 31, 1908.

The Collector of Customs, Halifax, N.S.—Signal

station dues.. . . .	\$772 00
	<hr/>
Total...	\$772 00

STATEMENT of Steamboat Inspection Dues collected for the Fiscal Year ended
March 31, 1908.

Province of Ontario.		Province of British Columbia	
Name of port.	Amount.	Name of port.	Amount.
Sault Ste. Marie..	\$45 68	Vancouver..	\$261 20
Total..	\$45 68	Victoria..	515 28
<i>Province of Quebec.</i>		Total..	\$776 48
Montreal..	\$277 76		
Quebec..	63 76		
Total..	\$341 52		
<i>Province of Nova Scotia.</i>			
Halifax..	\$1,156 00		
Kentville..	419 12		
North Sydney..	92 40		
Total..	\$1,667 52		

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STATEMENT of Fisheries Revenue paid to the credit of the Receiver General of Canada
for the Fiscal Year ended March 31, 1908.

Provinces.	Amount.	Refunds.	Net Amount
	\$ cts.	\$ cts.	\$ cts.
Ontario.....	480 25	22 25	458 00
Quebec.....	6,185 63		6,185 63
Nova Scotia.....	4,487 28	16 83	4,470 45
New Brunswick.....	11,561 20	20 00	11,541 20
Prince Edward Island.....	3,013 85		3,013 85
Manitoba.....	3,529 05	2 00	3,527 05
Northwest Territories.....	200 00		200 00
Saskatchewan.....	958 60	10 00	948 60
Alberta.....	2 50		2 50
British Columbia.....	49,537 55	800 00	48,737 55
Hudson Bay.....	360 00		360 00
Franklin District.....	398 15		398 15
Yukon.....	274 00		274 00
Total.....	80,988 06	871 08	80,116 98
Licenses to United States fishing vessels.....	10,574 00	4 50	10,569 50
Net total.....			90,686 48

STATEMENT of Revenue of Marine and Fisheries Department for the Fiscal Year ended
March 31, 1908.

Service.	Amount.	Refunds.	Total.
	\$ cts.	\$ cts.	\$ cts.
Harbours, piers and wharfs.....	18,362 82	542 16	17,820 66
Dominion steamers—			
<i>Champlain</i>	6,546 11	7 80	
<i>Minto</i>	16,012 04	333 75	
<i>Stanley</i>	16,027 70	33 41	38,210 89
Examination, masters and mates.....	4,306 05		4,306 05
Fines and forfeitures, Marine.....	485 80		
" " Fisheries.....	427 90	50 00	863 70
Steamboat inspection fund.....	3,337 36		3,337 36
" engineers' certificates.....	1,522 50		1,522 50
Sick mariners fund.....	69,742 35	377 90	69,364 45
Signal station.....	772 00		772 00
Decayed pilots' fund.....	3,696 25		3,696 25
Pilots licenses.....	30 00		30 00
Marine register fees.....	50 96		50 96
Casual revenue, sundries—			
Marine.....	18,232 93		
Fisheries.....	19,727 86	594 84	37,365 95
Pilots' Expense account.....	250 00		250 00
Total.....	179,539 63	1,939 86	177,599 77

MINOR PUBLIC WORKS—REVENUE.

WHARFS, Piers and Harbours.

(Collected by Department of Marine and Fisheries.)

Ontario.	
Name of wharfs.	Amount.
Barry's Bay..	\$ 183 99
Blind River..	740 53
Bronte..	70 37
Bruce Mines..	147 04
Burk's Falls..	13 75
Cockburn Island..	7 33
Echo Bay..	178 65
Goderich..	387 20
Haileybury..	414 61
Hilton..	269 38
Honora..	22 94
Kingsville..	79 21
L'Orignal..	199 64
Leamington..	142 92
North Bay..	5 90
Midland..	46 02
Oshawa..	16 99
Peelee Island..	385 16
Pembroke..	96 18
Port Arthur (Harbour dues)....	38 00
Port Findlay..	95 53
Providence Bay..	122 06
Richard's Landing..	177 75
Rondeau..	25 60
Rosseau..	127 91
Sault Ste. Marie..	491 58
Sheguandah..	130 47
Southampton..	271 29
Summerstown..	13 00
Thessalon..	274 53
Wendover..	76 40
Wiarton..	0 65
Total..	\$5,252 58

Quebec.

Anse aux Gascons..	\$	73 77
Anse St. Jean..		74 69
Baie St. Paul (Cap aux Cor- beaux)..		72 04
Beauport..		20 00
Berthier..		102 86
Cap à l'Aigle..		41 00
Carleton..		16 03
Chicoutimi..		331 44
Coteau au Lac..		12 55
Coteau Landing..		8 55
Desjardins..		5 00
Grand River..		182 29
Greece's Point.. . . . .		.....
Hudson..		15 30
Isle aux Grues..		1 20
Lacolle..		21 56
Les Eboulements..		62 00
L'Islet..		2 62
Longueuil..		28 09
Magog..		43 67
Matane..		234 49
Murray Bay..		127 30
New Carlisle..		62 23
Paspébiac..		4 47
Perce..		220 73
Peel Head..		69 03
Port Daniel..		61 43
Port Lewis..		4 44
Rimouski..		274 07
Riviere du Loup..		373 19
St. Alphonse de Bagotville..		127 74
St. Anicet..		21 60
St. Johns (harbour durs)..		264 00

Quebec—Concluded.

Name of wharfs.	Amount.
St. Jean d'Orléans..	61 88
Ste. Cécile du Bic..	66 97
St. Laurent d'Orléans.. . . .	26 66
St. Nicholas..	25 00
St. Thomas de Montmagny.. .	9 34
St. Zotique..	13 90
Sorel (harbour dues).. . . .	109 50
Tadouac..	81 59
Total..	\$3,354 22
Less refunds..	542 16
Net total..	2,812 06

Nova Scotia.

Babin's Cove.....	14 87
Barrington Passage.....	159 68
Battery Point.....	1 98
Bayfield.....	16 48
Bear Point.....	3 92
Belliveau's Cove.....	94 47
Black Point.....	18 56
Bridgewater (harbour dues).....	83 00
Brookland.....	113 41
Brule.....	4 55
Canada Creek.....	2 35
Centreville.....	99 21
Chyuman's Brook.....	0 78
Church Point.....	33 94
Delap's Cove.....	3 04
D'Escousse (New).....	77 66
Digby.....	2,624 89
Drum Head.....	14 55
Freeport.....	45 40
Granville Centre.....	41 54
Halifax.....	155 00
Hall's Harbour.....	48 41
Hampton.....	11 71
Harbourville.....	26 32
Horton Landing.....	6 26
International Pier (harbour dues).....	55 00
Isaac's Harbour.....	1 96
Jordan Bay.....	16 31
Louisbourg (harbour dues).....	128 50
Margaretsville.....	99 57
Meteghan Cove.....	63 72
Meteghan River.....	16 06
Morden.....	8 64
Oak Point (Kingsport).....	200 00
Ogilvie.....	20 05
Parrsboro.....	7 59
Parker's Cove.....	85 59
Picketts.....	75 55
Port Dufferin.....	28 38
Port Hawkesbury.....	328 21
Port George.....	57 38
Port La Tour.....	26 68
Port Lorne.....	52 52
Port Mouton.....	5 29
Port Morien.....	309 32
Port Wade.....	7 58
Saultneville.....	74 57
Swim's Point.....	60 15
Shag Harbour.....	10 84
Tiverton.....	18 20
Victoria.....	3 25
West Pubnico.....	21 92
White Head.....	3 67
Wolfeville.....	30 40
Total.....	\$5,518 90

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MINOR PUBLIC WORKS—REVENUE—*Continued.*WHARFS, Piers and Harbours—*Continued.*

<i>New Brunswick.</i>		<i>Prince Edward Island—Concluded.</i>	
Name of wharfs.	Amount.	Names of wharfs.	Amount.
Anderson's Hollow (Waterside)..	161 11	Pownal..	25 59
Campbellton..	1,190 66	St. Mary's Bay..	9 35
Caraquet..	10 42	South Rustico..	2 33
Cape Tormentine..	275 91	Sturgeon Pier..	26 59
Clifton..	13 25	Tignish..	15 79
Cole's Point..	23 82	Vernon River..	45 04
Dalhousie..	219 57	Wood Island..	2 23
Hopewell Cape..	26 69		
Lamaque..	9 18	Total..	\$ 1,785 65
Quaco (St. Martin's)..	3 70		
St. Andrew's (harbour dues)..	9 00		
Tracadie..	51 66		
Total..	\$1,994 97		
<i>Prince Edward Island.</i>		<i>British Columbia</i>	
Annandale..	45 81	Nanaimo (harbour dues)..	\$122 50
Bay View..	3 87	Ladysmith (harbour dues)..	21 00
Belfast..	65 81	Comox (harbour dues)..	219 00
Chapel..	18 49	Vancouver (harbour dues)..	21 50
China Point..	34 65	Victoria (harbour dues)..	72 50
Charlottetown..	1,011 96		
Crapaud..	251 52	Total..	\$456 50
Georgetown..	10 80		
Haggertys..	3 00		
Hickeys..	16 97		
Higgin's Shore..	5 23		
Hurd's Point..	58 63		
Kier's Shore..	98 42		
Murray Harbour North..	1 88		
North Cardigan..	31 69		
		<i>Recapitulation</i>	
		Ontario..	\$5,252 58
		Quebec, \$3,354.22; less refunds,	
		\$542.16..	2,812 06
		Nova Scotia..	5,518 90
		New Brunswick..	1,994 97
		Prince Edward Island..	1,785 65
		British Columbia..	456 50
		Total..	\$17,820 66

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APPENDIX No. 6.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT
INSPECTION.

CHAIRMAN'S OFFICE, OTTAWA, June, 1908.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the annual report of the Steamboat Inspection Service for the fiscal year ending March 31, 1908.

The report contains the work of the service during the time stated, giving the number of steamboats inspected in the several divisions and their gross tonnage, with the amount of dues collected from steamers employed in the carriage of passengers between Canadian ports, but registered elsewhere than in Canada, with the fees received for engineers' examinations, the names of the candidates and grade of their certificate.

At the port of Montreal in addition to the steamers inspected, the ships' tackle and hoisting gear used for loading and unloading the vessels to the number of 418 were also inspected by the steamboat inspectors.

NUMBER of steam vessels reported as known by the Inspectors of steamboats in the Dominion for the year ending March 31, 1908, also the number of steamers inspected but not registered in the Dominion for the same date.

Division.	Number of Dominion registered steamers.	Gross tonnage of Dominion registered steamers.	Number of steamers inspected but not registered in the Dominion.	Gross tonnage of steamers inspected but not registered in the Dominion.
Toronto	318	72,237	36	42,235
Collingwood	228	62,752	10	19,484
Kingston	167	28,777	16	1,247
Montreal	186	22,667	22	59,163
Sorel	96	26,861		
Quebec	106	15,470	5	5,985
Nova Scotia	152	30,145	25	42,158
New Brunswick and Prince Edward Island..	165	24,768	10	16,372
British Columbia and Yukon Territory	302	64,711	29	48,530
Manitoba and Northwest Provinces	200	27,114	1	681
Total	1,920	375,622	154	226,855

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NUMBER of Dominion registered steam vessels inspected and their gross tonnage, with amount of fees collected on account of Steamboat Inspection during the year ended March 31, 1908.

Division.	Number of Dominion registered steamers inspected.	Gross tonnage of Dominion registered steamers inspected.	Amount of fees collected on account of steamboat inspection.
			\$ cts.
Toronto.....	263	68,694	.....
Collingwood.....	188	56,522	45 68
Kingston.....	154	28,579	.....
Montreal.....	161	22,133	277 76
Sorel.....	96	26,861	.....
Quebec.....	166	15,470	63 76
Nova Scotia.....	138	29,611	1,506 88
New Brunswick and Prince Edward Island.....	170	28,705	.....
British Columbia and Yukon Territory.....	275	64,110	997 68
Manitoba and Northwest Provinces.....	139	27,114	.....
Engineers' Certificates.....			1,522 50
Total.....	1,690	367,799	4,414 26

BOARD MEETINGS.

June 20, 1907.—A meeting of the Board of Steamboat Inspection composed of the Boiler and Machinery Inspectors of Ontario, Quebec and the Maritime Provinces was convened at Montreal for the purpose of considering a further request of the Shipping Federation and their representatives pertaining to revising the rules as to the annual application of the hydraulic test to boilers so as to leave it discretionary with the inspector.

The full correspondence pertaining thereto was placed at the disposal of the board and after two days of consideration the unanimous opinion was, that it would not, under the various conditions as existing throughout the different localities, be prudent nor in the interest of public safety to make any change in the existing law regarding same.

January 23, 1908.—A meeting of a quorum of the board was convened at Sorel for the purpose of examining candidates to fill the vacancy of Boiler and Machinery Inspector caused by the demise of A. Rondeau. Mr. F. X. Hamelin of Sorel, having passed a qualifying examination was appointed to the position by Order-in-Council of March 9, 1908.

February 11, 1908.—A meeting of a quorum of the board was held at Ottawa for the examination of an Hull Inspector to fill the vacancy at Halifax caused by S. R. Hill resigning. Mr. Charles W. Sealey on passing a satisfactory examination was appointed to the position by Order-in-Council of March 11, 1908.

February 19, 1908.—Owing to the increase of work in the West Ontario Division, it became necessary to appoint an additional Hull inspector with headquarters at Collingwood. A meeting was convened at Ottawa to examine candidates for the position. Stephen D. Andrews, of Collingwood, passed satisfactorily and was appointed to the position by Order-in-Council of March 14, 1908.

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Prosecutions with Penalties enforced for violation of Part VII. of the Canada Shipping Act, Steamboat Inspection.

October 29, 1907.—For violation of Section 659, Part VII. of the Canada Shipping Act, a penalty of \$50 was imposed on the steamer *Aberdeen* by the Collector of Customs of St. John, N.B., and bank draft No. 2041 for same was received by the department.

August 10, 1907.—A complaint was made against the owner of steamer *Viking* of Winnipeg for violation of Section 659 of the Canada Shipping Act, and on October 23 proceedings were taken before the magistrate at Selkirk to impose the penalty; the owner pleading guilty was fined \$50 and cost, for which a bank draft No. 156 was received by the department.

October 18, 1907.—A charge was laid before the magistrate at Port Arthur, Ont., against Mr. Peter Trembley of that place for carrying passengers on the tugboat *Beatrice M.*, said boat not having a certificate for that purpose. Mr. Trembley pleading guilty, a fine of \$100 and costs were imposed, for which a draft was received by the department, January 4, 1908.

CASUALTIES.

The following are the casualties reported from the several divisions as having occurred during the year ending March 31, 1908.

Toronto Division.

June 26, 1907.—Steamer *Batchewana*, of Sault Ste. Marie, was totally destroyed by fire at Copper Mine point, Lake Superior. Cause of fire from the explosion of a lamp. No casualties.

July 23, 1907.—The Crown sheet of boiler in tug *Gilbert* of Prescott collapsed and the fireman was scalded by the escaping steam and water, causing his death in a few days. The boiler was of the locomotive type and the lack of water was the cause of the accident.

August 6, 1907.—Steamer *Shamrock*, of Toronto, was burned at the wharf at Toronto, the cause of the fire being defective electric wiring in the waiting room on the wharf, which extended to the steamer.

September 21, 1907.—Steamer *Picton*, of Montreal, was destroyed by fire at the wharf at Toronto, one fireman and one of the passengers lost their lives; the cause of fire is unknown.

October 17, 1907.—The tug *T. F. Battle*, of St. Catharines, was destroyed by fire at Port Maitland; cause of fire unknown.

October 26, 1907.—The steamer *Lurline*, of Windsor, ran on a submerged crib at the entrance to Goderich harbour and became a total loss. The boiler and machinery were removed.

October 29, 1907.—Steamer *City of Grand Rapids*, of Sarnia, was destroyed by fire in Tobermory harbour, Lake Huron; cause of fire unknown.

November 23, 1907.—The tug *Escort*, of St. Catharines collided on Lake Ontario with the barge *Harrison*, in tow of steamer *Westonmt.*, and foundered; the captain, engineer and one other person were drowned. The vessel has since been raised.

Collingwood Division.

On the night of July 30, 1907, the tug *Esperanza*, of Toronto, caught fire and sank near Cape Croker, Ont. Cause of fire unknown. No casualties.

The passenger steamer *King Edward*, of St. Johns, Newfoundland, while entering the harbour of Thessalon, Ont., on August 25, 1907, struck a rock and sank. No casualties; the vessel has since been raised and repaired.

On August 27, 1907, the tug *Alert*, of Sault Ste. Marie, while towing in conjunction with the tug *W. H. Seymour* became so badly listed as to cause her to sink, drowning the captain, engineer and boom man. She has since been raised and repaired.

The tug *Metamora*, of Toronto, was totally destroyed by fire near Point aux Baril, Ont., on September 30, 1907, cause of fire unknown. No casualties.

October 3, 1907.—The tug *Philadelphia*, of Sault Ste. Marie, stranded at North Gros, Cap. Ont., becoming a total loss, and on October 15, the tug *Rheata* of Toronto was destroyed by fire near Midland, Ont. No casualties.

Kingston Division.

Casualty returns nil.

Montreal Division.

October 22, 1907.—Steamer *Rivière du Loup*, of Montreal, 199 tons, while lying in winter quarters at Lachine, took fire and was totally destroyed. Cause of fire unknown.

January 7, 1908.—Steamer *Booth*, of Ottawa, 347 tons, while hauled out on the ways for repairs at Wisawasa, Ont., took fire and was totally destroyed. Cause unknown.

Quebec Division.

April 15, 1907.—Steamer *Orion*, of Quebec, grounded at Calf Island, on Lake Ontario, was refloated on 23rd, brought to Quebec and condemned as a steamer. The machinery has been taken out and hull converted into a barge. The tug steamer *St. Etienne*, of Quebec, while lying at Murray Bay, caught fire and was partially burned, two lives being lost. Cause of fire unknown. The hull has been reconstructed.

November 7, 1907.—The paddle ferry steamer *Bourgenois*, of Quebec, sprang a leak in a gale of wind and sank alongside the wharf. No casualties.

Nova Scotia Division.

Casualty returns nil.

New Brunswick and Prince Edward Island Division.

March 23, 1907.—Tug *Waring* broke her cross-head and carried away low-pressure cylinder twin head, and piston rod. No one injured. Damage was repaired.

June 20, 1907.—Freight steamer *Westport*, on a voyage from Westport to St. John, broke two of the cross-head bolts, causing the piston to strike cylinder head, breaking it; the damage was repaired. No person injured.

June 21, 1907.—The passenger steamer *Crystal Stream*, while lying at her wharf, caught fire at midnight and was totally destroyed, four of the crew being suffocated in their berths. Cause of fire unknown. The coroner's inquest failed to develop how fire started.

November 5, 1907.—The passenger steamer *Springfield*, while lying at her wharf, caught fire from some unknown cause and was burned, becoming a total loss. No lives were lost.

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Manitoba and Northwest Provinces Division.

June 7, 1907.—The steamer *Heather Belle*, of Winnipeg, while lying at anchor, caught fire in the night and was totally destroyed, no person being on board at the time. Cause of fire is unknown.

August 29, 1907.—The steamer *Viking*, of Winnipeg, while lying at the dock at Gimli, on Lake Winnipeg, was caught by a northeast gale and became a total wreck by pounding against the dock.

British Columbia and Yukon Division.

May 24, 1907.—Steamer *Thistle*, the yacht of Lieutenant Governor, when on a cruise, about noon the port bunkers suddenly burst out in flame, the vessel burnt up and eventually sank seven miles northwest from Pine Island lighthouse. Total loss. All passengers and crew were saved by the lifeboats.

July 6, 1907.—Steamer *Mount Royal*, on passage from Hazelton down Skeena river, in passing through Kitsilas canyon with a strong wind blowing was carried by current on Ring-bolt island and broken up. A total loss. Five of the crew were drowned, passengers were all saved.

September 27, 1907.—Steamer *Otter*, on voyage coal laden from Ladysmith, B.C., to Victoria, stranded on Danger reef, Trincomalee channel, she was afterwards released and brought to Victoria for repairs. Damages to stern, forefoot, keel and bilge planking.

October 17, 1907.—Steamer *Charmer*, when on a trip from Victoria to Vancouver, during a dense fog, collided with steamer *Tartar*, outward bound for China. Damage, bow stove in nearly to the collision bulkhead, after matters had been fitted she steamed back to Victoria where she was extensively repaired.

January 17, 1908.—Steamer *Vadso*, on voyage from Victoria to Port Simpson, via Vancouver, struck heavy on reef off Cape Lazo and remained fast. With the assistance of *Salvor* and other steamers, she was floated on January 23, and towed into Comox, when after getting leaks stopped, started for Victoria, where she was hauled out on marine railway and repaired. Damage, nine new plates with three others removed, made fair and replaced.

I am, sir, your obedient servant,

E. ADAMS,

Chairman, Board of Steamboat Inspection.

APPENDIX

STATEMENT of Expenditure by the Marine Department

	1868.	1869.	1870.	1871.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of lights—				
Above Montreal	40,561 28	42,306 69	46,289 05	44,054 01
Montreal District	23,053 56	25,762 54	21,669 49	22,453 52
Below Quebec	45,615 35	41,651 73	43,730 61	31,582 75
Nova Scotia	46,460 72	56,394 88	43,682 86	76,230 77
New Brunswick	20,488 00	23,893 00	27,485 14	20,542 29
Prince Edward Island				
British Columbia				
Construction—				
Above Montreal	3,136 15		2,976 83	8,770 55
Quebec	7,323 75	7,492 59	1,543 06	
Nova Scotia	22,041 42	6,905 80	18,967 23	10,948 31
New Brunswick			11,555 91	8,735 73
Prince Edward Island				
British Columbia				
Dominion steamers—				
Quebec	69,026 73	37,176 02	34,549 49	59,797 05
Nova Scotia	14,778 92	26,603 94	19,759 96	13,139 86
New Brunswick				
Prince Edward Island				
British Columbia				
Examination of masters and mates			908 12	1,407 66
Hudson Bay expedition				
Investigation into wrecks			140 00	
Marine Hospital, Quebec	19,977 36	19,221 45	21,618 73	19,823 18
Marine hospitals	1,070 86	15,615 71	15,652 62	15,728 93
Meteorological service	8,200 00	8,950 00	8,950 00	9,370 82
Registration of Canadian shipping				
Removal of obstructions			2,350 07	1,000 00
Rewards for saving life				
Signal service				
Steamboat inspection	7,106 93	7,999 00	7,396 96	8,321 00
Survey, Georgian Bay				
Water Police, Montreal	27,445 35	10,238 71	9,323 31	8,030 00
" Quebec		12,633 59	9,038 62	9,379 73
Civil Government	15,083 88	18,064 25	19,401 05	20,220 96
Steam communication—				
Between Quebec and Maritime Provinces				
Between Prince Edward Island and mainland				
Purchase of steamers to replace—				
<i>Glendon</i>				
<i>Lady Head</i>				
Winter mail service, Prince Edward Island				
Tidal observations				
Gratuities				
Survey, Burrard Inlet				
Export cattle trade				
	371,070 56	360,899 90	36,212 91	389,537 12

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STATEMENT of Expenditure by the Marine Department

	1881.	1882.	1883.
	\$ cts.	\$ cts.	\$ cts.
Maintenance of lights—			
Above Montreal	65,541 21	71,048 50	70,116 68
Montreal District	14,326 36	21,643 05	22,260 32
Below Quebec	89,781 29	91,098 66	102,784 99
Nova Scotia	128,918 59	137,846 15	150,793 17
New Brunswick	63,921 90	66,073 00	75,946 92
Prince Edward Island	12,997 36	16,985 72	17,907 27
British Columbia	17,570 72	17,803 00	18,349 06
Cape Race			
Construction—			
Above Montreal	14,180 02	13,581 00	9,782 27
Quebec	7,539 76	3,731 31	9,672 55
Nova Scotia	7,757 52	13,355 00	9,422 70
New Brunswick	4,578 52	2,253 80	1,022 57
Prince Edward Island	8,150 06	3,092 00	1,934 49
British Columbia	8,655 39	3,237 90	1,005 26
Queen's Printer			
Dominion steamers—			
Quebec	64,973 00	44,923 98	45,156 13
Nova Scotia	36,700 00	31,049 74	37,841 07
New Brunswick			
Prince Edward Island	15,139 95	23,911 97	19,680 00
British Columbia	11,788 09	8,504 61	25,484 00
Department			
Examination of masters and mates	3,888 41	[3,981 00	4,021 20
Hudson's Bay expedition			
Investigation into wrecks	310 48	863 19	875 64
Marine Hospital, Quebec	19,964 33	19,938 12	19,998 53
Marine hospitals	32,218 94	33,162 45	29,880 78
Meteorological service	46,163 54	47,464 07	51,990 25
Registration of Canadian shipping	607 43	2,013 28	168 84
Removal of obstructions	150 00	1,116 51	35 80
Rewards for saving life	1,806 13	2,212 00	2,534 00
Signal service			3,365 33
Steamboat inspection	12,211 65	14,835 00	16,209 00
Hydrographic surveys			77 81
Water Police, Montreal	21,953 26	21,994 74	15,798 24
Water Police, Quebec	13,497 81	20,221 82	22,520 41
Civil Government	36,447 50	36,789 46	37,988 39
Steam communication—			
Between Quebec and Maritime Provinces			
Between Prince Edward Island and mainland			
Repairs to wharfs			
Purchase of steamers to replace—			
<i>Stanley</i>			399 55
<i>Glendon</i>			
<i>Lady Head</i>			
Winter mail service, Prince Edward Island			
Tidal observations			
Gratuities			
Survey, Burrard Inlet			
Export cattle trade			
Survey, Bay of Quinte			
Relief of distressed Canadians			
Manning ships			
Widow of late A. Warren			
McDonald Bros.			
Parliamentary returns			
Investigating effect of Chicago drainage canal			
John McDonald			
Longitude, Montreal			
Marine biological station			
	761,730 62	774,831 53	825,010 82

STATEMENT of Expenditure by the Marine Department

	1892.	1893.	1894.	1895.	1896.	1897.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of lights—						
Above Montreal	87,033 61	87,598 15	78,090 69	82,541 16	82,256 28	80,961 06
Montreal District						
Below Quebec	116,531 27	120,404 19	124,348 80	124,763 81	124,143 66	126,186 00
Nova Scotia	148,815 26	150,445 26	137,339 73	140,977 53	123,234 65	124,671 19
New Brunswick	66,886 69	71,079 46	59,917 96	69,654 46	63,018 64	56,871 02
Prince Edward Island ..	17,069 98	16,819 64	15,569 39	17,976 67	17,988 15	16,429 23
British Columbia	26,858 68	24,413 27	27,240 77	21,734 18	24,770 44	25,679 52
General Account						
Construction—						
Above Montreal	21,704 05	8,766 62	12,581 15	2,699 40	11,993 84	9,527 94
Quebec	809 27	10,097 18	4,743 13	3,004 14	3,300 30	296 26
Nova Scotia	1,965 16	4,381 24	3,104 77	4,737 03	1,842 94	61 71
New Brunswick	1,845 35	1,271 15	115 45	1,597 80	200 00	1 60
Prince Edward Island ..	1 56	2,958 61	1,604 00			452 90
British Columbia	9,478 81		6,356 43	180 83	225 50	569 99
Lake St. Peter						
New Dredge						
Dominion Steamers—						
Quebec						
Nova Scotia						
New Brunswick	145,899 61	163,097 46	178,183 97	169,661 64	145,315 28	136,940 11
Prince Edward Island ..						
British Columbia						
Naval Schools						
Examinations of masters and mates	6,363 88	4,116 99	3,745 53	2,757 29	4,062 82	3,536 29
Hudson's Bay expedition						19,091 32
Investigation into wrecks ..	603 21	643 49	850 81	351 15	483 98	565 25
Lighthouse depot, Georgian Bay						
Marine Hospitals	34,106 83	35,757 07	38,403 94	38,589 05	36,682 96	37,984 71
Meteorological service	67,138 06	64,165 60	66,440 96	64,588 34	66,600 29	67,397 71
Registration of Can. shipping	462 59	1,476 19	394 00	207 40	517 60	531 55
Removal of obstructions ..	2,878 68	1,554 53	202 02	2,217 36	456 38	631 86
Rewards for saving life	6,398 93	7,432 64	8,014 67	6,591 34	8,004 38	5,955 19
Signal service	5,014 42	5,040 58	4,668 93	5,311 54	5,338 76	5,986 12
Steamboat inspection	22,736 59	24,386 95	25,961 36	26,385 88	26,321 27	26,837 83
Hydrographic surveys	16,451 10	17,542 11	31,461 76	12,653 28	15,099 63	12,352 99
Ship channel	6,161 60	5,436 23				
Civil Government	43,195 31	56,477 23	34,988 88	71,373 82		74,801 37
Repairs to wharfs		84 90	1,007 67	824 38	2,644 69	1,795 56
Purchase of steamer <i>Minto</i>						
Winter mail service, P.E.I. ..	3,309 44	4,376 96	6,497 03	6,138 18	7,779 69	21,931 05
Total observations	711 59	5,099 17	10,172 61	11,507 24	9,627 45	13,166 26
Gratuities			3,261 32			
Survey, Burrard Inlet	2,580 45					
Export cattle trade	1,411 57	1,711 73	1,350 83	2,268 74	2,887 24	
Survey, Bay of Quinté		2,085 45				
Relief of distressed Canadians				7 30		
Parliamentary returns					291 08	
Investigation effect Chicago drain canal					2,500 00	
John Macdonald					200 00	
Unforeseen expenses						
Marine biological station ..						
New life-saving station, Long Point						
Salaries, temporary clerks ..						
Steamer to replace <i>Bayfield</i> ..						
Observatory, Sulphur Mtn. ..						
Charles Morrison						
Montreal Pilotage Commissioners						
Montreal wireless telegraphy						
Purchase land for wharf at Halifax, N.S.						

SESSIONAL PAPER No. 21

from Confederation to March 31, 1908—Continued.

1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
87,841 22	92,751 23	82,810 92	93,708 16	92,195 52	117,896 37	154,194 26	244,960 38
116,279 88	136,134 79	122,112 42	132,147 88	154,839 06	148,302 34	170,554 10	273,865 74
126,386 00	65,072 35	122,414 86	142,359 01	149,572 14	142,725 69	164,339 92	204,157 27
67,369 98	128,674 15	52,491 93	65,247 80	69,133 51	73,410 65	79,464 50	121,289 44
18,112 93	20,569 81	42,878 40	28,031 85	24,223 73	25,575 33	25,603 09	36,760 32
26,862 03	29,530 20	33,545 95	31,938 25	35,119 03	35,758 43	39,068 34	55,976 59
				46 75			
6,867 69	3,729 62	7,094 64	12,499 99	158,714 09	399,487 73	540,675 07	1,447,202 77
3,649 90	37,838 80	40,319 03	17,060 13				
4,067 99	3,123 16	4,884 22	12,832 69				
1,423 34	91 43		266 34				
1,499 60	616 96	5,586 91	922 00				
6,414 19	19,305 60		4,160 74				
			660 03				93,938 90
							10,745 36
117,644 39	145,270 75	180,430 65	195,484 75	452,526 92	369,813 97	306,171 01	475,907 20
						6,106 54	3,123 24
3,335 40	3,568 26	3,750 69	3,730 25	3,305 59	4,968 36	7,761 17	5,884 74
27,050 66						178,638 94	236,469 00
312 77	982 17	773 06	1,022 65	1,824 55	1,367 45	3,570 28	5,111 34
							12,000 00
38,162 56	37,353 29	37,743 30	36,008 75	51,827 13	48,750 15	50,301 78	51,731 56
64,135 71	73,148 05	76,692 42	74,082 76	80,147 46	87,293 00	90,306 99	98,820 21
818 33	966 48	266 43	546 62	607 23	417 25	1,203 56	1,215 14
704 17	745 49	252 19	1,000 00	1,325 25	382 98	752 60	9,521 68
5,081 40	7,049 09	7,007 97	8,519 92	8,278 55	9,306 25	11,763 12	9,592 91
4,993 88	6,067 90	5,906 83	8,950 17	6,452 56	6,863 75	7,740 01	8,755 44
26,342 29	28,035 49	72,965 72	29,247 59	27,493 80	30,172 09	33,723 12	50,187 75
15,306 66	13,664 97	12,600 98	16,170 20	25,488 64	35,243 97	41,366 95	103,926 98
							511,171 41
74,644 05	72,833 97	63,331 61	68,776 95	70,246 32	84,442 53	91,985 07	102,735 31
1,618 97		697 87	1,261 06	2,824 28	1,721 91	1,300 89	1,590 61
	144,365 29	41,951 88					
9,575 31	8,439 70	1,503 70	2,093 93	8,835 86	6,211 28	8,912 57	10,984 74
3,081 45	5,186 35	4,372 18	7,060 20	8,925 33	14,520 00	21,871 71	23,802 24
				136 85	1,050 00	1,210 00	2,340 00
2,499 80	2,737 85	2,762 24	2,746 84	3,321 23	3,026 25	3,504 43	3,300 35
			133 32		95 10		269 20
			1,659 14				
		3,452 21	2,630 62	3,490 29	4,822 78	3,977 63	2,953 19
	5,709 10	739 61	1,990 58	1,998 85	2,000 00	2,996 54	2,001 69
				1,780 52			
				2,967 35	6,945 96	11,448 10	15,881 35
				50,000 00			
				55 00	3,167 62		
				223 00			
				3,691 69			
					1,745 23	2,050 00	10,776 51
					3,528 25	18,847 31	40,785 11

8-9 EDWARD VII., A. 1909

STATEMENT of Expeniture by the Marine Department

	1892.	1893.	1894.	1895.	1896.	1897.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Purchase land for wharf at Charlottetown, P.E.I.						
Schools for navigation						
Naval militia						
Cattle inspection						
Wrecking plant						
Ice-beaking steamers						
S. Shaw						
Salaries, lightkeepers						
Agencies, rents, &c.						
Maintenance and repairs ..						
Repairs to lightships						
Construction and apparatus ..						
	\$61,426 80	898,720 03	905,654 34	895,828 28	793,634 49	867,772 90

SESSIONAL PAPER No. 21

from Confederation to March 31, 1908—*Continued.*

1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
.....	15,119 11	.....
.....	13,000 00	.....
.....	5,036 29	.....
.....	9,135 87	.....
.....	3,335 52	.....
.....	25,000 00	.....
.....	164,414 93	.....
.....	39 33	.....
.....	242,403 64	.....
.....	29,739 50	.....
.....	531,920 43	.....
.....	23,560 00	.....
.....	1,605,778 59	.....
856,192 50	1,102,601 90	982,561 97	1,029,925 32	1,501,618 88	1,671,494 77	2,150,940 31	4,747,722 81

8-9 EDWARD VII., A. 1909,

STATEMENT of Expenditure by Marine Department from Confederation to March 31,
1908—*Continued.*

	1906.
	\$ cts.
Dominion steamers—	
Quebec.....	587,885 89
Nova Scotia.....	
New Brunswick.....	
Prince Edward Island.....	
British Columbia.....	
Examinations of masters and mates.....	7,068 15
Hudson's Bay expedition.....	132,707 52
Investigation into wrecks.....	7,476 07
Marine hospitals.....	50,120 42
Meteorological service.....	99,719 52
Registration of Canadian shipping.....	1,800 00
Removal of obstructions.....	4,967 15
Rewards for saving life.....	11,991 43
Signal service.....	8,184 39
Steamboat inspection.....	37,590 22
Hydrographic surveys.....	120,359 68
Ship channel.....	587,957 51
Repairs to wharfs.....	2,960 47
Winter mail service, P.E.I.....	16,680 58
Total observations.....	28,047 77
Unforeseen expenses.....	3,765 17
Marine biological station.....	2,914 03
Salaries, temporary clerks.....	19,947 01
Purchase land for wharf at Halifax, N.S.....	88,033 87
Schools for navigation.....	5,036 29
Naval militia.....	9,135 87
Cattle inspection.....	3,335 52
Wrecking plant.....	25,000 00
Ice-breaking steamers.....	161,414 93
S. Shaw.....	39 33
Salaries, lightkeepers.....	242,403 64
Agencies, rents, &c.....	29,739 50
Maintenance and repairs.....	531,920 43
Repairs to lightships.....	23,560 00
Construction and apparatus.....	1,605,778 59
Submarine signal apparatus.....	50,547 60
Administration of pilotage.....	12,066 42
Parry Sound Buoy Depot.....	11,711 17
Compensation <i>re</i> explosion of gas buoys.....	38,686 49
Water system, Patridge Island.....	2,957 37
Observatory, Toronto.....	2,872 96
" Montreal.....	500 00
Hydrogr. str., <i>Atlantic coast</i>	45,500 00
" <i>Pacific coast</i>	370 01
New dredge, No. 15.....	150,001 32
" <i>Galveston</i>	159,847 89
Shipwrecked and distressed seamen.....	598 91
Parliamentary returns.....	485 11
Gratuities.....	616 66
Civil Government, salaries.....	88,453 31
" " contingencies.....	19,506 45
	5,066,252 66

SESSIONAL PAPER No. 21

STATEMENT of Expenditure by Marine Department from Confederation to March 31,
1908—*Continued.*

EXPENDITURE for the Nine Months to March 31, 1907.

Service.	Amount.	Total. 1907.
	\$ cts.	\$ cts.
Ocean and river—		
Dominion steamers.....	447,139 03	
Examination of masters and mates.....	5,934 16	
Rewards for saving life—life-boats, &c.	9,025 89	
Investigations into wrecks.....	8,662 16	
Schools for navigation.....	4,891 69	
Registration of Canadian shipping.....	1,506 53	
Removal of obstructions in navigable waters.....	7,377 20	
Tidal service.....	19,214 79	
Winter mail service.....	11,998 01	
Marine biological stations.....	1,537 04	
Cattle inspection.....	2,743 80	
Wrecking plant.....	15,000 00	
Hudson's Bay expedition.....	33,871 95	
" " patrol boat.....	29,977 91	
Ice-breaking steamer <i>Lady Grey</i>	66,293 51	
Quebec Coal Company's claim.....	1,000 00	
Arresting two sailors of the <i>Hector</i>	148 75	
H. M. Stewart, clothing destroyed by fire.....	9,078 17	
Naval Militia.....	5,974 61	
New icebreaker.....	171 00	
Unforeseen expenses.....	3,213 62	
		669,717 04
Lighthouse and coast—		
Salaries and allowances of lightkeepers.....	197,235 03	
Agencies, rents and contingencies.....	22,076 58	
Maintenance and repairs to lighthouses.....	499,597 86	
Construction of lighthouses and apparatus.....	1,159,906 40	
Breaking ice in Thunder Bay.....	21,303 85	
Signal service.....	6,859 68	
Marconi stations.....	53,532 19	
Pilotage.....	21,490 73	
Repairs to wharfs.....	1,747 15	
Salaries, temporary clerks.....	14,477 16	
Georgian Bay and Parry Sound buoys.....	4,500 43	
		2,002,727 06
Scientific institutions and hydrographic surveys—		
Observatory, Toronto.....	2,313 67	
" Kingston.....	375 00	
" Montreal.....	375 00	
Meteorological service.....	75,163 20	
Hydrographic surveys.....	84,435 32	
		162,662 19
Dredge No. 15.....		150,000 00
Cap à la Roche.....		1,347 87
<i>Gialveston</i>		50,089 77
Ship channel.....		419,398 19
Compensation to L. O'Brien.....		2,200 00
Marine hospitals.....	37,362 11	
Shipwrecked and distressed seamen.....	793 56	
		38,155 67
Steamboat inspection.....		32,459 55
Returns for Parliament.....	634 36	
K. Falconer, reorganizing system of bookkeeping.....	25,000 00	
		25,634 36
Civil Government, Salaries.....	68,995 81	
" " Contingencies.....	14,182 31	
		83,178 12
Total, Marine Branch.....		3,637,569 82
" Fisheries Branch.....		534,669 90
Fishing bounty.....		159,015 75
		4,331,255 47

8-9 EDWARD VII., A. 1909

STATEMENT of Expenditure by Marine Department from Confederation to March 31,
1908—*Continued.*

EXPENDITURE for the fiscal year ended March 31, 1908.

<i>Ocean and River Service—</i>	<i>Amount.</i>
Dominion steamers and ice-breakers.....	\$669,428 59
Examination of masters and mates.. . .	11,508 31
Rewards for saving life.....	31,642 41
Investigations into wrecks.....	6,543 08
Schools of navigation..	7,378 01
Registration of shipping..	1,982 70
Removal of obstructions.....	26,009 59
Tidal service..	30,977 40
Winter mail service..	11,019 79
Cattle inspection..	3,503 90
Wrecking plants..	30,000 00
Unforeseen expenses.....	1,301 61
Naval militia.....	9,078 17
Patrolling waters in northern portion of Canada..	34,706 39
New ice-breaking steamer..	5,974 61
	<hr/> \$881,054 56

Public Works—Chargeable to Capital—

Ship channel..	\$761,916 84
Permanent piers in Lake St. Peter, &c... .	116,063 87
Dredging, Cap à la Roche.....	75,000 00
Dredge <i>Beaujeu</i>	100,000 00
Spur line, Sorel shipyard.....	8,815 05
Montreal & Quebec Signal Service.. . . .	12,232 15
	<hr/> \$1,074,027 91

Lighthouse and Coast Service—

Agencies, rents and contingencies.. . . .	29,359 26
Salaries and allowances to lightkeepers....	285,050 14
Maintenance and repairs to lighthouses..	689,319 86
Parry Sound buoy depot..	41,983 93
Construction of lighthouses, &c...	715,572 91
Construction of apparatus.....	801,636 83
Wireless stations.....	114,986 60
Signal service.....	9,350 28
Administration of pilotage..	31,087 22
Maintenance and repairs to wharfs, &c... .	1,456 86
Maintenance and upkeep of dock yards.. .	30,656 22
Breaking ice, Lake Superior, &c..... . . .	37,053 32
Salaries of temporary clerks, &c...	16,728 99
Telephone stations..	
Telephonic reporting stations below Mon- treal..	7,820 63
Service of expert accountants..	13,066 34
Charter of steamer, Lime Kiln Crossing.. .	6,650 00
Keeping lights on 'Castle and 'Armenia'	3,680 00
	<hr/> 2,835,459 44

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STATEMENT of Expenditure by Marine Department from Confederation to March 31,
1908—*Concluded.*EXPENDITURE for the fiscal year ended March 31, 1908—*Concluded.**Scientific Institutions and Hydrographic
Surveys—*

Meteorological service.	\$122,572 86	
Magnetic observatory.	2,919 20	
Montreal observatory	500 00	
Kingston observatory	500 00	
Hydrographic surveys	115,631 31	
On account new hydrographic steamer, British Columbia.	107,250 00	
	<hr/>	\$ 349,373 37
Marine hospitals.	59,957 92	
Shipwrecked and distressed seamen	342 25	
Marine hospital at Yarmouth, N.S.	7,285 00	
	<hr/>	67,585 17

Steamboat inspection.	42,210 43
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<i>Fisheries</i>	800,081 73
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Civil Government Salaries, Marine and Fisheries	103,916 53	
Contingencies of Marine and Fisheries . .	21,146 77	
	<hr/>	125,063 30

Total expenditure Marine and Fisheries	6,174,853 91
Fishing bounty	156,114 50

APPENDIX NO. 8.

METEOROLOGICAL SERVICE.

METEOROLOGICAL OFFICE,

TORONTO, June 1908.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the thirty-seventh annual report of the Meteorological Service, this report being for the fiscal year ended March 31, 1908, with appendices *A* and *B* reports of St. John and Quebec observatories.

The number of persons in receipt of pay from the Meteorological Service on March 31, for the various duties performed in connection therewith was 224. Of this number 26 were employed in the Central office, and with a few at outside stations, devote their whole time to the work of the service; others are occupied in observing during only a portion of each day, and others again are employed only to attend to the display of storm signals when notified.

There are now in the Dominion 434 stations from which observers report to the Central office. At 39 of these stations, distributed at nearly equal intervals throughout Canada where the observers are paid salaries, three or more observations are taken daily, and those taken in the morning and evening are reported by telegraph to Toronto. At 49 other points observers also receive remuneration for a more or less extended series of observations. Special observations during the summer months are collected at Winnipeg by telegraph from twenty-four stations in the western provinces and together with other information sent from Toronto are telegraphed at the same time to a large number of places in these provinces; for this bulletin service remuneration is allowed. Eighty-nine persons are paid for attending to the display of storm signals; and for the time service and special telegraph service seven persons are employed.

Since the issue of my last report the following stations have commenced reporting :—

BRITISH COLUMBIA.

- Class III.—Swanson Bay.
- “ II.—Summerland.
- “ II.—Crawford Bay.
- “ III.—Hornby.

ALBERTA.

- Class III.—Kimball.
- “ II and S.—Lacombe. Experimental Farm.
- “ II.—Eckville.
- “ II.—Harmattan.
- “ II.—Daysland.
- “ II and S.—Lethbridge. Experimental Farm.
- “ II.—Pembina.

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SASKATCHEWAN.

Class	II.—Meota.
“	II.—Waseca.
“	III.—Arcola.
“	II.—Kamsack.
“	?—Qu’Appelle.
“	II.—East End.
“	II.—Haddington.
“	II.—Drumague.
“	II.—Esterhazy.

ONTARIO.

Class	II.—Judge.
“	II.—Ronville.

QUEBEC.

Class	II.—D’Israeli.
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PRINCE EDWARD ISLAND.

Class	II.—Hillsborough.
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PEACE RIVER DISTRICT, ALTA.

Class	II.—Shaftesbury.
“	II.—Peace River Landing.

The following stations have for various reasons ceased reporting:—

Barrie, Ont.
 Wisa, Ont.
 Pelee Island, Ont.
 Kitamaat, B.C.
 Wolfville, N.S.
 Pincher Creek, Alta.
 Leavings, Alta.
 Stirling, Alta.
 Clover Bar, Alta.
 Lemberg, Sask.
 Heward, Sask.

CENTRAL OFFICE.

During the larger portion of the past fiscal year the work of the central office was carried on under most adverse circumstances, the encroachments of the new university buildings continuing until by the winter it was found impossible to remain in the old observatory building without seriously impairing the value of the service. It was therefore decided to remove the offices to temporary quarters in two houses owned by the university and situated on Spadina avenue which have since been found to meet our requirements fairly well. The clocks, transit instrument and standard barometer and various other instruments have been left in the transit house, a small stone building near to the observatory, which together with the workshop will be left standing until such time as the new meteorological building shall have been completed.

Since my last report the staff has been brought up to the old strength numerically by the appointment of Mr. A. J. Connor, but such addition by no means compensates for the loss by death of the late Mr. W. A. Steuart who by a thorough knowledge of the statistical work of the office and an assiduous attention to duty, performed an amazing amount of work. It will be necessary again this coming summer to employ several temporary clerks to assist in preparing the Annual Climatological Report of the past civil year.

Number of predictions and percentage of fulfilment in each district, in each month and in the Fiscal year 1907-1908.

Month.	ALBERTA.				SASKATCHEWAN.				MANITOBA.				LAKE SUPERIOR.				GEORGIAN BAY.			
	Verified.				Verified.				Verified.				Verified.				Verified.			
	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.
1907.																				
April.....	82	65	15	2'88-4	84	55	18	11'76-2	88	66	13	9'82-4	109	50	23	6'83-9	123	93	20	10'83-7
May.....	84	72	5	7'88-7	80	67	10	3'90-0	86	71	7	8'86-6	123	95	20	8'85-4	126	98	19	9'85-3
June.....	75	62	8	5'88-0	75	65	9	1'92-7	75	59	12	4'86-7	122	76	9	7'87-5	116	103	8	5'92-2
July.....	87	66	19	2'87-6	84	68	12	4'88-1	84	67	13	4'87-5	122	96	17	9'85-7	133	111	18	4'90-2
August.....	88	61	22	5'81-8	87	67	17	3'86-8	90	73	10	7'86-7	132	99	30	3'86-4	138	112	25	1'90-2
September.....	82	60	12	6'84-6	79	63	14	9'88-6	83	64	14	5'83-5	112	75	26	11'78-6	125	101	19	5'88-4
October.....	83	65	7	11'82-5	83	64	12	7'81-3	86	66	12	8'83-7	112	82	21	9'82-5	126	93	29	4'84-6
November.....	79	54	17	8'79-1	80	55	18	7'80-0	79	63	12	4'87-3	106	76	25	5'83-5	126	83	30	13'77-8
December.....	76	67	7	2'92-7	76	65	9	2'91-4	72	72	1	1'94-9	101	72	21	8'81-7	119	106	8	5'92-4
1908.																				
January.....	82	64	12	6'85-3	82	68	12	2'90-2	82	74	7	1'94-5	98	72	23	3'85-2	125	97	24	4'87-2
February.....	75	63	10	2'90-7	75	60	13	2'87-7	83	62	11	2'90-0	83	60	16	7'81-9	102	82	15	5'87-7
March.....	78	57	10	11'79-5	78	55	12	11'78-2	83	62	10	11'80-7	95	73	16	6'85-3	115	77	21	17'76-1
Totals.....	967	756	144	67'85-6	963	752	156	55'80-2	990	799	127	64'87-1	1285	956	247	82'84-0	1474	1156	236	82'86-6

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NUMBER OF predictions and percentage of fulfilment in each district, in each month and in the Fiscal Year 1907-1908.

Month.	LOWER LAKE REGION.				OTTAWA VALLEY.				UPPER ST. LAWRENCE.				LOWER ST. LAWRENCE.				GULF.			
	Verified.				Verified.				Verified.				Verified.				Verified.			
	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.	Number fully.	Number partly.	Number not.	Percentage.
1907.	125	93	26	684.8	141	87	15	985.1	111	86	17	885.1	107	78	14	1579.4	107	76	14	1877.6
	128	100	21	786.3	110	89	16	588.2	109	89	16	489.0	121	98	19	488.8	120	95	20	587.5
	116	104	11	194.4	87	79	6	294.3	87	81	5	196.0	102	87	9	689.7	102	88	7	789.7
	133	114	15	491.4	118	96	14	887.4	117	104	6	791.5	109	81	16	1281.7	109	74	26	979.8
	138	110	25	388.8	115	98	15	390.9	115	95	17	390.0	117	89	22	685.5	118	96	18	489.0
	125	100	21	488.4	121	92	23	685.5	120	93	23	487.1	120	92	22	685.8	123	98	17	886.6
	127	93	28	684.3	114	92	20	280.5	114	93	19	285.9	118	90	20	884.7	120	90	22	884.2
	126	82	33	1178.2	120	86	29	583.7	119	89	26	485.7	116	82	22	1280.2	116	78	25	1378.0
	119	99	18	290.8	110	93	15	291.4	110	97	12	193.6	113	87	17	984.5	115	91	16	886.1
	126	101	20	588.1	108	81	26	187.0	108	85	22	188.9	115	84	23	883.0	115	88	17	1083.9
	102	85	13	489.7	102	80	14	885.3	102	82	14	687.3	98	82	10	688.8	99	87	9	392.4
	116	79	19	1876.3	104	76	20	882.7	104	76	21	783.2	99	72	13	1479.3	101	72	19	1080.7
Totals	1481	1160	256	7186.8	1320	1048	213	5987.5	1316	1070	198	4888.8	1335	1022	297	10684.3	1345	1033	210	10284.6
1908.	126	101	20	588.1	108	81	26	187.0	108	85	22	188.9	115	84	23	883.0	115	88	17	1083.9
	102	85	13	489.7	102	80	14	885.3	102	82	14	687.3	98	82	10	688.8	99	87	9	392.4
	116	79	19	1876.3	104	76	20	882.7	104	76	21	783.2	99	72	13	1479.3	101	72	19	1080.7

NUMBER of predictions and percentage of fulfilment in each district, in each month and in the Fiscal Year 1907-1908.

MONTH.	MARITIME PROVINCES, W.					MARITIME PROVINCES, E.					TOTALS.					
	Number of predictions.	Verified.				Number of predictions.	Verified.				Number of predictions.	Verified.				
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.		
1907.																
April.....	109	76	26		81.6	109	76	25	8	81.2	1,265	931	226	108	82.5	
May.....	119	94	18		86.5	119	88	24	7	84.0	1,325	1,056	195	74	87.0	
June.....	105	93	10		93.3	105	90	10	6	90.5	1,137	987	104	46	91.4	
July.....	111	82	23		84.2	109	77	26	6	82.6	1,316	1,036	205	75	86.5	
August.....	129	102	23		88.0	129	98	28	3	86.8	1,396	1,099	252	45	87.7	
September.....	130	96	25		83.5	130	95	22	13	81.5	1,346	1,029	238	79	85.3	
October.....	122	101	11		87.3	122	92	21	9	84.0	1,327	1,021	222	84	87.3	
November.....	116	82	25		81.5	116	77	30	6	79.3	1,269	907	292	100	84.3	
December.....	115	81	26		81.7	116	89	22	5	86.2	1,249	1,019	177	53	88.7	
1908.																
January.....	129	100	25		87.2	128	100	24	4	87.5	1,298	1,014	235	49	87.2	
February.....	117	91	20		86.3	117	91	20	6	86.3	1,147	925	165	57	87.8	
March.....	118	73	27		74.2	117	76	26	15	76.1	1,208	848	214	146	79.1	
Totals	1,420	1,071	259	90	84.5	1,417	1,049	278	90	83.8	15,313	11,872	2,525	916	85.7	

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NUMBER of predictions and percentage of fulfilment in each district, in each month for British Columbia, in the Fiscal year 1907-08.

Month.	VICTORIA AND VICINITY.				LOWER MAINLAND.				TOTALS.					
	Verified.			Number of Predictions.	Verified.			Number of Predictions.	Verified.					
	Number fully.	Number partly.	Number not.		Percentage.	Number fully.	Number partly.		Number not.	Percentage.				
1907.														
April.....	198	80	9	84.5	197	86	4	7	90.7	795	166	73	16	88.5
May.....	135	113	7	86.3	127	101	11	15	85.1	262	214	18	30	85.1
June.....	126	108	4	87.3	113	92	11	10	84.8	239	200	15	24	86.8
July.....	143	129	4	91.6	140	129	2	9	92.9	283	258	6	19	92.9
August.....	127	100	9	82.2	119	86	12	21	77.3	246	186	21	39	79.9
September.....	92	78	4	87.0	90	76	4	10	86.7	182	154	8	20	86.8
October.....	110	83	7	78.6	106	91	3	12	87.3	216	174	10	32	82.9
November.....	100	84	5	86.5	97	82	7	8	88.1	197	166	12	19	87.3
December.....	107	69	17	72.1	100	72	9	19	76.5	207	141	26	40	74.0
1908.														
January.....	106	80	7	78.8	100	76	6	18	79.0	206	156	13	37	78.9
February.....	165	80	12	81.9	165	88	5	12	86.2	210	168	17	25	84.0
March.....	106	76	12	77.1	101	83	9	9	86.6	207	159	21	27	81.8
Totals.....	1,355	1,080	97	83.3	1,295	1,062	83	150	85.2	2,650	2,142	180	328	84.2

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Throughout the year bi-daily reports have been received by telegraph from 36 stations in the Dominion and from a large number of stations in the United States, the data thus obtained being used for the preparation of the weather charts on which the forecasts are based. Forecasts have been issued twice each day, at 10 a.m. and 10 p.m., the first issue usually covering the current day and the following day up to 8 p.m., and the second, the 24 hours beginning at 8 a.m. the following day. A table giving the percentage of verification of the 10 p.m. issue is given herewith.

Warnings of expected storms have been despatched to signal stations whenever it has been considered that occasion required it, and of the 2,306 warnings issued 2,165 or 93.9 per cent were verified.

During the winter season the central office has, as in past years, been constantly requested by the shippers of perishable goods to furnish special temperature forecasts and the value of such forecasts may be duly estimated from the ever increasing number of applications for them, clearly indicating that those interested, recognize their usefulness. Special forecasts of approaching snow and drift storms have during the winter been issued to the various Canadian railways—and appear to have been duly appreciated by the corporations concerned.

In July a very decided improvement was made in the publication of the daily weather map, the old system of manifolding by means of the mimeograph being discontinued—a combination of a chalk plate process and printing being substituted with most satisfactory results. The map as now issued is most creditable. Up to the middle of March the printing was done by the University Press, but has since been done in the Meteorological office where a printing press has been installed and a young printer employed permanently.

The publications of the Meteorological Service have been continued with regularity and, as indicated in my last report, have, in consequence of the largely increased number of reporting stations, entailed an amount of clerical work beyond the capacity of the ordinary office staff and it has been necessary to employ several temporary clerks for a few months. The annual climatological report for 1905 issued during the year is a volume of over 426 pages; it contains pages shewing the percentage of verification of meteorological forecasts; a table shewing the depth of snow on the ground on the last day of each month in the various parts of the Dominion; a table of phenological phenomena; a general summary of the weather of 1905; summaries and mean values of observations made at all Canadian meteorological stations during the year; results of magnetic observations made at Agincourt observatory, and finally, a paper on the Seiche on the great lakes—and a paper on Atmospheric Electricity by Professor W. J. Loudon of the University of Toronto. The large amount of labour entailed by this report results chiefly from the fact that nearly all observers simply record the reading of instruments and leave all reductions and determination of mean values to be done at the central office. The monthly weather map published promptly on the 3rd or 4th of each month shows the meteorological conditions of the month just closed as regards temperature and precipitation and seems to be much valued by agriculturists and others. The 'Monthly Review' is a more detailed review of the weather conditions of each month and includes a description of the movements of cyclones and anti-cyclones.

While the ordinary climatic and forecast work of the meteorological service has been carried on systematically throughout the year, investigation of the connection between meteorological conditions in Canada and those existing in other parts of the globe has been continued with energy.

With the double object in view of obtaining climatic data from Canada's north land and of obtaining continuous barometric observations from the northern portions of the continent, six stations lying between Ft. McMurray on the Athabasca river and the Arctic coast will within the next few weeks be supplied with full meteorological equipments. Investigation has so far led to a belief that the character of our Canadian

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winters depends in a large degree on the intensity and position of the highest mean pressure over the continent and it does not seem improbable that it may be demonstrated that changes in these high pressures are related to atmospheric conditions over the equatorial regions.

It has been arranged that a meeting of meteorologists representing Great Britain and British Dominions shall be held in Quebec immediately after the close of the tercentenary celebration in July.

The importance of co-operation between different countries for the solution of the wider questions of meteorology has long been recognized on the continent of Europe and meetings of directors of meteorological institutions and observatories are held, from time to time, for the consideration of questions concerning joint action and uniformity of organization. The meetings are also found to be useful on account of the opportunity which they afford for the personal exchange of views and the comparison of experience of methods employed under various conditions of climate and of social surroundings.

Such international meetings have not yet been held outside Europe and the number of imperial or colonial representatives who attend them is very small, although the British empire includes the widest possible diversities of climate, and many of the most favourable positions for observations of international importance are on her soil.

The general object of the conference then will be to consider the best means of obtaining co-operation between the various meteorological organizations of the empire, and the advantages which are anticipated from the meetings are not only those that would naturally follow from an exchange of views as to methods of organization of the tabulation and publication of results. The development of the science in the direction of tracing the laws of sequence of seasons is altogether dependent upon the effective co-operation of workers over very wide areas. Such co-operation has already yielded results of great importance for countries bordering on the Indian ocean and the extension of such work is among the most important economic services that the study of meteorology can render to the countries concerned.

INSPECTION OF STATIONS.

As the accuracy of the forecasts and storm warnings issued from the central office depends to a large degree on the correctness of the information supplied by observers from the telegraph reporting stations, it has been considered advisable to make an annual inspection of these stations and this was done during last summer, omitting Dawson, Atlin and Barkerville as an official could not be spared for a sufficient length of time to reach these outlying points. Most of the storm signal display stations were also visited, as a strong effort is being made to have all masts and signals kept in thorough order and ready for immediate service. It has been found impossible in the past to make an annual inspection of meteorological stations of the second order, namely, those where observations of the highest and lowest temperature and the rainfall are recorded daily; but these stations are visited occasionally as imperfectly adjusted or inaccurate instruments, especially in the western provinces, result in unreliable reports.

SEISMOLOGY.

The seismographs at Toronto and Victoria, B.C., have been kept in operation throughout the year, and have yielded some very interesting data for seismological research. During the period 60 disturbances, large and small, have been recorded at Toronto and 63 at Victoria. Five were very large and two of a medium character.

The following tables shew the Greenwich mean time of the registration of the waves of some of the important disturbances.

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Victoria.

Date.	P. Ts.	L. Waves.	Max.	Amplitude.	Ending.
	h. m.	h. m.	h. m.	Millimetres.	h. m.
Sept. 2.....	16 10·1	16 18·2	16 29·3	13·2	18 53·4
Oct. 16.....	14 2·2	14 8·5	14 11·3	18	2 37·3
Dec. 30.....	5 35·6	6 1·8	6 2·3	5·0	7 56·8
1908.					
March 26.....	23 10·9	23 21·9	23 25·9	17·0	2 19·9
" 27.....	3 54·9	4 7·1	4 11·9	17·0	6 5·9

Toronto.

Sept. 2.....	16 14·3	{ 16 21·6 16 33·6 }	16 43·4	13·8	19 27·3
Oct. 16.....	14 4·8	{ 14 13·3 5 41·5 }	14 18·5	20·	16 4·5
Dec. 30.....	5 34·1	{ 5 46·7 5 49·5 }	5 49·5	7·9	8 15·0

Unfortunately the Toronto seismograph was dismounted during the very large Mexican earthquake of March 26th, 27th, preparatory to installing the instrument in another building. The disturbance of September 2 was caused by a submarine earthquake near the Aleutian Islands, and reports of it are very meagre. That of October 16, was apparently also submarine, the centre of the disturbance being somewhere near the Friendly Islands, but up to the present time no very definite information has been received. Scientific societies all over the world continue to shew an increased interest in seismology, and our Canadian observations are much valued by them in the discussion of the subject. Copies of large disturbances are forwarded to a number of societies, and in some instances the originals are loaned. Tabulations of all disturbances are forwarded to Prof. Milne, secretary of the Seismological Committee of the British Association to be considered together with reports received from a large number of places in different portions of the world. This committee deals extensively with the subject.

TIME SERVICE.

During the year ending March 31, 1908, sixty-one observations for time were made in the meridian with the transit instrument; of these 42 were stellar and 19 solar observations. The positions of the stars were, as usual, those given in the Berliner Jahrbuch.

The collimation of the transit instrument has been determined as usual by reversal on stars and micrometrical measurements on the collimating telescope. This error remains practically unchanged. The variation in the level error has been less than in the previous year. The stability of the pier remains very satisfactory.

The time exchanges with Montreal, Quebec and St. John have been carried on as usual and registered on the chronograph in Toronto. The error of the Toronto clock and of the timepieces used by the different observers elsewhere are computed from the latest observations. The sidereal and mean time clocks of the Toronto observatory with their various electrical appliances are in good condition, notwithstanding their unfavourable surroundings.

The following table shows the difference between the time determined at Toronto and that given at the various exchanges with Montreal, Quebec and St. John. The sign + indicates that the time sent from the different observatories was faster than that of Toronto.

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Year.	Montreal.	Quebec.	St. John.*	
			From Toronto Chronograph.	From St. John Chronograph.
1907.	Seconds.	Seconds.	Seconds.	Seconds.
April 12.....	+0.02	-0.90	-0.28	-0.03
" 26.....	-1.30	-1.61	-1.09	-0.99
May 10.....	-0.32	-0.28	+0.01	+0.13
" 31.....	-0.26	+0.22	-0.02	+0.14
June 21.....	+0.28	+0.43	+0.24	+0.33
August 9.....	+0.07	-0.65	-0.22	-0.09
" 23.....	-0.25	-0.38	-0.18	-0.11
September 13.....	-0.04	+0.40	-0.03	+0.03
" 27.....	+1.18	-0.72	+0.08	+0.03
October 11.....	+0.28	+0.13	-0.18	-0.08
November 15.....	+0.31	-0.68	-0.76	-0.71
December 6.....	+0.21	-0.47	-0.43	-0.31
" 27.....		+1.50	-0.37	-0.42
1908.				
January 17.....	+0.61	-0.74	+0.24	+0.19
February 28.....	+0.10	-0.25	-0.21	-0.31
March 20.....	-0.38	-0.34	-0.14	-0.23

* The differences of the results at Toronto and St. John are due principally to wave and armature time.

Sun spot observations have been continued as usual, maps of the sun's surface four inches in diameter being made upon eighty-seven days.

On April 3, 1907, a rather large group appeared north of the equator well over the eastern limb, becoming central on the 5th and off the western limb on the 12th. From this date the sun had comparatively few spots on it until May 4, when a moderately sized spot appeared on the east limb, being south of the equator, and on the 7th, a small group developed due north of this spot close to the equator, both groups going around the western limb on the 15th.

On June 17, a very large group composed of two large spots with numerous small ones was seen on the sun south of the equator, finally going around the western limb on the 25th.

Scattered groups of small spots both north and south of the equator traversed the sun's disc up to October 14, when a rather large elongated group of spots appeared over the eastern limb just north of the equator and disappearing over the western limb October 26. This group appears to be the return of a group first noticed near the centre of the sun's disc on September 23. Again this group returned, becoming central November 15; its appearance being considerably altered becoming more compact. Another revolution witnessed its return in a scattered prolonged group being central on December 12.

The final revolution of this group saw it reduced to two moderately sized spots with two or three very small ones a little to the south. It became central on January 8, 1908, finally disappearing, and from this date to March 31, 1908, only a few scattered small spots were observed.

A most successful observation of the transit of Mercury across the disc of the sun was obtained at the observatory in Toronto. The 6-inch Cook refractor being used and the image of the sun was projected on paper and several drawings made. The sun was first sighted at 7h. 53m. 18 secs., 75th meridian time, and the planet was at once seen a little east of the vertical line and not far from the northern limb. Eight positions of the planet were marked on the image of the sun with their true times. The 75th meridian times at

	h.	m.	sec.	
Egress.....	8	48	20	Internal contact.
"	8	49	47	Central "
"	8	50	33	External "

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The projected image of the sun was eight inches in diameter and the definition extremely fine. Near the sun's centre was seen a fine large group of sun spots and in the northwestern quadrant were two groups about to disappear around the western limb. Latitude $43^{\circ} 39' 36''$ N; and longitude 5h. 17m. 34.65 secs. W., being the position of the observatory.

VOLUNTEER OBSERVERS.

The country is indebted to volunteer observers for a large portion of climatic data used in the preparation of the Meteorological Reports and the Dominion is to be congratulated that it possesses so many persons, who in the interest of science, will devote so much time to the duties entailed in reading instruments and recording observations.

UNITED STATES WEATHER BUREAU.

I desire, finally, to express my entire appreciation of the cordial relations existing between the Meteorological Service and the United States Weather Bureau. All Communication have been characterized by the utmost courtesy and an evident desire for friendly co-operation in the solution of meteorological problems affecting this continent.

Respectfully submitted,

R. F. STUPART,
Director.

APPENDIX A.

METEOROLOGICAL SERVICE, ST. JOHN OBSERVATORY,
ST. JOHN, N.B., June, 1908.

R. F. STUPART, F.R.S.C.,
Director, Meteorological Service,
Toronto, Ont.

SIR,—I have the honour to present my annual report on the St. John Observatory for the fiscal year ending March 31, 1908.

Meteorological Service.—The usual meteorological observations have been continued without interruption or change. A new anemograph of improved construction was installed and is giving most satisfactory results. This, as well as the other recording and eye-reading instruments, is in excellent condition. The bi-daily observations made at 9 a.m. and 9 p.m., 60th meridian time, are promptly wired to the central office at Toronto. Commercial houses and transportation companies are frequently given information from our records to assist in adjusting claims for damage to perishable goods in transit, &c. The records are also occasionally required in the courts and evidence given in suits at law which partially or wholly hinge on prevailing weather conditions. In addition to our daily and monthly local reports the press frequently request special information during periods of extremes, heavy storms and other conditions of interest to the public.

Morning Weather Bulletin.—The weather bulletin has been promptly issued every week-day forenoon, has been distributed, displayed in public places and published by the evening press as heretofore reported. Forecasts and synopses continue of inestimable value to mariners, shippers, contractors and other various interests which depend upon the information contained in the bulletin for present and probable change of conditions.

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The forecasts and storm warnings are telephoned to St. Martins and Point Lepreau and storm signals displayed when ordered by the central office. The public make free use of the telephone and requests for information are received and answered at all hours.

Time Service of the Maritime Provinces.—Determination of clock errors and rates have been made by observations of stars with the meridian telescope nearly every fine night, the observations and clock comparisons being recorded on the chronograph as formerly reported. The time balls at St. John and Halifax have been dropped each week day at 1 p.m., 60th meridian time. The daily time signal is sent over the Western Union wires throughout the Maritime provinces for an interval of two minutes ending at 10 a.m. of the 60th meridian, is used by mariners at our seaports for rating their chronometers, and is the standard of time for all parts of these provinces. The transmitting clock that automatically sends out these signals is corrected very accurately by comparison with our standard clocks which have their errors and rates determined as above stated. At other times than 10 a.m. signals are sent on request by telegraph and telephone from the same clock, the beats from the relay being audible to a considerable distance through the telephone.

Wireless Time Signals.—The apparatus installed at Camperdown, N.S., to automatically repeat our 10 a.m. clock signals from the land line to wireless has been doing most satisfactory work. Information from navigators indicate that the signal is received distinctly and this method of sending the time most practical for checking ships' chronometers at sea.

Clocks.—The Riefler sidereal clock, No. 94, which is mounted in the constant temperature room in the basement and run under constant pressure, is the primary standard clock of the observatory. It continues to give most satisfactory results. The secondary standard Kullberg, No. 6752, is mounted in clock room with the Riefler. The transmitting clock as well as the master clock used for controlling and hourly correcting other clocks on circuit outside of the observatory are mounted in the office along with the chronograph and other electrical apparatus pertaining to the time service. The electric clock in the Western Union office at Halifax has been daily synchronized by wire from our transmitting clock. Return signals from this clock compared on the chronograph with our standard mostly show an inappreciable difference between the time of the two clocks.

Halifax Time Ball.—Early in the year you instructed me to have a new time ball tower and apparatus installed at the Citadel, Halifax, to replace the temporary apparatus in use there. At the close of the fiscal year the tower as well as the apparatus was under construction.

I have the honour to be, sir,

Your obedient servant,

D. L. HUTCHISON,
Director, St. John Observatory.

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APPENDIX B.

QUEBEC OBSERVATORY,

QUEBEC, June 2, 1908.

To the Director,
Meteorological Service,
Toronto.

SIR,—I have the honour to transmit my annual report for the year ending March 31, 1908.

My duties at this observatory have remained the same and the usual observations were taken as heretofore at this station as well as on the citadel.

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The time ball has been in good working order during the whole navigation season.

On many occasions during the past year, I have been asked by civil engineers, colonization agents and other parties to give information respecting precipitation and temperature in different parts of the province of Quebec. It seems that the establishment of few more stations of the third class would render valuable services to parties interested in colonization.

Without making any suggestions in the matter, I deem it my duty to draw your attention to the increasing number of queries on this subject to which I had to answer during the past few years.

I have the honour to be, sir,

Your obedient servant,

ARTHUR SMITH,

Director.

MAGNETIC OBSERVATORY.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the annual report of the Magnetic Observatory, Agincourt.

Mr. Menzies has been continued as observer in charge of this observatory and his assiduous attention to details of duty coupled with his skill as a mechanical expert, have led to exceedingly satisfactory results.

The self-recording instruments have been kept in continuous operation throughout the past year and the hourly ordinates obtained from the photographic traces of declination and horizontal force have been tabulated. Numerous determinations of the absolute values of the magnetic elements have been made and the all trace readings have been reduced to absolute values in C.G.S. units for publication. The increase in easterly declination continues at the rate of 4' per annum; the dip has increased from $74^{\circ} 32' \cdot 6$ in 1903 to an average of $74^{\circ} 37' \cdot 1$ during the past three months. The total force has diminished from 0·61792 in 1903 to 0·61638 and the horizontal force from 0·16468 to 0·16349. Early in the summer Mr. Jackson was assigned for magnetic survey duty in the western provinces, and complete determinations of the magnetic elements were made at Edmonton, Calgary, Medicine Hat, Swift Current, Prince Albert, Battleford, Regina, Brandon and Fort William. It is proposed to extend this survey to the Gulf of St. Lawrence and possibly to the shores of the Hudson bay during the coming summer. It is felt that the magnetic survey of Canada, together with the meteorological equipment and maintenance of stations in the far north, are duties that Canada owes to international science.

I have the honour to be, sir,

Your obedient servant,

R. F. STUPART,

Director.

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APPENDIX No. 9.

EXAMINATION OF MASTERS AND MATES.

OTTAWA, September 26, 1908.

G. J. DESBARATS, Esq.,

Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of the work under my supervision in connection with the examinations of masters and mates throughout Canada for foreign-going and local certificates, also beg to attach the number of certificates issued by this branch of the department from April 1, 1907, to June 30, 1908.

In the course of the year, four new appointments have been made, the vacancies which have occurred through the resignation of officials, have been filled at Nelson, B.C., West Selkirk, Man., and Halifax, N.S. As no applications have been received for the offices at St. John and Kingston, they, therefore, remain vacant for the present.

A new office has been opened at Edmonton, where it was thought, owing to the development and the traffic on the lakes of the surrounding vicinity, such appointment was deemed necessary. In a very near future, an examiner will be appointed at Port Arthur.

You will be pleased to note that favourable comments have been made at frequent intervals in the course of the year by interested parties, that it is already noticed that our seamen are developing an ambition to perfect themselves in their profession.

Though a great number of failures have occurred which goes to demonstrate that the examiners generally are on the alert and following their duties conscientiously, yet those who have passed have shown without the least doubt that they had taken some trouble to study and make themselves conversant with those subjects so important in navigation such as the rule of the road, chart work, and the deviation and errors of the compass. The above remarks apply to our local certificates.

Respecting the foreign-going examinations, though there would seem a tendency of becoming fewer, owing to the alteration in our coasting laws, yet, I notice that the work in connection with these examinations performed by the candidates, are neat in appearance and are more systematically performed than heretofore, which is certainly an indication of betterment.

Our offices are now equipped with every object necessary to conduct examinations thoroughly and efficiently, which fact is deeply appreciated by our examiners.

A nominal monthly rent is paid for those offices which are absolutely for the examiners' use only, and by which the fear that the valuable instruments placed under the care of the examiners, are not tampered with by outsiders is eliminated.

A change in our coasting laws was made during last session, by which sailing vessels of a certain tonnage are exempted to comply with certain sections of the Shipping Act, at the same time the coasting limits were greatly extended, thereby enabling our products to be conveyed to certain foreign territories at a minimum expense.

I have the honour to be, sir,

Your obedient servant,

L. A. DEMERS,
Chief Examiner.

CERTIFICATES TO MASTERS AND MATES.

From April 1, 1907 to September 1, 1908, 14 masters, 28 mates and 33 second mates, foreign-going certificates were issued.

For the same period 240 masters, 131 mates received a certificate for coasting, inland and minor waters. There were also two certificates of service and 46 permits issued.

The number of candidates who failed in their examinations, was 14 for sea-going certificates and 75 for certificates, coasting, inland or minor waters.

From April 1 to September 1.	Masters.	Mates.	2nd Mates.	Failures.
Sea-going.....	14	28	33	14
Coasting, inland and minor waters.....	240	131	.....	75
Service.....	1	1		
Permits.....	46			
<i>Renewals.</i>				
Sea-going.....	3	2		
Service.....	3			
Coasting, inland and minor waters.....	22	5		
Service.....	13	4		

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APPENDIX No. 10.

LIVESTOCK Shipments season 1907-1908, from the Port of Montreal.

Months.	Sheep.	Cattle.	Horsee.	Hay.	Grain.	Men.	U. S. Cattle.
1907.				Lbs.	Lbs.		
May	603	12,435	27	3,294,570	1,038,110	484	3,650
June.....	1,464	15,249	31	4,109,130	1,344,260	604	6,791
July.....	1,374	16,281	10	4,495,330	1,422,330	647	5,044
August ..	704	16,164	16	4,419,050	1,666,370	633	1,230
September.....	810	11,852	12	3,883,670	334,000	474	481
October.....	2,396	13,230	6	4,436,510	469,270	534	1,640
November.....	4,234	11,666	72	4,045,830	396,690	492	1,264
Totals.....	11,585	96,877	174	28,684,090	6,671,030	3,868	20,100

United States cattle included in the total of 96,877.

FROM THE PORT OF ST. JOHN, N.B.

Months.	Sheep.	Cattle.	Horses.	Hay.	Grain.	Men.	U. S. Cattle.
1907.				Lbs.	Lbs.		
December.....	2,368	4,022	1	1,435,360	97,700	171	66
1908.							
January ..		2,668	12	815,520	188,300	106	1,748
February.....	1,800	5,124	14	1,560,420	445,599	220	3,437
March.....		4,416	12	1,346,440	372,800	174	2,504
April.....		3,379	12	926,790	307,617	143	1,549
May.....		601	.....	168,200	47,900	21	.....
Totals.....	4,168	20,210	51	6,252,730	1,459,916	835	9,304

United States cattle included in the total of 20,210.

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DIFFERENT Ocean Lines by which the Live Stock was shipped during season 1907-8,
from Montreal.

Ocean line.	Sheep.	Cattle.	Horses.
Reford & Co..	743	30,932	68
Canada Pac. Ry. Line.. . . .	7,467	30,075	17
Allan Line.. . . .	.....	15,835	48
Dominion Line.. . . .	2,207	8,767	4
Leyland Line.. . . .	1,056	7,367	..
Furness Withy Line.. . . .	.....	4,001	1
Elder Dempster Line.. . . .	112	.....	36
	<hr/> 11,585	<hr/> 96,977	<hr/> 174

DIFFERENT Ocean Lines by which the Live Stock was shipped during season 1907-8,
from St. John, N.B.

Ocean line.—The Canadian Pacific Railway Company Line, Donaldson Line, Manchester Liners. Totals, sheep, 4,168; cattle, 20,210; horses, 51.

TOTAL Shipments of Live Stock from Canada and Ports in Great Britain, &c., to
which the Live Stock was shipped.

	Sheep.	Cattle.	Horses.
London.. . . .	6,720	55,290	17
Glasgow.. . . .	743	30,801	166
Liverpool.. . . .	5,749	13,339	4
Bristol.. . . .	2,247	12,397	..
Manchester.. . . .	182	5,120	2
Newcastle..	240	..
South Africa.. . . .	112	36
	<hr/> 15,753	<hr/> 117,187	<hr/> 225

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COMPARATIVE STATEMENT of the number of Cattle shipped from Canada to British ports from the year 1902-3 to 1907-8.

	SHEEP.			CATTLE.			HORSES.			TOTALS.		
	SHEEP.			CATTLE.			HORSES.			TOTALS.		
	Montreal.	St. John.	Halifax.	Montreal.	St. John.	Halifax.	Montreal.	St. John.	Halifax.	Sheep.	Cattle.	Horses.
1907-8.....	11,585	4,168	Nil.	96,977	20,210	Nil.	174	51	Nil.	15,753	127,187	225
1906-7.....	10,791	1,371	"	128,160	31,148	"	661	57	"	12,162	159,308	718
1905-6.....	19,077	3,971	"	126,871	33,543	1,042	568	79	"	23,048	161,456	647
1904-5.....	49,422	17,293	"	108,553	33,833	745	279	213	"	66,715	143,131	492
1903-4.....	57,741	23,428	1,475	133,594	25,855	5,456	361	31	31	82,644	164,965	423
1902-3.....	61,017	19,310	426	147,201	57,453	3,856	373	115	17	80,753	188,510	503

APPENDIX

CITADEL SIGNAL

YEARLY RECORD OF SHIPPING

Year and Month.	BRITISH MEN-OF-WAR.			FOREIGN MEN-OF-WAR.			1ST CLASS STEAMERS.			2ND CLASS STEAMERS.		
	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.
1907.												
July.....				1	1	....	54	49	5	57	57	...
August.....						....	47	47	....	48	48	....
September.....	1	1	....	2	2	....	56	52	4	51	51	....
October.....						....	55	50	5	50	50	....
November.....	1	1	....			....	43	39	4	44	44	....
December.....	1	1	....			....	50	50	....	47	47	...
1908.												
January.....						....	60	57	3	49	49	....
February.....						....	56	54	2	34	33	1
March.....						....	54	54	....	48	48	....
April.....						....	72	70	2	41	41	....
May.....	2	2	41	40	1	61	61
June.....				1	1	44	41	3	65	65
	5	5	4	4	...	332	603	29	595	594	1

HALIFAX, N.S.,

July 3, 1908.

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No. 11.

STATION.

AS PER RECORD FOLIOS.

SHIPS, BARQUES AND BARQUENTINES.			BRIGS AND BRIGANTINES.			SCHOONERS, 3 MAST OR BEARING PRIVATE SIGNALS.			MONTHLY TOTALS.			Remarks.
Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	
4	4	7	7	123	118	5	Total vessels reported..... 1,304 " arrived..... 1,273 " " passed..... 31
2	2	.....	1	1	.....			.....	98	98	.....
		.....			.....	9	8	1	119	114	5
1	1	.....	1	1	.....	1	1	.....	108	103	5
2	2	.....			.....	4	4	.....	94	90	4
1	1	.....	1	1	.....	3	3	.....	103	103	.....
3	3	.....	1	1	.....	2	2	.....	115	112	3
		.....	1	1	.....	2	2	.....	93	90	3
1	1	.....	1	1	.....	1	1	.....	105	105	.....
1	1	.....			.....	5	5	.....	119	117	2
1	1	.....			.....	6	6	.....	111	110	1
2	2	.....			.....	4	4	.....	116	113	3
18	18	.....	6	6	.....	44	43	1	1,304	1,273	31

(Signed) H. WALKEM, *Lieut. R.C.E.,*
Supt. Signal.

APPENDIX No. 12.

STATEMENT giving Names of Stations and Lightkeepers, &c., in the Dominion
of Canada.

PRINCE EDWARD ISLAND.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.	
			\$	cts.
Alberton Range	William Champion	Oct. 25, 1897 ..	100	00
Block House	A. S. McNeil	Mar. 25, 1901 ..	340	00
Brighton Range	James Lewis	" 1, 1899 ..	100	00
Brush Wharf	D. W. McPherson	Jan. 13, 1899 ..	70	00
Crapaud, Outer	Abner J. Howatt	July 22, 1893 ..	100	00
" Inner	James Inman	Aug. 13, 1901 ..	100	00
Cardigan River	John D. Morrison	" 15, 1901 ..	100	00
Cape Bear	Luther Jordan	Apr. 12, 1905 ..	375	00
Cape Egmont	Jos. J. D. Gallant	Oct. 21, 1902 ..	200	00
Cape Tryon	William Bell	Mar. 17, 1905 ..	200	00
Cove Head Range	John A. Kielly	Nov. 27, 1890 ..	90	00
Darnley Range	Geo. W. Wiggins	Oct. 16, 1896 ..	125	00
Darnley Basin	Chas. Taylor	June 14, 1897 ..	60	00
East Point	Lauchlin McDonald	Jan. 18, 1901 ..	600	00
Fish Island	Patrick Gould	Dec. 7, 1906 ..	225	00
Georgetown, Inner	Jesse G. Clark	Aug. 14, 1901 ..	150	00
Georgetown Railway Wharf	John Westaway	Jan. 16, 1906 ..	100	00
Grand River, East Lot 56	Alfred Robertson	Oct. 5, 1898 ..	100	00
Grand Tracadie	John M. McDonald	May 24, 1901 ..	100	00
Hazard, Inner Range	Angus Beaton	Nov. 21, 1902 ..	60	00
" , Outer Range	Daniel McKae	Apr. 6, 1900 ..	70	00
Indian Point	J. S. Allen	May 18, 1898 ..	375	00
Little Channel	William Hardy	" 26, 1875 ..	100	00
Murray Harbour, Inner	Robert Penny	Nov. 11, 1897 ..	50	00
" , Outer	Lemuel McLeod	Dec. 21, 1897 ..	50	00
Miminegash, Inner	Elijah Costain	May 18, 1906 ..	60	00
" , Outer	Patrick O'Brien	" 14, 1897 ..	60	00
New London	James H. McLeod	Jan. 29, 1896 ..	125	00
North Cape	James Phee	Sept. 4, 1897 ..	300	00
North Rustico	Jos. N. Pino	Feb. 6, 1897 ..	125	00
Orwell	John McDonald	June 25, 1879 ..	70	00
Point Prim	Donald Gillis	Dec. 10, 1897 ..	300	00
Panmure Island	Colin Steele	June 3, 1901 ..	250	00
Sandy Island, (Cascumpec)	Jas. C. Tuplin	May 5, 1897 ..	300	00
Savage Harbour	Jas. A. McDonald	July 11, 1889 ..	100	00
Sea Cow Head	M. P. O'Roneghan	Apr. 21, 1873 ..	250	00
Souris, East	John D. Lavie	June 23, 1905 ..	350	00
Summerside Wharf	John Fraser	Apr. 12, 1897 ..	100	00
Summerside Range	George Stavart	Sept. 8, 1895 ..	80	00
St. Andrew's Point	George Connor	June 3, 1901 ..	150	00
St. Peter's Island	James W. Taylor	May 1, 1897 ..	200	00
St. Peter's Harbour	Albert Anderson	July 25, 1900 ..	130	00
Tignish Run	Agapè Gaudet	Aug. 30, 1897 ..	130	00
Warren Farm Range	A. S. McNeil	May 16, 1907 ..	100	00
West Point	William McDonald	Jan. 22, 1876 ..	300	00
Wood Island	Roderick W. McKay	Apr. 11, 1899 ..	250	00
Wood Island Range	James Young	Nov. 14, 1902 ..	80	00
Wright's Range	Charles Wright	June 14, 1894 ..	100	00

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—Continued.

NOVA SCOTIA.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			8 cts.
Abbott's Harbour Pole	W. H. D'Entremont	May 22, 1888	90 00
Advocate Harbour	John H. Morris	Aug. 10, 1904	275 00
Amet Island	Lloyd Rogers	Nov. 11, 1902	450 00
Amherst Harbour Range	William Shea	May 21, 1908	150 00
Annapolis	Jos. McMillan	Mar. 1, 1908	100 00
Apple River Light & Fog Alarm	Hill E. Elderkin	" 31, 1905	700 00
Argyle	Chas. A. Amiro	Feb. 6, 1893	400 00
Arichat	Capt. Wm. Lavashe	Oct. 17, 1898	250 00
Arisaig	Hugh R. McAdam	Nov. 14, 1898	100 00
Baccaro	Wm. L. Smith	Jan. 9, 1907	450 00
Barrington Light Ship	Capt. Jno. H. Lyons	June 18, 1897	800 00
Battery Point	Henry Naas	Mar. 12, 1897	300 00
Bear River	Wm. Hunt	Apr. 10, 1905	150 00
Beaver Harbour	L. G. Cameron	Feb. 15, 1902	150 00
Bear Island	Michael O'Brien	Dec. 7, 1906	300 00
Beaver Island	W. E. O'Leary	Feb. 22, 1900	400 00
Belliveau Cove	J. H. Belliveau	" 16, 1889	80 00
Betty Island	P. E. Christian	June 29, 1904	500 00
Bird Island	H. C. McKay	May 21, 1901	450 00
Black Rock	Chas. Robinson	Mar. 16, 1885	330 00
Black Rock Point	M. D. Morrison	June 8, 1892	250 00
Boar's Head	F. Ruggles	May 24, 1901	350 00
Bass River	David Vance	Oct. 24, 1907	100 00
Bon Portage	Angus Greenwood	Jan. 14, 1907	350 00
Briar Island Light	J. N. Peters	June 6, 1901	400 00
Briar Island Fog Alarm	B. H. Morrell	" 6, 1901	400 00
Brooklin Pier Pole	F. F. Gardner	Feb. 6, 1885	100 00
Bunker's Island	T. F. Doane	July 27, 1904	350 00
Bunker's " North End	Jas. H. Schoville	Jan. 16, 1907	200 00
Budget	Freeman Pride	Dec. 7, 1905	200 00
Burnt Coat	Wm. Y. Falkner	June 22, 1898	250 00
Bourgeois Inlet	Martin Burke	Dec. 1, 1902	60 00
Bunker Island, n. end.	James H. Schoville	Jan. 16, 1907	200 00
Campbell's Island	John A. McDonald	Feb. 16, 1907	120 00
Candlebox Island	Benjamin Leblanc	Nov. 1, 1892	300 00
Canso Harbour	Joseph Long	Dec. 31, 1896	250 00
Canso Harbour, False Passage	Joseph Long	Aug. 4, 1903	50 00
Canso Harbour Range	Wm. J. Mathews	Dec. 17, 1904	200 00
Cape D'Or Fog Alarm	F. H. Dewis	April 13, 1898	800 00
Cape Fourchu Light and Fog Alarm	F. S. Doane	Dec. 31, 1904	1,000 00
Cape George	John Murray	Nov. 3, 1882	200 00
Cape La Ronde	John J. Mauger	Nov. 16, 1898	300 00
Cape North	Norman McLeod	Oct. 14, 1899	400 00
Cape Roseway Light and Fog Alarm	John L. McKenna	Mar. 31, 1899	800 00
Cape Sable Light and Fog Alarm	Arthur Cunningham	July 16, 1902	800 00
Cape Race Light and Fog Alarm	John Myrick	"	1,800 00
Cape St. George	Alex. L. McEachern	Sept. 8, 1898	450 00
Cape St. Lawrence	Chas. Jamieson	" 21, 1893	400 00
Cape St. Mary's	Benj. H. Robichau	July 5, 1886	350 00
Cape Sharpe	Freeman Yorke	June 30, 1902	750 00
Canning River, Inner	Fred Clarke	April 29, 1902	100 00
" Outer	Fred Bishop	" 29, 1904	100 00
Cariboo Island	D. Falconer	Dec. 20, 1902	300 00
Carter's Island	Robert McDonald	Jan. 4, 1886	275 00
Caveau Point Range	Germain Chaisson	Aug. 20, 1897	150 00
Charlo Cove Light	Stephen C. Richard	Nov. 4, 1901	120 00
Chebueto Head Light and Fog Alarm	Capt. Richard Holland	Oct. 1, 1906	800 00
Chester Ironbound	Uriah Young	Feb. 15, 1884	400 00
Cheticamp	Marcelin Muise	Nov. 27, 1896	300 00
Cheticamp Range	Philip Burgeois	May 23, 1898	150 00
Church Point	J. H. Saulnier	Aug. 8, 1878	200 00
Clarke's Cove	Roderick McDonald	April 2, 1904	100 00
Coffin's Island	Chas. M. Firth	June 30, 1880	400 00

8-9 EDWARD VII., A. 1909

STATEMENT giving Names and Stations of Lightkeepers, &c.—Continued.

NOVA SCOTIA—Continued.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Coldspring Head.....	L. Brownell.....	Mar. 27, 1901.	120 00
Cole Harbour.....	Wm. M. Munro.....	April 23, 1907.	50 00
Cole Harbour Range.....	Geo. C. Jamieson.....	Oct. 21, 1898.	150 00
Country Harbour.....	Henry Burke.....	June 11, 1902.	400 00
Cranberry Island Light and Fog Alarm.....	James P. Hanlon.....	April 10, 1905.	850 00
Creighton's Head.....	H. H. Creighton.....	May 6, 1874.	200 00
Cross Island Light and Fog Alarm.....	W. H. Wynacht.....	April 13, 1898.	800 00
Croucher's Island.....	Geo. Croucher.....	Jan. 31, 1883.	300 00
Crotch.....	C. J. O. Hanley.....	May 6, 1906.	200 00
Dartmouth.....	Wm. Patterson.....	June 3, 1903.	100 00
Devil's Island.....	W. G. Fulker.....	May 3, 1886.	420 00
Digby Pier Pole.....	Edwin Beaman.....	" 29, 1897.	100 00
Dover Harbour.....	Edward Morash.....	Oct. 1, 1906.	200 00
Duffus Point, Inner.....	Alex. Fraser.....	Jan. 13, 1903.	125 00
" Outer.....	M. McLean.....	" 13, 1903.	125 00
Economy Pole.....	Ingersoll McLellan.....	May 16, 1899.	*6 00
Egg Island.....	Jos. B. Stoddard.....	" 6, 1907.	500 00
Eddy Point.....	Edward Mundell.....	July 28, 1903.	400 00
Fish Island, Tusket River.....	Severin LeBlanc.....	" 1, 1889.	250 00
Flint Island.....	Michael Brean.....	Aug. 20, 1904.	450 00
Fourche Head Light.....	Albert Hooper.....	May 18, 1908.	120 00
Fort Point.....	J. E. Misener.....	" 16, 1896.	150 00
Freestone Island.....	Michael Sampson.....	" 11, 1907.	150 00
Fisherman's Harbour.....	Theodore Beiswanger.....	Dec. 8, 1905.	150 00
Gabarouse.....	John Hardy.....	Nov. 22, 1890.	200 00
Gilbert Point.....	Jos. W. Melanson.....	Aug. 18, 1894.	300 00
George's Island Light and Fog Bell.....	Robt. Ross.....	Jan. 18, 1876.	250 00
Gillies Point.....	Hector McLean (M's Son).....	Dec. 18, 1897.	150 00
Glasgow Point.....	Abram Clory.....	July 25, 1894.	150 00
Grandique.....	Daniel Clough.....	July 4, 1884.	60 00
Grand Etang.....	Severin B. LeBlanc.....	Mar. 23, 1905.	60 00
Grand Passage Brier Island.....	Chas. Buckmen.....	Jan. 7, 1901.	250 00
Green Cove.....	A. J. Sallowin.....	Dec. 28, 1900.	200 00
Granville Centre.....	Henry Rooney.....	Feb. 24, 1904.	75 00
Green Island.....	Wm. A. Duann.....	May 12, 1903.	500 00
Gull Rock.....	L. D. Orchard.....	Jan. 1, 1877.	400 00
Guyon Island.....	Jos. W. Hardy.....	" 30, 1903.	400 00
Glace Bay Range.....	Michael McNeil.....	Nov. 19, 1907.	75 00
" ".....	Angus McFarlane.....	" 19, 1907.	75 00
Guysboro.....	Moses C. Scott.....	April 19, 1884.	300 00
Harbour au Bouche.....	Capt. Patrick Webb.....	Feb. 19, 1896.	250 00
Hawke Island.....	Bartholomew Boudrot.....	Dec. 7, 1904.	250 00
Herring Cove.....	Win. Brackett.....	Aug. 28, 1897.	100 00
Henry Island.....	D. A. McLennan.....	" 1, 1907.	400 00
Highland Village.....	W. A. Hennessy.....	May 6, 1905.	25 00
Hobson's Island.....	John D. Smettzer.....	April 10, 1900.	300 00
Horton Bluff.....	Mrs. S. M. Rathburn.....	Sept. 3, 1879.	250 00
Hubbards Cove.....	Albert S. Coalin.....	Oct. 31, 1903.	250 00
Harbour Island.....	Chas. D. Hodgson.....	June 16, 1908.	250 00
Indian Harbour.....	Henry Boutilier.....	June 6, 1901.	150 00
Ingonish.....	Robt. V. Warren.....	Sept. 17, 1903.	360 00
" Harbour.....	Matthew Hawley.....	May 13, 1897.	140 00
Ironbound Island.....	Howard M. Wolf.....	June 22, 1895.	250 00
Isaac's Harbour.....	Ira L. Griffin.....	April 28, 1894.	200 00
Isle au Haute.....	Percy E. Morris.....	Aug. 2, 1904.	500 00
Iona.....	F. X. S. McNeil.....	Nov. 16, 1901.	120 00
Jeddore Rock.....	John W. Mitchell.....	Sept. 29, 1882.	400 00
Jeddore Harbour Range.....	Jeremiah Harpell, jr.....	Jan. 21, 1901.	200 00
Jerome Point.....	Kenneth McAskill.....	July 30, 1901.	250 00
Jerseyman's Island.....	Alphonse Theriault.....	" 1, 1905.	300 00
Jordon Bay.....	John Frederick.....	Dec. 19, 1906.	100 00
Kidstone's Island.....	Donald McRae.....	May 17, 1892.	200 00

* Per month during season of navigation.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—Continued.

NOVA SCOTIA—Concluded.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Kingsport.....	C. H. Huntley.....	June 30, 1890..	100 00
Ketch Harbour.....	Chas. Martin.....	May 19, 1905..	80 00
La Have.....	W. H. Palmer.....	" 22, 1878..	200 00
Lingan Head.....	John Walsh.....	July 4, 1904..	200 00
Liscomb.....	James Hemlow.....	Jan. 2, 1908..	300 00
Little Dyke.....	S. Stewart.....	May 1, 1906..	25 00
Little Hope.....	Jason Payzant.....	Oct. 22, 1901..	500 00
Little Loraine Harbour.....	Patrick Gallant.....	Jan. 19, 1900..	80 00
Little Narrows.....	Alex. W. Ross.....	May 23, 1902..	120 00
Louisburg.....	Philip Price.....	Nov. 8, 1897..	350 00
Louisburg Harbour Range.....	Thomas Corrington.....	Oct. 6, 1897..	200 00
Louisburg Fog Alarm and Signal Station.....	D. A. Campbell.....	Mar. 20, 1902..	1,120 00
Low Point.....	John G. Peters.....	Oct. 1, 1865..	460 00
Low Point Fog Alarm.....	Thos. O'Neil.....	May 2, 1904..	500 00
Mabou, Outer.....	E. Doyle.....	June 14, 1897..	70 00
" Inner.....	Roderick McLean.....	Dec. 7, 1906..	50 00
Main à Dieu.....	John Pope.....	Sept. 11, 1902..	*300 00
Margaree.....	John A. McRae.....	Feb. 28, 1907..	400 00
Margaree Harbour, Inner.....	R. McLellan.....	June 8, 1901..	50 00
" Outer.....	Miles Dunn.....	May 12, 1903..	50 00
Margaret's Bay.....	Albert Pearl.....	Dec. 29, 1873..	500 00
Margaretsville.....	Mrs. Ruth Early.....	Feb. 19, 1887..	230 00
Marie Joseph.....	John Baker.....	Jan. 6, 1905..	325 00
Marjories Island.....	Norman McDonald.....	July 4, 1884..	100 00
Masstown Pole.....	G. W. Vance.....	June 29, 1898..	25 00
Mauger's Beach Light and Front Light.....	Wm. Icteton, sen.....	July 6, 1903..	800 00
Meteghan.....	L. C. Comeau.....	Oct. 12, 1875..	100 00
Moser's Island.....	Samuel Moser.....	Nov. 6, 1885..	350 00
Mullin's Point.....	James Mullins.....	June 8, 1892..	200 00
Munro Point.....	Malcolm Buchanan.....	Oct. 25, 1905..	150 00
N McKenzie's Point.....	Hector McRae.....	Aug. 20, 1890..	160 00
Musquodoboit Harbour Range, 'B'.....	John Kent.....	Apr. 29, 1904..	100 00
" " 'F'.....	Fred. Kent, assistant.....	Mar. 11, 1908..	50 00
McNeil's Beach.....	Jeremiah Kent.....	Apr. 29, 1904..	125 00
McMillan's Point.....	Lauchlin McNeil.....	Aug. 6, 1884..	60 00
McNab's Island.....	John J. Chisholm.....	Dec. 2, 1905..	150 00
Negro Harbour Range.....	Mathew Lynch.....	June 23, 1905..	350 00
Negro Island.....	Levi Perry.....	" 17, 1899..	250 00
Neil Harbour.....	Byron Nickerson.....	July 26, 1897..	300 00
North Canso.....	A. A. Buchanan.....	Aug. 14, 1899..	150 00
Noel.....	Robie McKay.....	Feb. 4, 1882..	350 00
Ouitique Island.....	Geo. C. Davidson.....	Apr. 25, 1906..	112 50
Page Island.....	Fred. A. Burke.....	Feb. 16, 1907..	350 00
Parrsboro'.....	Alfred M. Powell.....	Dec. 5, 1905..	200 00
Pease Island.....	William Pettis.....	" 6, 1888..	375 00
Peggy's Point.....	Thos. Baker.....	May 19, 1879..	350 00
Pennant.....	Sydney H. Garrison.....	Dec. 22, 1902..	350 00
Petite de Grat.....	P. A. Gray.....	June 30, 1903..	100 00
Pictou Bar.....	E. Landry.....	Feb. 23, 1897..	200 00
Pictou Custom House.....	Wm. Munro.....	Nov. 22, 1890..	460 00
Pictou Island.....	Chas. Bone.....	June 14, 1907..	100 00
Pictou Island Pier, west end.....	Andrew McFarlane.....	" 8, 1892..	400 00
".....	Chas. D. Patterson.....	Mar. 29, 1905..	400 00
Pictou Harbour Range.....	Hugh McLean.....	June 24, 1905..	100 00
Piper's Cove.....	David Lowden.....	July 12, 1897..	150 00
Point Aconi.....	John C. McNeil.....	Dec. 18, 1897..	120 00
Point Edward, Front.....	John Charles Bonner.....	Nov. 6, 1903..	200 00
" Back.....	J. B. Rudderham.....	Jan. 15, 1905..	250 00
Point Prim Light, Fog Alarm, Digby.....	A. J. Lewis.....	May 22, 1905..	150 00
Point Tupper.....	W. E. Ellis.....	Mar. 8, 1875..	800 00
Pomquette Island.....	Duncan Gillis.....	Apr. 1, 1906..	300 00
".....	M. Murphy.....	Dec. 18, 1890..	350 00

* Temporary keeper.

8-9 EDWARD VII., A. 1909

STATEMENT giving Names and Stations of Lightkeepers, &c.—Continued.

NOVA SCOTIA—Continued.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Port au Pique.....	Sain Creelman.....	May 2, 1901..	25 00
Port Bickerton.....	Theodore O'Hara.....	Jan. 26, 1901..	150 00
Port Felix.....	W. C. Boudrot.....	July 16, 1902..	250 00
Port George.....	Geo. M. Foster.....	Nov. 19, 1897..	100 00
Port Greville Range.....	Ernest A. Hatfield.....	June 29, 1908..	180 00
Pope's Harbour.....	Jas. Bollong.....	Aug. 6, 1877..	300 00
Port Hood.....	J. Allan McDonald.....	May 10, 1880..	280 00
Port Hubert.....	Watson Burgess.....	July 26, 1892..	150 00
Port Mouton.....	J. Oscar Campbell.....	Apr. 29, 1898..	300 00
Port Medway.....	Israel C. Foster.....	Oct. 13, 1892..	260 00
Port Medway Harbour.....	Samuel T. Foster.....	Feb. 17, 1899..	100 00
Port Lorne.....	George D. Corbett.....	May 31, 1904..	260 00
Pubnico.....	Geo. D. Amero.....	Feb. 6, 1893..	240 00
Pugwash.....	Murdock McLeod.....	Dec. 10, 1897..	300 00
Queensport.....	W. E. Ehler.....	Aug. 13, 1906..	300 00
Quaker's Islands.....	Wm. A. Mitchell.....	Feb. 19, 1896..	200 00
Red Island.....	John F. Campbell.....	Nov. 30, 1901..	120 00
*Sable Island Humane Station.....	R. J. Boutillier, supt.....		700 00
St. Ann's.....	Alex. Nicholson.....	June 5, 1905..	140 00
†St. Paul's Island.....	John M. Campbell, supt.....		700 00
St. Esprit.....	Alex. W. Finlayson.....	Apr. 12, 1905..	400 00
St. Paul's Island, West Point.....	John McKenzie.....		400 00
St. Paul's Island Fog Alarm.....	M. J. McLeod.....	July 10, 1906..	500 00
St. Paul's Island, N. E. Point.....	John Rose.....		400 00
Salter's Head.....	Callo Smith.....	June 21, 1888..	60 00
Sambro Light and Fog Alarm.....	Alfred Gilkie.....	Jan. 8, 1867..	800 00
Sambro Harbour Light.....	John H. Findlay.....	Dec. 7, 1899..	100 00
Sambro Inner Island Light.....	Ephraim Smith.....	Jan. 3, 1900..	100 00
Scattarie Light and Fog Alarm.....	John T. Martell.....	July 30, 1897..	800 00
Seal Island Light and Fog Alarm.....	John Crowell.....	Oct. 14, 1899..	800 00
Seal Island Pole.....	Simon Joyce.....	July 4, 1884..	150 00
Shafner's Point.....	Jacob W. Roblee.....	May 29, 1897..	150 00
Sheet Rock.....	D. A. McCarthy.....	Jan. 1, 1906..	500 00
Sheet Harbour Passage.....	James Wambolt.....	May 11, 1887..	50 00
Sand Spit (Shelburne Harbour).....	Jas. G. Stephens.....	Mar. 11, 1903..	280 00
Ship Harbour (see Port Tupper).....			
Shule Harbour.....	Capt. Clifford Patterson.....	Oct. 26, 1905..	200 00
Sissiboo.....	Jas. Amirault.....	July 11, 1899..	200 00
S. E. Beaver Island.....	Theodore Sampson.....	Oct. 13, 1892..	80 00
Spencer's Island.....	Baxter McLellan.....	July 21, 1904..	100 00
Spencer's Point.....	R. A. Spencer.....	Apr. 1, 1870..	125 00
Stoddart's Harbour.....	Ephraim Larkin.....	Mar. 18, 1806..	200 00
Sydney Bar.....	George Nunn.....	June 20, 1872..	300 00
Terrence Bay.....	Samuel P. Slaunwhite.....	Oct. 13, 1903..	100 00
Three Top Island.....	W. L. Munroe.....	" 28, 1879..	325 00
Tor Bay.....	Jas. M. Webber.....	May 10, 1898..	300 00
Troop Point.....	Ralph Troop.....	Jan. 23, 1906..	100 00
Victoria Beach.....	James Hinds.....	Mar. 7, 1901..	100 00
Wallace Harbour.....	George Boyle.....	July 13, 1903..	150 00
Walton Harbour.....	Lewis E. Burgess.....	" 13, 1903..	150 00
Wedge Island.....	Wm. R. Church.....	Mar. 27, 1907..	400 00
West Head Barrington.....	Wm. B. Smith, jun.....	Apr. 12, 1890..	200 00
West Arichat Range, Front Station.....	Edward Delory.....	Sept. 1, 1904..	100 00
" " Back Station.....	Michael Gerrior.....	" 1, 1904..	100 00
Westhaver's Island.....	Alfred Strum.....	" 25, 1888..	200 00
Westport.....	E. W. Sutherland.....	Apr. 12, 1890..	350 00
Whitehead.....	Capt. Jas. Wells.....	Oct. 20, 1897..	510 00
Whycocomah.....	Murdock Matheson.....	Sept. 11, 1884..	60 00
Wood's Harbour.....	Jas. E. Goodwin.....	Aug. 27, 1900..	200 00
Wolfville.....	J. L. Franklin.....	Apr. 4, 1902..	100 00
Wolf Point.....	Howard Palmer.....	Oct. 14, 1899..	250 00
Yarmouth Harbour (see Bunker Island).....			

*With board for self, family and assistants and allowance for salaries of staff. † With 5 boatmen at \$32 per month.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—Continued.
NEW BRUNSWICK.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			§ cts.
Anderson's Hollow Light	Aron B. Copp	Mar. 30, 1903	100 00
Beaver Harbour	J. Melvin Eldridge	May 2, 1904	250 00
Beacon (St. John Harbour)	Wilson Gregg	Nov. 4, 1901	350 00
Bliss Island	James H. McLeod	Oct. 17, 1900	375 00
Bathurst	Geo. C. Sutherland	Mar. 20, 1882	200 00
Belyea's Point	Mrs. Westfield A. Day	Nov. 21, 1906	90 00
Bay du Vin	James Chapman	July 24, 1882	200 00
Buctouche Beacon	H. B. Robicheaud	June 21, 1884	150 00
" Bar	Jadus P. Cormier	July 26, 1902	200 00
Big Duck Island Fog Alarm	Rupert Burnham	June 25, 1906	550 00
Bridge's Point Light	Robert Upton	Sept. 11, 1899	80 00
Belle Isle (Hatfield's Landing)	Thos. W. Spragg	June 27, 1903	80 00
Bellony Point	Edward H. Egan	May 17, 1902	100 00
Black Lands Gully	Urbain Daigle	" 28, 1903	100 00
Cape Enrage Fog Alarm and Light	James G. Barbour	" 11, 1888	800 00
Cape Jourmain	A. P. Bent	Jan. 26, 1901	300 00
Cape Tormentine	J. R. Barry	Mar. 26, 1906	125 00
Caraquet	G. Laintaigne	June 16, 1888	200 00
" Lower Light	Frederick F. Doucet, jr.	Oct. 14, 1903	50 00
" " "	Patrice L. Legere	" 14, 1903	50 00
Cox's Point	Alexander McButin	May 6, 1898	80 00
Cassie's Point	Charles LeBlanc	" 4, 1872	250 00
Cape Spencer	Fred. F. Blacklock	Mar. 23, 1888	400 00
Cherry Island Alarm	Harry Chaffey	Aug. 7, 1903	150 00
Cocagne Range	Dominique Goguen	Oct. 14, 1907	150 00
Church Point (Buctouche)	D. O. Maillett	July 7, 1883	150 00
Dalhousie	James Arseneaux	June 18, 1894	100 00
Dipper Harbour	Fenwick Belmo.e.	Mar. 12, 1895	100 00
Douglas Island and P.W. Montgomery's Isl.	Henry McNeil	Jan. 1, 1880	250 00
East Hd. Musquash	Chas. P. Hamm	" 14, 1879	300 00
Eseumiac Alarm and Light	Kenneth R. McLennan	Mar. 7, 1892	750 00
Fox Island, Upper, and Light	Seymour Williston	June 4, 1902	300 00
" Lower	George Mills	" 23, 1897	200 00
Fanjoy's Point	William Fanjoy	Dec. 15, 1897	80 00
Flewelling's Wharf	Mary Flewelling	April 12, 1890	80 00
Fort Folly	Amos P. Belliveau	June 23, 1903	225 80
Gagetown	Fraser Fox	April 22, 1904	80 00
Grindstone Island Alarm	James R. Russell	Jan. 13, 1899	700 00
Gannet Rock	Coleman Dalzell	July 1, 1904	550 00
"	Thomas Butler, Asst	May 1, 1907	460 00
Green Head	Thos. E. Looney	July 14, 1886	200 00
Grant's Beach	John Delaney	Oct. 7, 1880	125 00
Gull Cove	Lewis Frankland	Nov. 14, 1902	100 00
Goose Lake	John D. Brune	May 11, 1888	*250 00
Grand Harbour	Lloyd C. Dakin	" 2, 1904	400 00
Grand Manan Fog Alarm	George T. Tatton	Oct. 16, 1866	750 00
Gray's Landing	B. F. McCutcheon	Mar. 6, 1907	70 00
Head Harbour Light and Fog Alarm	Warren Fitzgerald	June 29, 1904	300 00
Heron Island	John A. D. Robertson	April 1, 1902	200 00
Hendry's Farn Washedemoak Light	Miss A. M. Hendry	Mar. 15, 1899	80 00
Hay Island	Joseph Allain	May 21, 1895	150 00
Harper's Point	Lawrence Blakley	Sept. 9, 1887	75 00
Hampstead	Edgar B. Palmer	Nov. 6, 1900	80 00
Indian Point	John De Grace	June 4, 1889	150 00
Jemseg	Geo. F. Nevers	Nov. 24, 1884	80 00
Letete Fog Alarm	Sydney Dines	Mar. 27, 1907	580 00
Letete Light	Sydney Dines	" 26, 1907	50 00
Light Ship (Miramichi)	Capt. Robt. McLean	April 12, 1902	**700 00
Little Belledune (Miscou Gully)	J. A. Roberty	Feb. 21, 1905	250 00
Little Shippigan	Robt. McConnell, jr.	Sept. 9, 1887	100 00
Long Point Bellisle Lt.	James A. Bates	June 1, 1907	80 00
Machias Seal Island Light and Fog Alarm	W. L. Harvey	July 8, 1904	1,000 00
Midgie Bluff Light	Arthur Henderson	Oct. 4, 1894	200 00

* Allowance of \$300 for assistance. **With board for self, family and assistants and salaries of staff.

STATEMENT giving Names and Stations of Lightkeepers, &c.—Continued.

NEW BRUNSWICK—Continued.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Miscou.....	Joseph L. Robichaud.....	Nov. 11, 1902..	800 00
Musquash.....	R. P. McDonald.....	Jan. 28, 1901..	80 00
Middle Island.....	Michael Murray.....	April 10, 1902..	200 00
Mark's Point.....	Wm. Maloney.....	Nov. 7, 1903..	120 00
McMann's Point.....	Harvey R. McMann.....	Jan. 2, 1901..	80 00
Mulholland's Point.....	Alvin Parker.....	June 13, 1901..	200 00
Neguac.....	John Robinson.....	" 30, 1893..	240 00
Neguac Range.....	Chas. McIntosh.....	Dec. 10, 1892..	100 00
Negro Head Submarine Bell.....	Alfred Spence.....		250 00
Negro Town Point.....	E. Ross.....	Mar. 5, 1878..	400 00
Newcastle.....	Blackstock Matheson.....	April 18, 1898..	100 00
Oak Point, St. John River Light.....	Mrs. Bessie May Francombe.....	Dec. 20, 1907..	80 00
Oromocto Shoals Light.....	R. Brennan.....	Mar. 18, 1903..	80 00
Oak Point (Miramichi) Light.....	John Bowie.....	June 2, 1906..	160 00
Partridge Island Light and Fog Alarm.....	Hugh Andrews.....	May 1, 1906..	1,200 00
Pokenouche Light.....	Michael Hayden.....	Oct. 17, 1888..	300 00
Portage Island.....	Peter Morrison, Jr.....	May 17, 1892..	300 00
Pt. Lepreaux.....	Robert L. Belding.....	June 30, 1905..	450 00
Pt. Lepreaux Fog Alarm.....	Frank Franley.....	" 30, 1905..	900 00
Pea Point Light.....	Elias C. Dickson.....	Nov. 16, 1898..	250 00
Passamaquoddy Bay Light, West.....	Joseph Kilpatrick.....	Feb. 3, 1898..	450 00
" " East.....	Theobald Rooney.....	Jan. 1, 1896..	350 00
Preston's Beach.....	Stanislaus Preston.....	July 11, 1889..	125 00
Petit Rocher.....	J. B. Boudreau.....	Feb. 26, 1896..	150 00
Poquesuile Light.....	Octave Hachey.....	July 12, 1881..	180 00
Palmer's Point.....	Robert E. Pickett.....	May 11, 1897..	80 00
Pointe Brulee.....	Frank Gould.....	Jan. 13, 1899..	70 00
Pointe du Chene.....	Thomas Harts.....	Feb. 17, 1905..	80 00
Pointe Sapin.....	Victor Daigle.....	May 28, 1903..	25 00
Perry's Point.....	John Carney.....	Sept. 23, 1900..	80 00
Quaco.....	Charles Brown.....	Nov. 23, 1884..	400 00
" Breakwater.....	Fred M. Cochran.....	Mar. 25, 1892..	100 00
" Fog Alarm.....	L. B. Bradshaw.....	Aug. 2, 1887..	400 00
Robertson's Point.....	Chas. W. Robertson.....	June 30, 1897..	80 00
Richibucto.....	Peter F. Richard.....	May 30, 1895..	185 00
" Beacon.....	Jude Robichaud.....	June 16, 1902..	200 00
" Bar.....	Joseph F. Richard.....	June 16, 1902..	150 00
Railway Wharf, Moffat's Ledge.....	Geo. Cumming.....	Jan. 1, 1880..	100 00
South Tracadie.....	Wm. C. Ferguson.....	Mar. 23, 1898..	150 00
Swallow Tail.....	Geo. Y. Dalzell.....	Mar. 18, 1893..	400 00
St. Andrew's.....	W. J. Pendlebury.....	April 10, 1889..	250 00
Spruce Point.....	Bertie G. Hammah.....	Sept. 15, 1892..	120 00
Sand Point.....	Richard Wagner.....	June 7, 1883..	80 00
Shediac.....	M. Robinson.....	Dec. 29, 1873..	250 00
Southern Wolf.....	Ethelbert Wright.....	Mar. 6, 1906..	500 00
Shippigan.....	Adelard Savoie.....	April 2, 1906..	350 00
Sheldrake Island.....	Duncan Morrison.....	Feb. 25, 1880..	300 00
Scuth West Head.....	Clyde S. Ingersoll.....	July 10, 1907..	500 00
Stonchaven.....	Mrs. Elizabeth Scott.....	July 8, 1904..	100 00
The Cedars.....	Forrest Williams.....	May 11, 1897..	80 00
Tracadie.....	Fabien D. Basque.....	Aug. 20, 1904..	275 00
Tiner's Point Fog Alarm.....	Alfred Splane.....	Aug. 21, 1905..	750 00
Wilmot's Bluff.....	J. H. True.....	Sept. 12, 1899..	80 00
Ward's Point.....	Edwin Lockhart.....	Oct. 20, 1903..	80 00
Washademoak Lake.....	See Hendry's Farm.....		

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC.

Algernon Rock.....	Geo. Leclere.....	July 30, 1901..	200 00
Amherst Island.....	Wm. Cormier.....	April 26, 1871..	350 00
Anticosti, east point.....	Christopher Hubert.....	July 27, 1907..	600 00
Anse St. Jean.....	F. Lavoie.....	Mar. 13, 1889..	40 00

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*
BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Anticosti, south point.	Emile Laprise.	April 18, 1903.	800 00
" south west point.	Z. Lemieux.	July 10, 1900.	700 00
" west point.	Alf. Malouin.	July 1, 1877.	850 00
Ash and Bloody Islands Range.	Jas. Alex. McGee.	May 26, 1903.	200 00
Barachois de Malbaie.	F. X. Lemieux.	Mar. 6, 1903.	60 00
Barre à Boulard.	Nap. Daigle.	May 28, 1904.	200 00
" " " " " " " "	Phileas Abel.	June 23, 1903.	75 00
Batiscan "F"	L. Fugère.	April 29, 1868.	80 00
" " " " " " " "	Jos. L. Brunelle.	April 27, 1905.	80 00
Becancour "F"	Omer Gingras.	Oct. 24, 1905.	150 00
" " " " " " " "	A. Tourigny.	Oct. 24, 1905.	100 00
Bellechasse "B"	Jos. Bilodeau.	June 15, 1903.	350 00
Belle Isle.	Jean Louis Thibadeau.	Oct. 25, 1907.	1,600 00
" north-east point.	Paul Thomas.	July 8, 1904.	1,100 00
Belle River Park.	Chas. Roy.	Aug. 5, 1904.	200 00
Bersimis.	Henri Grenier.	Aug. 8, 1903.	100 00
Bicquette.	Louis Pinault.	Oct. 6, 1900.	700 00
Bird Rocks.	W. Bourque.	Nov. 15, 1905.	1,300 00
Boucherville.	Hiliodore Carrière.	Aug. 26, 1903.	80 00
Brandy Pots.	Alphonse Richar.	Oct. 7, 1878.	400 00
Bryon Island.	Procule Chevrier.	June 23, 1905.	400 00
Cap aux Corbeaux.	Edward Coudé.	Oct. 26, 1905.	70 00
Cap au Saumon.	Louis Bouchard.	May 16, 1896.	600 00
Cap aux Oies.	Capt. Thos. Tremblay.	May 1, 1888.	250 00
Cap Bauld.	Edmond Fontaine.	Sept. 1, 1905.	800 00
Cap Charles "B"	Amédée Baron.	June 26, 1901.	90 00
" " " " " " " "	Alcide Boisvert.	July 26, 1901.	150 00
Cap Chatte.	Luc Côté.	Dec. 3, 1901.	500 00
Cape Despair.	Charles Bourget.	Nov. 1, 1897.	400 00
Cape Gaspé.	Frs. Le Huquet.	Oct. 22, 1896.	650 00
Cap Magdeleine "B"	J. F. Sasseville.	June 9, 1886.	700 00
" (A) "F"	Moise Hebert.	May 11, 1888.	80 00
" (A) "B"	G. Vaillancourt.	Oct. 1, 1903.	100 00
" " " " " " " "	Pierre Toupin.	April 26, 1905.	80 60
" " " " " " " "	Elzéar Beaumier.	Oct. 1, 1905.	100 00
" " " " " " " "	Ernest Lacourse.	Mar. 13, 1906.	200 00
Cap Norman.	J. W. Campbell.	April 12, 1890.	720 00
Cape Ray.	E. H. Rennie.	Oct. 19, 1884.	800 00
Cap Rosier.	Eug. Costin.	Nov. 4, 1890.	800 00
Carleton Point.	Louis Bujoid.	May 25, 1899.	300 00
" Wharf.	Francis Cullen.	July 12, 1907.	75 00
Champlain "B"	Louis Bertrand.	Sept. 12, 1902.	60 00
" " " " " " " "	Philippe L. Carignan.	Oct. 1, 1902.	80 00
Chambly Basin Range Lights.	Jos. de Senneville.	May 23, 1907.	150 00
Chambly Canton Range Wharf.	Joseph Savage.	July 10, 1907.	225 00
<i>Chicoutimi Lights.</i>			
Chicoutimi Wharf.	André Harvey.	May 30, 1889.	40 00
Rivière Caribou "B"	H. Simard.	Mar. 1, 1905.	50 00
" " " " " " " "	John Savard.	Mar. 1, 1905.	50 00
Rivière du Moulin "B"	Luce Gourdeau.	May 9, 1905.	50 00
" " " " " " " "	George Tremblay.	Sept. 19, 1899.	50 00
Rivière Valin (Range).	Maximin Lavoie.	Summer, 1893.	80 00
Savard's Valin (Range).	Dorilas Savard.	July 18, 1904.	80 00
Poste St. Martin "B"	Alfred Pilote.	April 22, 1907.	50 00
" " " " " " " "	Frs. Gauthier.	April 22, 1907.	62 50
Chlorydorne.	Magloire Coulombe.	Oct. 15, 1904.	100 00
Contrecoeur Course "B"	Norbet Duval.	April 22, 1904.	100 00
" " " " " " " "	Joseph Arpin.	Sept. 12, 1902.	100 00
" " " " " " " "	Alfred Lacroix.	July 26, 1904.	100 00
" " " " " " " "	Joseph Alcidas Lacroix.	April 14, 1904.	75 00
" " " " " " " "	J. B. Laporte.	April 26, 1904.	125 00
" " " " " " " "	Ernest Guyon.	Nov. 11, 1904.	125 00
" " " " " " " "	Honoré Tetrault.	" " "	125 00
Crane Island.	Désiré Vézina.	April 25, 1904.	353 00

8-9 EDWARD VII., A. 1909

STATEMENT giving Names and Stations of Lightkeepers, &c.—Continued.
BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—Continued.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Domaine F. Range.....	Edward Gerard.....	May 30, 1908..	80 00
Domaine B. Range.....	Xavier Emond.....	" " " ".....	80 00
Duthies Pt.	B. W. Willett.....	Oct. 16, 1903..	60 00
Ebonlements.....	Wilfrid Bouchard.....	April 25, 1906..	50 00
Egg Island.....	Tanerde Pelletier.....	July 1, 1901..	500 00
Entry Island.....	Geo. F. Cullins.....	*July 30, 1901..	*250 00
Etang du Nord.....	Nectaire Arsenau.....	July 21, 1891..	350 00
Escoumains Range Lts.....	Saguenay Lumber Co.....	Sept. 10, 1906..	150 00
Fame Pt.	Jas. Ascah.....	Sept. 22, 1880..	1,100 00
Father Point.....	Jno. McWilliams.....	May, 20, 1893..	450 00
Father Pt. Fog Alarm.....	J. G. Blanchet.....	July 21, 1904..	800 00
Flower Island.....	Jos. Lavallée.....	April 12, 1905..	600 00
Forteau.....	Thos. Wyatt.....	Oct. 18, 1889..	1,100 00
Fox River.....	André Samuel.....	Oct. 15, 1904..	100 00
Gallia Bay Upper Range.....	Elz. Cantara.....	May, 3, 1907..	350 00
Gallia Bay Lower Range.....	Louis Peloquin.....	" " " ".....	350 00
Gascons Wharf.....	John Mourant.....	June 8, 1906..	75 00
Gaspé Basin.....	William Lindsay.....	June 14, 1900..	42 00
Gentilly "B".....	Delphis Mailhot.....	April 2, 1907..	150 00
Gentilly "F".....	Adolphe Lebleu.....	April 6, 1907..	250 00
Grande Entrée.....	André Turbide.....	" " " ".....	50 00
Grande Rivière.....	William Bisson.....	Oct. 22, 1896..	150 00
Grand Vallée.....	A. Fournier.....	April 14, 1900..	100 00
Green Island.....	R. W. Lindsay.....	Sept. 28, 1888..	650 00
Greenby Island.....	Octave Dubois.....	Oct. 12, 1903..	1,100 00
Griffons Cove.....	Alfred Morin.....	Oct. 15, 1904..	100 00
Grondines "B".....	Jos. Sauvageau.....	June 20, 1904..	100 00
" " "F".....	Eugène Mayrand.....	" " " ".....	125 00
Grondines Pt. "B".....	Emile Houde.....	" " " ".....	100 00
" " "F".....	Achille Sauvageau.....	" " " ".....	250 00
Grosse Roche.....	Nazaire Morin.....	June 25, 1906..	500 00
Guard Pier.....	Benj. Rodier.....	Sept. 10, 1907..	500 00
Hochelega "R".....	Alphonse Chartier.....	Aug. 5, 1904..	200 00
Isle Ronde.....	Herman Chartrand.....	Aug. 1, 1907..	500 00
Ile à la Bague.....	Louis Dubois.....	April 14, 1903..	150 00
Ile à Aigle "B".....	Eug. Savarie.....	May 1, 1903..	100 00
Ile à Aigle "F".....	F. X. Lapointe.....	" " " ".....	100 00
Ile aux Courdes.....	Eustache Boudreault.....	April 20, 1906..	40 00
Ile des Barques.....	Omar Salvail.....	May 6, 1897..	250 00
Ile de Grace "B".....	Louis Letendre.....	April 1, 1906..	100 00
" " "F".....	Ed. Paul.....	Sept. 7, 1871..	240 00
Ile du Pads Range.....	Zotique Courscheine.....	Aug. 8, 1907..	275 00
Ile du Moine "B".....	Paul Mongeau.....	Dec. 27, 1906..	125 00
" " "F".....	Etienne Provencal.....	Dec. 27, 1906..	100 00
Ile aux Raisins Range.....	Louis Boucher.....	April 13, 1898..	240 00
Ile Bouchard.....	Alphonse Chicoine.....	June 16, 1903..	80 00
Ile Deslauriers.....	Nap. Langevin.....	Dec. 18, 1906..	120 00
Ile Marie.....	Ivon Laporte.....	April 21, 1902..	120 00
Ile Ste. Thérèse (Upper Range).....	Sam Reeves.....	Oct. 12, 1870..	270 00
Ile des Lauriers "F".....	Philippe Choquet.....	March 13, 1908..	80 00
Ile Ste. Thérèse (Lower Range).....	Jos. Malo.....	Feb. 1, 1897..	130 00
Ile au Bélier Lac St. Jean.....	Wm. Gaudreault.....	Oct. 30, 1901..	100 00
Kamouraska.....	Arthur Levesque.....	Feb. 19, 1901..	400 00
Lacolle.....	W. G. Whitman.....	Jan. 18, 1904..	150 00
Lanoraie Crossing.....	Jos. Ducharme.....	April 18, 1904..	100 00
Louisville Range Lts.....	Onésime Plante.....	June 23, 1907..	150 00
Longue Pointe Traverse "R".....	James Fletcher.....	May 16, 1904..	125 00
Lake Memphremagog.....			
Green Point.....	Jas. P. H. Peters.....	June 1, 1891..	**1 50
Lead Mines.....	W. Wheeler.....	" " " ".....	***2 50
Molsons Island.....	Mrs. A. Molson.....	Season 1878..	†2 50
Georgeville.....	C. E. Martel.....	May 19, 1905..	†1 50
Wadleigh Pt.	J. A. Patterson.....	June 1, 1891..	†1 50

* Allowance of \$30.00 for fuel. ** Per week during Season of Navigation and \$75.00 for horsekeep.
*** \$2.50 per week during season of Navigation. † A week during Season of Navigation. ‡ A week during Season of Navigation and \$75.00 for horsekeep.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*
BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Lark Islet.....	W. Boulianne.....	Sept. 1, 1872..	400 00
Lavatrie (Range).....	Denis Giguère.....	May 24, 1870..	300 00
Lake St. Peter Lt. Ship No. 1.....	Desiré Lafèche.....	April 12, 1887..	450 00
" " " 2.....	Hector Fiset.....	April 22, 1875..	500 00
" " " 3.....	J. B. Weaner.....	May 9, 1904..	400 00
L'Islet Richelieu.....	Alp. Auger.....	Jan. 20, 1905..	150 00
Lotbinière "B".....	George Beaudet.....	Jan. 4, 1883..	80 00
" " " "F".....	Mrs. L. Beaudet.....	Sept. 3, 1903..	80 00
Lower Traverse Pier.....	Alph. Caron.....	April 22, 1904..	++
Magnie "R".....	Albert Dupuis.....	Sept. 14, 1907..	75 00
Maquereau Point.....	A. Bertrand.....	Dec. 21, 1877..	300 00
Martin River.....	Aug. Leclerc.....	Sept. 3, 1902..	300 00
Matane.....	Jos. Banville.....	Feb. 1, 1897..	300 00
Metis.....	Elisée Caron.....	Mar. 28, 1906..	300 00
Montée du Lac (Range).....	W. Labranche.....	May 2, 1905..	400 00
Mont Louis.....	LS. Letourneau.....	" 22, 1906..	100 00
Montmagny.....	Capt. H. Boulanger.....	April 13, 1878..	80 00
Murray Bay.....	Henry Girard.....	*July 13, 1903..	50 00
Natashquan.....	Elie Landry.....	" 28, 1906..	250 00
Newport.....	Solomon Grenier.....	June 3, 1897..	150 00
Nicolet Range "B".....	Edmond Heroux.....	Dec. 5, 1906..	100 00
" " " "F".....	Didier Heroux.....	" 5, 1906..	150 00
North Half Way Point (Range).....	Jos. Lord.....	May 5, 1903..	170 00
Oak Point.....	Thos. Harper.....	Jan. 1, 1907..	100 00
<i>Orleans Range—</i>			
Ange-Gardien "B".....	Oliver Paré.....	Nov. 10, 1902..	70 00
" " " "F".....	F. Gagné.....	" 10, 1902..	70 00
Ste. Famille "B".....	Pierre Pâquet.....	Oct. 19, 1885..	70 00
" " " "F".....	Alfred Poulin.....	" 26, 1896..	70 00
St. Pierre "B".....	Honoré Roberge.....	" 19, 1885..	70 00
" " " "F".....	Jacques Roberge.....	May 13, 1908..	60 00
Paspebiac.....	Oliver Vezina.....	Oct. 28, 1897..	70 00
Percé.....	John Loisel.....	Aug. 27, 1894..	150 00
Perroquet.....	Florian Bourget.....	Mar. 18, 1893..	200 00
Petite Traverse (Contre-cœur) "B".....	Placide Vigneau.....	Sept. 19, 1892..	625 00
" " " "F".....	Ed. St. Laurent.....	April 22, 1904..	100 00
Pilgrims.....	Louis Caisse.....	" 22, 1904..	100 00
Pillars.....	H. Morin.....	" 29, 1898..	340 00
Plateau.....	Geo. Leclerc.....	July 30, 1901..	450 00
Platon (Range).....	Geo. St. Croix.....	Oct. 22, 1896..	450 00
Pte à Basile "B".....	Chas. Beaudet.....	Aug. 24, 1894..	120 00
" " " "F".....	Antonio Demers.....	July 22, 1904..	130 00
Pte à Garde Light-ship.....	Elzéar Douville.....	Feb. 6, 1901..	130 00
" aux Citrouilles.....	Chas. Brown.....	June 26, 1904..	320 00
" Orignaux.....	Widow F. Marchand.....	July 3, 1906..	200 00
" Bléue.....	Dominique Levesque.....	Oct. 5, 1903..	350 00
" de Monts.....	Armand Tessier.....	June 9, 1904..	40 00
" Lac.....	Victor Fafard.....	Aug. 1, 1889..	650 00
" Echouerie.....	Sylvia Paquin.....	May 2, 1900..	100 00
" Noire.....	Pitre Bourdage.....	July 25, 1903..	100 00
" Riche.....	J. E. Boulainne.....	Jan. 18, 1904..	200 00
" St. Jean.....	N. Breton.....	May 16, 1896..	500 00
" St. Laurent.....	Is. Lachance.....	Sept. 26, 1896..	300 00
Port Daniel.....	Joachim Godbout.....	April 15, 1904..	300 00
" West.....	F. X. Langlois.....	Feb. 22, 1907..	60 00
Portneuf (a) Range.....	Arthur Horrie.....	Jan. 1, 1907..	100 00
" " below.....	Josephine Rodrique.....	Dec. —, 1900..	250 00
" " ".....	Pierre Poitras.....	Oct. 16, 1904..	100 00
Point aux Esquimaux.....	Edmond Tremblay.....	May 7, 1903..	300 00
Port St. Francois (Range).....	Joseph F. Boudreault.....	Oct. 29, 1907..	100 00
	Frs. Manseau.....	Mar. 27, 1900..	240 00

++ Gas buoy temporarily placed. New lighthouse not yet built. Payment of Lightkeeper suspended.

* Temporary keeper.

* Now lit by electricity. Services of keeper dispensed with, Dec. 31, 1907.

8-9 EDWARD VII., A. 1909

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*
 BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Concluded.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Quebec Harbour.....	Harbour Commission.....		60 00
Red Island Lighthouse.....	P. T. Fraser.....	April 12, 1890..	450 00
Repentigny "B".....	L. L. Rivet.....	" 28, 1894..	75 00
" " "F".....	J. Bte. Lachapelle.....	Feb. 1, 1861..	75 00
Rimouski.....	Ubalde Lavoie.....	May 22, 1906..	50 00
Rivière à la Pipe.....	Alex. Morin.....	Oct. 3, 1901..	62 50
" du Chêne.....	Ant. Langlois.....	July 11, 1888..	125 00
" du Loup.....	F. E. Gilbert.....	Sept. 22, 1902..	70 00
" St. Francois.....	Phileas Desmarais.....	July 2, 1897..	*20 00
Roberval.....	Electric Light Co.....	June 28, 1898..	100 00
Sand Beach.....	Thomas Kennedy.....	Aug. 9, 1904..	400 00
St. Alphonse.....	Pitre Tremblay.....	June 19, 1895..	40 00
St. Antoine.....	Mrs. Nap. Bergeron.....	March 4, 1902..	80 00
" " ".....	Francois Doré.....	April 14, 1903..	120 00
St. Siméon.....	Henry Savard.....	Oct. 25, 1906..	40 00
Ste. Anne des Monts.....	N. Lafrancois.....	" 15, 1904..	100 00
Sté. Anne de Sorel "B".....	Frs. Lanceault.....	Mar. 28, 1906..	100 00
" " "F".....	Pierre Cournoyer.....	" 28, 1906..	100 00
Ste. Croix.....	Willie A. Thurber.....	" 28, 1901..	175 00
" Bar.....	Telephore Croteau.....	" 28, 1901..	70 00
Ste. Croix.....	Widow D. Racette.....	Dec. —, 1900..	70 00
Ste. Emélie, Back Light.....	Emery Filteau.....	Mar. 16, 1905..	80 00
" Front Light.....	A. Laliberte.....	Sept. 21, 1888..	90 00
Ste. Francois, I.O. "F".....	Jos. Lepage.....	April 20, 1876..	75 00
" " "B".....	Ls. Marceau.....	" 1, 1884..	75 00
Ste. Petronille, I.O.....	Nap. Ferland.....	Sept. 3, 1904..	250 00
St. Pierre les Becquets.....	Henri Perreault.....	May 26, 1901..	70 00
Ste. Felicité Fog Alarm.....	Frs. Belanger.....	Jan. 14, 1905..	600 00
St. Valentin Range.....	Paul Martin.....	April 28, 1873..	150 00
Seven Islands.....	Alfred Arcand.....	May 20, 1898..	880 00
St. Anne Range "F".....	Cezare Duffour.....	" 21, 1908..	60 00
" " "B".....	Alphonse Poulin.....	" 21, 1908..	60 00
Sorel Harbour.....	R. & O. Nav. Co. Assistant..	Sept. 6, 1854..	**85 00
Trois Pistoles.....	Cyrille LeBel.....	Oct. 25, 1907..	80 00
Three Rivers.....	M. G. W. Luckenhoff.....	Aug. 10, 1908..	†120 00
Upper Traverse Pier.....	Alfred Fournier.....	April 14, 1900..	600 00
Upper Champlain Basin "B".....	Louis Pothier.....	" 1, 1906..	100 00
" " "F".....	Joseph Massicotte.....	" 1, 1906..	100 00
Varennes.....	Azarie Geoffron.....	May 1, 1903..	70 00
Verchères Traverse, "B".....	Phileas Charbonneau.....	April 21, 1902..	70 00
" " "F".....	F. X. Chicoine.....	" 21, 1902..	80 00
Verchères Village, "B".....	Felix Bourquet.....	" 21, 1902..	70 00
" " "F".....	Joseph Guyon.....	" 21, 1902..	80 00

ABOVE MONTREAL.

Aylmer.....	Francis Boucher.....	May 3, 1907..	175 00
Arnprior Island (Lower).....	William Kilroy.....	Oct. 1, 1905..	150 00
Allumette Island (Lower).....	John Manders.....	Aug. 7, 1907..	100 00
" " ".....	John Cox.....	June 22, 1887..	100 00
Bamford Island.....	Robert Bamford.....	" 21, 1888..	250 00
Barriefield Common Range.....	William Murray.....	May 17, 1900..	150 00
Baskin's Wharf.....	Silas Sullivan.....	Dec. 22, 1896..	130 00
Battle Island.....	C. S. McKay.....	Aug. 27, 1877..	500 00
Beauharnois.....	Alphonse Dault.....	April 14, 1903..	260 00
Belleville.....	J. C. Weir.....	" 4, 1901..	200 00
Blind River Range.....	Michigan Land & Lumber Co.....		80 00
Boyd Island (see Spanish River).....			
Bois Blanc.....	Agnes Hackett.....	June 22, 1901..	435 00

*\$20 per month during season of navigation. **Continued from 'Trinity House.' †Temporarily at \$120 per annum with \$10 per annum increase to maximum of \$160.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—Continued.

ABOVE MONTREAL—Continued.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Black Bear Island.....	Daniel Matheson.....	June 22, 1899..	200 00
Brown's or Knapp's Pt.....	Jos. J. Brophy.....	May 9, 1905 ..	180 00
Bishop's Bay.....	George McPherson.....	Mar. 28, 1904..	150 00
Bronte.....	Chas. Osborne.....	Oct. 20, 1906..	250 00
Buckoin's Point.....	Godfrey Ouillet.....	Feb. 23, 1884..	200 00
Burlington Beach.....	Thomas Lundy.....	May 2, 1905..	450 00
Byng Inlet.....	Louis Lamondin.....	July 20, 1901..	375 00
Cabot Head.....	Charles Webster.....	May 10, 1898..	650 00
Campbell Island.....	Robert Wilson.....	Jan. 8, 1905 ..	150 00
Caribou Island.....	Antoine Boucher.....	May 3, 1907..	1,000 00
Cape Robert.....	N. Matheson.....	Oct. 2, 1896..	350 00
Cape Croker.....	R. Chapman.....	Nov. 13, 1902..	1,050 00
Caron Point.....	Honore Sauvé.....	May 1, 1889..	60 00
Cox Reef, Man.....	John Thomas.....	†Mar. 6, 1906 ..	350 00
Centre Brothers Island.....	D. Wemp.....	Jan. 9, 1901..	200 00
Chantry Island.....	Malcolm McIver.....	April 1, 1907..	500 00
Cherry Island.....	I. S. Johnson.....	Nov. 5, 1885..	300 00
Christian Island.....	Allan Collins.....	Mar. 25, 1891..	435 00
Clapperton Island.....	Henry F. Baker.....	Dec. 2, 1895..	350 00
Cobourg.....	Robert Gordon.....	May 16, 1883..	180 00
Cockburn Island.....	John McKay.....	July 1, 1906..	50 00
Colchester Reef.....	John Manson.....	May 1, 1888..	850 00
Coal's Shoal.....	R. P. Boyd.....	April 9, 1884..	250 00
Collingwood.....	Jas. W. Lunan.....	Jan. 2, 1904..	350 00
Coppermine Point.....	J. J. Rosseau.....	June 27, 1904..	100 00
Corby Point.....	Joseph Davieau.....	May 27, 1899..	350 00
Cornwall Canal and Hamilton Range.....	Remi Casgraine.....	April 1, 1906..	300 00
Corunna.....	W. J. Scott.....	" 23, 1901..	120 00
Coteau Landing.....	Thos. Filiatreault.....	May 27, 1890..	140 00
Coulouge Lake.....	Felix Bertrand.....	April 2, 1892..	100 00
Deep River Island.....	Louis Labelle.....	".....	100 00
Deseronto.....	Rathbun Company.....	Oct. 14, 1884..	200 00
Dorval.....	Benjamin Cloude.....	Aug. 1, 1907 ..	300 00
False Ducks.....	Darland Duhaige.....	May 19, 1903..	700 00
Flower Pot Island.....	John Parker.....	" 3, 1907 ..	300 00
Fort William, Lake Superior.....	John Armstrong.....	April 28, 1894..	300 00
" Upper Ottawa.....	Jas. McCool, sr.....	May 23, 1887 ..	90 00
Frenchman's Bay.....	Wm. O'Brien.....	April 14, 1904..	125 00
French River.....	Mrs. E. B. Borron.....	Jan. 20, 1903..	500 00
*Fox Island, Lake Simcoe.....	John Prosser.....	Sept. 14, 1896..	250 00
Gananoque Narrows and Jackstraw Shoal.....	Mrs. Manly Cross.....	Jan. 2, 1908..	550 00
Gargantua.....	Louis Miron.....	Oct. 26, 1899..	450 00
Giant's Tomb.....	A. H. Griffith.....	Sept. 17, 1898..	300 00
Gibraltar Point.....	P. J. McSherry.....	May 2, 1905 ..	400 00
Gin Island.....	W. J. Baxter.....	" 23, 1885 ..	400 00
Goderich.....	Robert Campbell.....	June 9, 1886..	400 00
Gore Bay.....	Angus Matheson.....	July 10, 1903..	350 00
Gravenhurst.....	Isaac Barnes.....	Mar. 20, 1906 ..	190 00
Graham Front.....	W. Graham.....	Dec. 19, 1904..	75 00
" Back.....	X. Sicard.....	April 29, 1905..	75 00
Great Duck Island.....	John Purvis.....	May 9, 1898 ..	700 00
Green Shoal.....	Albert Laberge.....	" 20, 1902 ..	200 00
Grenadier Island.....	Albert Root.....	Dec. 15, 1863..	250 00
Griffith Island.....	W. T. Boyd.....	May 14, 1889..	400 00
Grosse Point.....	William Shannon.....	Sept. 27, 1866..	435 00
".....	George Shannon.....	" 27, 1866..	175 00
Gull Island.....	James Roddick.....	" 7, 1907 ..	500 00
Gull Harbour.....	Thor. Fjeldstedt.....	May 6, 1904..	180 00
George's Island (Lake Winnipeg).....	Chas. T. Whiteway.....	June 16, 1906..	*155 00
Hope Island.....	Charles Vallée.....	April 20, 1899..	450 00
Hooper's Point.....	Jonathan Morrison.....	Mar. 24, 1898..	200 00
Isle of Coves.....	Kenneth McLeod.....	June 19, 1903..	750 00

†Retired June 11, 1908. Wm. Doré appointed June 11, 1908.

*With annual increase of \$15 to maximum of \$400.

8-9 EDWARD VII., A. 1909

STATEMENT giving Names and Stations of Lightkeepers, &c.—Continued.

ABOVE MONTREAL.—Continued.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Isle Perrot	And. McNabb	May 20, 1905.	100 00
Jones Island, Georgian Bay	Ed. Taylor	June 3, 1901.	800 00
" Range, Ottawa River	John Paquette	April 13, 1893.	150 00
Kagawong	W. U. Boyd	" "	72 00
Killarney	Frank Roque	Feb. 28, 1905.	400 00
Kincardine	Thos. McGaw, jr.	June 13, 1899.	400 00
Kingsville	W. H. Black	July 27, 1902.	150 00
Kitchener Island	P. J. Sullivan	Oct. 25, 1907.	400 00
Lake Cecebe	John Shade	Aug. 29, 1906.	250 00
Lamb Island	Andrew Alexander	April 26, 1897.	500 00
Lancaster Bar	J. J. Munroe	June 8, 1892.	*400 00
Lancaster Pier	J. J. Munro	July 1, 1907.	"
Leamington	F. H. C. Conover	April 28, 1883.	150 00
Lime Kiln Crossing	Stephen Pettypiece	May 11, 1888.	350 00
Lion's Head	Charles Knapp	Oct. 28, 1903.	75 00
Little Current	David Boyter	April 22, 1903.	350 00
Little Gros Cap	W. T. Richardson	Sept. 27, 1900.	200 00
Lonely Island	Jean Haitse	May 11, 1885.	500 00
Long Point, east end	S. B. Cook	June 9, 1897.	700 00
" west end	F. E. Mason	" "	400 00
L'Original	Gregoire Seguin	May 8, 1894.	100 00
Lower Narrows	J. B. Leblanc	Jan. 4, 1904.	100 00
Lyal Island	John McKay	Oct. 27, 1884.	450 00
Manitoulin Island	J. H. Ball	May 7, 1900.	750 00
Manitowaning	John Gourley, jr.	July 3, 1900.	150 00
Meaford	Samuel Dutcher	May 7, 1877.	200 00
Michipicoten Island	Hyacinthe Davican	July 1, 1881.	400 00
Middle Island	John L. Lidwell, jr.	" "	350 00
Middle Range	Nap. Somers	June 19, 1900.	200 00
Mississauga Island	L. D. McDonald	May 16, 1896.	450 00
Mohawk	R. O. Smithers	March 31, 1896.	400 00
McKay's	Joseph Harvey	July 10, 1907.	300 00
McKie's Point	Dosithee Daoust	Sept. 21, 1893.	175 00
McQuestion Point	Elizabeth McLeod	Feb. 22, 1904.	100 00
McTavish	J. Campbell	Nov. 18, 1896.	100 00
Narrow Island	A. B. Boyter	Jan. 3, 1898.	250 00
Nine Mile Point	Stannes Veech	Mar. 7, 1894.	450 00
" "	Andrew McMaster	April 1, 1900.	300 00
Nigger Island	Carson Jeffrey	" "	200 00
Niagara on the Lake	Fred Masters	Nov. 12, 1904.	400 00
" " Range	Robert Allen	July 19, 1907.	150 00
North Sister Rock	John Thibault	Dec. 6, 1905.	350 00
Nottawasaga Island	J. F. Burnister	May 2, 1904.	500 00
Oakville Pier	Maurice Felan	April 28, 1894.	150 00
Oka	H. Lacroix	Nov. 10, 1898.	130 00
Owen Sound	Archibald McLean	Dec. 23, 1897.	150 00
Otter Head	Robert McMenemy	Nov. 17, 1903.	400 00
Papineauville	Joseph Chabot	June 17, 1897.	125 00
Pelee Island	J. R. Lidwell	July 10, 1899.	300 00
Peminsula Harbour	D. B. Hawkins	Aug. 31, 1891.	500 00
Pie Island	James Forbes	April 1, 1908.	300 00
Pigeon Island	J. H. Davis	May 16, 1896.	350 00
Point à Cadieux	Simeon Poirier	" "	150 00
Point au Baril	Ole Hanson	July 10, 1907.	300 00
Pelee Passage	W. A. Manson	Nov. 11, 1902.	650 00
" "	F. F. Goulin	Aug. 2, 1904.	500 00
" "	Louis Langlois	Feb. 25, 1904.	500 00
Point Aux Angles	Lucas H. Masson	Sept. 4, 1897.	200 00
Point Aux Pins	Alexander McKinnon	May 16, 1904.	400 00
Point Claire	Benj. Gloude	Aug. 1, 1907.	100 00
Point Clark	M. McDonald	Jan. 8, 1897.	400 00
Point Edward	Louis Knauff	May 23, 1908.	150 00
Point Peter	G. J. Scott	June 6, 1901.	650 00

*Salary paid for keeping Lancaster Pier and Lancaster Bar.

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers, &c.—*Continued.*

ABOVE MONTREAL—*Continued.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Point Pleasant	Frank Connors	Oct. 13, 1898..	300 00
Point Porphyry	Andrew Dick	Aug. 10, 1880..	450 00
Port Arthur	Albert Bisonette	April 28, 1908..	240 00
Port Burwell	John Sutherland	June 18, 1894..	400 00
Port Colborne	D. H. A. Fortier	April 11, 1865..	550 00
Port Colborne Fog-Alarm	Hugh Clarke, jr.	May 30, 1904..	600 00
Port Credit	John Miller	Dec. 16, 1897..	150 00
Port Dalhousie	Bernard McGrath	Oct. 2, 1907..	300 00
" " Fog-Alarm	Bernard McGrath		
Port Elgin	R. M. Lowry	Mar. 14, 1896..	80 00
Port Dover	Silas L. Butler	July 15, 1897..	300 00
Port Maitland	Mrs. James Grant	June 29, 1907..	350 00
Port Stanley	John Oliver	Dec. 16, 1907..	280 00
Presqu' Isle	Hugh H. McKenzie	May 7, 1907..	200 00
Presqu' Isle Main	Hugh E. Smith	April 29, 1898..	350 00
" " " Fog-Alarm	W. B. Ainsworth	Oct. 12, 1907..	600 00
Providence Bay	John B. Sinclair	Mar. 6, 1906..	300 00
Rainy River	Patrick O'Connor	June 23, 1904..	250 00
* Red Rock	(see Snug Harbour)		
Red River Range	William Hughes	Feb. 12, 1892..	350 00
River Thames	H. J. Cartier	Oct. 19, 1884..	425 00
Rondeau	W. R. Fellows	Dec. 18, 1888..	350 00
Rosseau	J. G. Dixon	July 21, 1890..	100 00
Salmon Point	Amos McDonald	" 12, 1897..	300 00
Saugen	D. McAulay	Mar. 16, 1899..	120 00
Scotch Bonnet	Cyrus R. Spencer	April 7, 1903..	350 00
Silver Islet	Capt. Jas. Cross	May 18, 1905..	100 00
Shoal Point	E. E. Rains	Nov. 24, 1884..	250 00
Slate Island	Alex. B. Sutherland	July 21, 1903..	450 00
Snake Island	John Whitmarsh	" 18, 1900..	350 00
* Snug Harbour	Adam Brown	April 11, 1900..	
Southampton (Saugen)	James Brown	June 29, 1904..	150 00
South Bay Point	Marcellus Vorce	Nov. 21, 1902..	200 00
" " Range	John A. Ritchie	Sept. 10, 1903..	150 00
South River	Frederick Beacher	July 2, 1903..	80 00
South East Bay	Thomas Darling	Jan. 31, 1891..	60 00
Spanish River or Boyd Island	Mrs. Elizabeth Martin	" 6, 1905..	250 00
Ste. Anne de Bellevue	Jos. L. Stocker	May 20, 1902..	150 00
" " Locks	F. X. Demers	" 17, 1907..	75 00
St. Anicet Bar	Donald McKillop	June 8, 1892..	230 00
Ste. Placide	Joseph Lafleur	May 25, 1907..	140 00
Sqaw Island	Neil McDougall	April 25, 1901..	200 00
Stag Island	Thos. M. Cowan	Nov. 3, 1903..	150 00
Stokes Bay	Alex. Smith	May 14, 1908..	180 00
Stripping Point	David Humes	Aug. 27, 1902..	180 00
Strawberry Island	William McKenzie	May 4, 1893..	300 00
Sulphur Island	J. J. King	" 15, 1905..	300 00
Thessalon	James Harvey	Nov. 28, 1897..	300 00
Tomahawk Island	Thomas Sweeney	Sept. 19, 1902..	200 00
Thornbury	Robert Lowe	April 12, 1887..	80 00
Telegraph Island	George A. Rowe	Oct. 25, 1895..	200 00
Thunder Cape Fog alarm	William Craig	May 17, 1892..	700 00
Tobermory	Archibald Currie	Oct. 12, 1903..	250 00
Trenton Harbour	William Fitzpatrick	Jan. 27, 1906..	125 00
Toronto, East Gap	George McKelvie	June 13, 1905..	950 00
Victoria Island	George Cosgrove	Nov. 14, 1899..	350 00
" " "	Catherine Rowen	June 3, 1903..	120 00
Way Shoal	Chas. A. Mongeon	May 23, 1887..	100 00
Weller's Bay	H. J. Chase	Nov. 4, 1898..	150 00
Western Island	Thos. J. Richardson	June 27, 1901..	800 00
Whiskey Island and Penetanguishene	Christopher Columbus	Mar. 18, 1893..	400 00
Warton	William Gilbert	Sept. 13, 1907..	75 00
Wolf Island	William Gillespie	Mar. 16, 1885..	250 00
Wilson's Channel	H. G. Duncan	Aug. 25, 1905..	350 00

* \$2.00 per day for this and Snug Harbour. Light.

STATEMENT giving Names of Stations and Lightkeepers, &c.—Continued.

ABOVE MONTREAL—Concluded.

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			\$ cts.
Welcome Island.....	Adolph Perras.....	May 10, 1906..	350 00
Way Shoal Channel.....	Moise Beauchamp.....	Nov. 29, 1906..	150 00
Warren's Landing.....	Hugh McDonald.....	Aug. 25, 1905..	400 00
Wabbi River.....	A. M. Ross.....	Oct. 25, 1895..	600 00

BRITISH COLUMBIA.

Active Pass.....	H. Georgeson.....	July 21, 1884..	900 00
Amphitrite Point.....	G. W. Grant.....	April 2, 1906..	250 00
Berens Island.....	S. G. Harrison.....	Nov. 4, 1897..	300 00
Brockton Point.....	W. D. Jones.....	Aug. 20, 1890..	300 00
Brochy Ledge.....	Thos. Sparks.....	Jan. 1, 1903..	120 00
Bare Point.....	J. Crozier.....	June 12, 1897..	168 00
Ballinee Island.....	M. Brown.....	Oct. 3, 1901..	200 00
Birnie Island.....	C. Rudge.....	May 2, 1905..	240 00
Balfour.....	J. W. Gallup.....	Jan. 1, 1900..	120 00
Cape Beale.....	Thos. Patterson.....	Mar. 2, 1895..	1,200 00
Carmanah Point.....	W. P. Daikin.....	Nov. 4, 1890..	1,200 00
Cape Mudge.....	J. Davidson.....	June 27, 1898..	420 00
Coffin Island.....	R. Harrap.....	April 15, 1903..	150 00
Crofton Light.....	R. Allan.....	May 31, 1907..	180 00
Discovery Island.....	M. A. Croft.....	April 1, 1902..	900 00
Dryad Point.....	C. Carpenter.....	Nov. 7, 1899..	300 00
Dock Island.....	Hugh Moore.....	May 15, 1903..	240 00
Danger Reef.....	R. Harrap.....	April 15, 1903..	150 00
Denman Island.....	J. A. McMillan.....	Aug. 15, 1906..	400 00
Entrance Island.....	M. G. Clark.....	Nov. 26, 1897..	1,200 00
Egg Island.....	J. W. Davies.....	May 2, 1905..	1,200 00
Estevan Point.....	A. Luckovich.....	April 1907.....	*75 00
Fisgard.....	Capt. Geo. Johnston.....	July 20, 1901..	500 00
Fiddle Reef.....	D. H. McNeill.....	Mar. 21, 1905..	400 00
Fraser River Lights.....	A. A. Parker.....	July 1, 1907..	300 00
Garry Point.....	A. A. Parker.....	" 1, 1907..	120 00
Gallows Point.....	Western Fuel Co.....	May 1906.....	120 00
Green Island.....	S. Baker.....	June 21, 1907..	1,100 00
Ivory Island.....	F. Reuter.....	May 2, 1905..	500 00
Joan Point.....	R. Harrap.....	April 15, 1903..	180 00
Kaslo Spit.....	Kootenay Electric Co.....	Dec. 1, 1897..	240 00
Kyuquot Light.....	A. Ellis.....	Jan. 21, 1906..	240 00
Lawyer Island.....	F. W. B. Elsterman.....	April 1, 1905..	600 00
Lennard Island.....	R. Pollock.....	July 1, 1908..	**1,200 00
Lendad Island.....	F. C. Gerrard.....	*Mar. 31, 1905..	800 00
Lucy Island.....	Amos Hanson.....	May 12, 1908..	510 00
Lund Light.....	Gas Beacon, (No keeper).....		
Merry Island.....	W. T. Franklin.....	Jan. 8, 1904..	360 00
North Arm Lights.....	J. F. McMillan.....	Mar. 29, 1905..	240 00
Nanaimo Harbour.....	H. B. Shaw.....	June 12, 1907..	200 00
Point Atkinson.....	W. Erwin.....	Oct. 5, 1880..	1,300 00
Portlock Point.....	W. J. Gillespie.....	Nov. 1905.....	460 00
Prospect Point.....	Jno. Grove.....	July 7, 1898..	300 00
Pointer Island.....	Jas. Codville.....	Dec. 26, 1899..	300 00
Portier Pass.....	F. Allison.....	Nov. 15, 1902..	500 00
Proctor.....	G. W. Gallup.....	Jan. 1, 1900..	240 00
Pilot Bay.....	E. Montreuil.....	Oct. 17, 1907..	500 00
Pine Island.....	A. B. Gurney.....	April 1, 1907..	700 00
Pine Island.....	T. C. Hayllar.....	" 31, 1908..	500 00
Pine Island.....	W. Hunt.....	May 1, 1908..	500 00
Pultney Point.....	E. Hukkle (Temporary).....	Feby. 1, 1907..	500 00
Pachena Point.....	J. Richardson.....	Sept. 1, 1907..	700 00
Pachena Point.....	W. R. Pillar.....	" 5, 1907..	800 00

* \$75.00 per month—temporary keeper.

** Must provide assistant

SESSIONAL PAPER No. 21

STATEMENT giving Names and Stations of Lightkeepers; &c.—*Concluded.*
BRITISH COLUMBIA—*Concluded.*

Name of Station.	Name of Lightkeeper.	Appointed.	Salary.
			§ cts.
Quatsino Light	G. H. Jackson	Jan. 29, 1907 . .	300 00
Race Rocks	F. Eastwood	" 21, 1891 . .	1,200 00
Saturna Island	Jas. Georgeson	Oct. 26, 1889 . .	550 00
Sand Head's Lt. Ship	M. O'Brien	" 1, 1904 . .	1,200 00
Sisters	B. Blanchard	Feb. 20, 1905 . .	600 00
Sechelt	Gas Beacon, (No keeper)		
Scarlet Point	T. Nelson	Mar. 6, 1906 . .	450 00
Sechart Light	G. Strickland	" 27, 1908 . .	180 00
Sooke Light	A. Codtel	April 15, 1907 . .	120 00
Trial Island	H. S. O'Kell	Aug. 20, 1906 . .	*600 00
Trial Island	J. McDonald		450 00
Victoria Harbour	Thos. Sparks	Jan. 29, 1903 . .	180 00
Walker Rock	John Georgeson	Feb. 8, 1900 . .	240 00
Yellow Island	John Doney	May 1, 1905 . .	500 00

** By Order-in-Council, 17th June, 1908, H. S. O'Kell is to receive \$1,200.00 per annum and must furnish all necessary assistance and pay for same.

APPENDIX No. 13.

MARINE SCHOOLS.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to herewith submit a statement of the attendance at the lectures on marine subjects which were given at the following places:—Yarmouth, Lunenburg, North Sydney, Quebec, Toronto, Collingwood, Vancouver and Victoria.

The method of tuition at these schools has not been altered from that which was followed the previous year, as it is thought to cover all the necessary subjects upon which our seamen are expected to be conversant with.

The lectures are of two hours duration, which is deemed long enough not to weary the attention of the attending students, and were given every Tuesday and Friday during the months of January, February and March.

Heretofore, the above days and months have been accepted uniformly in all schools, but it has been found, whereas the month of January has been a proper time to begin the lectures in some localities, that it did not answer in others, owing to the fact of the navigation closing earlier in some vicinities than in others, and for the future, this uniformity will not be followed as regards the month and day in order to suit the requirements of localities where the lectures are delivered.

Subjects relating to the rule of the road, and the errors of the compass, have engrossed the attention of the lecturers and therefore more time has been devoted to those two subjects than to any of the others.

Though in some localities, the attendance has been rather discouraging, still on the whole, I think the efforts of the government to increase the efficiency of our seamen, have been duly appreciated.

No lectures were given in Halifax, St. John and Kingston, owing to the fact that examiners were not appointed for these three places.

The college authorities at Canso have, last winter, made an attempt to teach the rudiments of navigation, which proved so satisfactory that it is the intention for this coming winter to have a series of lectures delivered at that place on the same basis as followed in other schools and under control of this department.

For the purpose of those lectures, all the offices have been fully equipped with all necessary instruments for practical demonstration. These schools have been provided with a reflectoscope, by the help of which diagrams, plans and engravings can be thrown on the screen in a most effective and interesting way. This instrument has proved a great help to the lecturers to aid them in developing subjects under discussion.

I herewith attach a statement of the maximum, minimum, average and total of the attendance at all the schools last winter.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) L. A. DEMERS,
Chief Examiner.

SESSIONAL PAPER No. 21

STATEMENT.

	Name of Ex.	No. lect.	Min.	Max.	Average.	Total.
Victoria.....	Capt. Jones.....	32	10	17	14	455
Vancouver.....	Capt. Eddie.....	32	11	53	20.9	669
Lunenburg.....	Capt. Wolff.....	32	1	14	4	119
Collingwood.....	Capt. Coles.....	30	9	50	22	668
Toronto.....	Capt. Moller.....	30	2	30	16	499
Quebec.....	Mr. Seaton.....	30	2	17	9	293
North Sydney.....	Capt. Sutherland.....	28	1	12	6	176
Yarmouth.....	Capt. Murphy.....	32	4	15	8	236
Total attendance						3,135

APPENDIX

Life Saving Stations maintained

Number.	Stations.	Established.	Coxswain.	Crew.	Coxswain's Salary.— Per annum.	Pay of Crew.
	<i>Bay of Fundy—</i>				\$	
1	Seal Cove.....	1898	F. Benson ..	7	75	\$2 per drill, and extra when engaged saving life.
2	Yarmouth.....	1886	A. Cain	7	75	" "
3	Mud Island.....	1887	I. Pitman .....	.....	80	.....
4	Seal Island.....	1880	H. Hitchens....	7	250	\$100 each of crew per annum...
	<i>Atlantic Coast—</i>					
5	Clark's Harbour	1900	Thomas N. Nickerson.	7	75	\$2 per drill, and extra when saving life.
6	Blanche.....	1889	W. A. B. Smith.	7	75	" " ..
7	Port Mouton.....	1889	Walter Cook....	7	75	" " ..
8	Duncan's Cove.....	1886	J. W. Holland..	7	75	" " ..
9	Herring Cove.....	1885	J. Gorman.....	7	75	" " ..
10	Devil's Island.....	1885	Benj. H. Henneberry.	7	75	\$2 per drill, and extra when saving life.
11	White Head.....	1890	H. P. Munroe ..	6	75	" " ..
12	Sable Island	1885	{ G. Soderberg..... { J. Ritcey.....	..... .....	250 } 250 }	Paid as island staff.....
13	Scatterie Island.....	1885	F. Martell.....	7	75	\$2 per drill, and extra when saving life.
	<i>Gulf of St. Lawrence—</i>					
14	St. Paul's Island.....	1885	Supt. Humane Establishment.	3	.....	\$300 each per annum.....
15	Pictou Island.....	1889	Alex. Currie....	7	75	\$2 per drill, and extra when saving life.
	Cape Tormentine	1893	No organized crew.	.....	.....	.....
16	Charlottetown	1907	J. P. Moore ...	7	75	\$2 per drill, and extra when saving life.
17	Souris, P. E. I	1907	Wm. Macdonald	7	75	" " ..
18	Alberton, P. E. I	1907	Jno. Champion..	7	75	" " ..
19	Eseuminac	1907	Ernest Flieger..	7	75	" " ..
	<i>Great Lakes—</i>					
20	Wellington.....	1883	No organized crew.	.....	.....	" " ..
21	Consecon	1898	W. A. Young....	7	75	" " ..
22	Cobourg..	1882	D. Rooney.....	7	75	" " ..
23	Port Hope.....	1889	W. T. Clarke....	7	75	" " ..
24	Toronto Island.....	1883	Wm. Ward.....	7	75	" " ..
25	Long Point.....	1902	Geo. Wisner....	*7	+75	\$2 per drill, and \$40 per month for three months.

SESSIONAL PAPER No. 21

No. 14.

by the Dominion Government.

Description of Boat.	Cost.	Where Built.	Equipment.	Remarks.
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S.	Full regulation..	Iron rails laid in 1900.
Dobbin's pattern, self-bailing and self-righting, 25 feet long.	575	Dartmouth, N.S.	" ..	
Fishing-boats and dories.....	80 pr. an		Ordinary.....	Kept by contract with fishermen.
Beebe-McLellan boat on east side.	240	Shelburne and	Full regulation..	New boat, 1903.
" " west side.		Halifax, N.S.		
Beebe-McLellan, self-bailing, 25 feet long, low ends.	250	" ..	" ..	Boat house and gear cost \$700.
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Dartmouth, N.S.	" ..	New boat in 1901.
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	" ..	" ..	
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	250	Shelburne, N.S.	" ..	Lyle gun established here in 1900; new boat, 1903.
" " "	250	" ..	" ..	
Dobbin's pattern " "	575	Dartmouth, N.S.	" ..	Lyle gun.
" " "				
Two Dobbin's self-righting and bailing boats and one Beebe-McLellan surf boat, self-bailing.	1,100	Halifax, N.S....	" ..	Lyle gun and rocket apparatus kept here. Coxswains are under the control of Supt. of Humane Establishment.
Beebe-McLellan surf-boat, self-bailing, 25 feet long,	250	Shelburne, N.S.	" ..	New boat, 1903.
Beebe-McLellan self-bailing, 25 feet long, low ends.	250	" ..	Full equipment..	Lyle gun added in 1900
Dobbin's pattern, self-righting and bailing, 25 feet long.	575	Dartmouth, N.S.	" ..	
Boats of winter mail service			Ordinary	
Beebe-McLellan self-bailing	225	Shelburne, N.S.	Full equipment..	
Beebe-McLellan	225	" ..	" ..	
"	225	" ..	" ..	
"	225	" ..	" ..	
Dobbin's pattern, self-righting and bailing.	750	Buffalo, N.Y....	" ..	Removed from Poplar Point in 1900.
" " ..	750	"	" ..	Removed from Wellington in 1893.
" " ..	575	Goderich, Ont..	" ..	
" " ..	620	" ..	" ..	
" " ..	600	" ..	" ..	New boat, 1895.
Surf-boat	500	Collingwood	" ..	New station and new boat 1902. Boat sent to Southampton, 1907. Replaced by a new boat.

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APPENDIX No. 14—Life Saving Stations maintained

Number.	Stations.	Established.	Coxswain.	Crew.	Coxswain's Salary. Per annum.	Pay of Crew.
					∞	
26	Port Stanley.....	1885	Wm. Berry....	7	75	\$2 per drill, and extra when saving life.
27	Point Pelee.....	1900	W. A. Grubb, jr.	7	75	" " ..
28	Goderich.....	1886	J. R. Craigie....	7	75	" " ..
29	Collingwood.....	1885	P. Doherty.....	7	75	" " ..
30	Kincardine.....	1903	Thos. McGaw...	7	75	" " ..
31	Southampton..	1907	.....	7	75	" " ..
<i>British Columbia—</i>						
	Banfield, B.C.....	1907	Cpt. W. H. Gillen and 4 permanent.	.....	.....	\$75 for coxswain, \$50 for engineer, \$45 for 2 men per month.
	Victoria, B.C.	1907	Boat in charge of Vic. Life Saving Association.	.....	.....	Maintained by association....
	Clayoquot, B.C.	1908	Jno. Chesterman	7	75	\$60 per month till April 1.
	Clo-oose, B.C.....	1908	D. Logan. Not organized.	.....	60 perm.	Volunteers, 50c. per hour.
	Ucluelet, B.C.....	1908	A. H. Lyche.....	75 perm.	\$45 per month for three months.
						\$60 per month for men during the season.

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by the Dominion Government—*Concluded.*

Description of Boat.	Cost.	Where Built.	Equipment.	Remarks.
	\$			
Beebe-McLellan surf-boat, self-bailing, 25 feet long.	350	Collingwood . . .	Full equipment.	
Surf-boat	330	" . . .	" . .	Boat house removed from Point up 200 yards and tramway built.
"	330	" . . .	" . .	New boat, 1902.
Beebe-McLellan self-bailing surf-boat.	375	" . . .	" . .	New boat, 1896.
"	350	" . . .	" . .	New boat, 1903.
"	330	" . . .	" . .	Sent from Long Point in 1907.
Self-righting, self-bailing power lifeboat, 36 feet.	10,900	Bayonne City, N.J., U.S.A.	" . .	
Doherty's Improved Beebe-McLellan boat, 25 ft. 4 in.	575	Vancouver Shipyard Co., Ltd., Vancouver, B.C.	" . .	
"	575	Vancouver Shipyard Co., Ltd.	" . .	
"	575	" . . .	" . .	
"	575	" . . .	" . .	

APPENDIX No. 15.

HYDROGRAPHIC SURVEY.

OTTAWA, November 24, 1903.

The Deputy Minister, Marine Department,
Ottawa, Ont.

SIR,—I have the honour to offer the following supplement to my report of the 19th October, 1907, upon the progress of the Hydrographic Survey during the fiscal year 1907-1908.

During the season of 1907 there were four parties engaged in the field, viz.: one on the Great Lakes, one on the Lower St. Lawrence river, one on the Pacific coast, and one on Lake of Two Mountains.

Great Lakes.—The work of this party was confined for the most part to a survey of the coasts of the islands and channels leading from Lake Superior to Nipigon bay. The examination of Nipigon strait, Moffat channel and the south shores of Ile St. Ignace and Simpson island was completed and the work plotted upon a scale of one and a half inches to the nautical mile. No outlying dangers were discovered. The steamer laid up for the season at Owen Sound, Ont., on the 8th of November and on the 13th of March, 1908, Captain Zealand resigned his position as sailing master. No other changes were made in the staff.

Survey of the Lower St. Lawrence.—As stated in my preliminary report of the 19th October, this party, under Lieut. Miles, R.N., was engaged during the whole season upon the River St. Lawrence between Hare island and Tadousac. A very careful examination of the reef at the north end of Hare island, that about White island and that at the south end of Green island was made. Their extent has been ascertained and defined upon a scale of two inches to the nautical mile.

In addition a re-survey of the mouth of the Saguenay river on a scale of three inches to the nautical mile was started but had to be left for the season of 1908 for completion. At the close of the survey the sailing master, Captain Belanger, and chief engineer, J. Boisvert, resigned their position.

Pacific Coast.—This party is in charge of Captain P. C. Musgrave, and performed its work from a camp using gasolene launches and gigs for conveyance. All the southern approach to Prince Rupert harbour was surveyed, as well as the northern and middle approaches to the Skeena river. The information gathered has been of very great value to vessels trading in that neighbourhood as the old surveys were particularly inaccurate.

Lake of Two Mountains.—This party is under Mr. A. J. Pinet and made good progress in the survey of the main portion of the lake, but none of it was sufficiently advanced to publish.

Plans prepared.—All the parties, except that upon the Pacific coast, spent their time in office at Ottawa and all were engaged in preparing work for engraving and publication.

Charts issued.—On Lake Superior charts Nos. 101 and 102, embracing the north shore between Pigeon river and Lamb island, were issued in February, and a blue print of Key harbour, Georgian bay, was given out as a preliminary to assist those vessels that expected to trade into the harbour this season.

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On the St. Lawrence river, photolithograph charts Nos. 1 and 16, being those of Montreal harbour and the stretch of river between Ste. Emelie and Deschambault, were issued to the public.

Pacific coast.—Black and white prints were issued to the public, of the southern entrance to Prince Rupert harbour and the Middle Passage to the Skeena river. These were preliminary to the regular charts, which take a long time to engrave.

In the engraver's hands on the 1st of March were the following charts:—Lower St. Lawrence, 'White island to Orignaux Point,' St. Lawrence between Quebec and Montreal, chart of Lake St. Peter and charts Nos. 17 and 18. Upper St. Lawrence, chart of Lake St. Louis.

The following are the results of the magnetic observations mentioned in my preliminary report:—

Place.	Latitude.	Longitude.	Chart.	Date.	Observed Declination.
1907.					
Moss Island	48-39-35 N.	88-22-15 W.	Admiralty, No. 322.....	June 25.	6-57.3 E.
"			"	" 26.	6-52.4 E.
Owl Island.....	48-43-05 N.	88-12-30 W.	"	" 27.	3-40.0 E.
"			"	" 28.	3-34.1 E.
Cedar Island.....	48-38-00 N.	88-20-00 W.	"	July 4.	1-07.3 W.
Smooth Island.....	48-45-55 N.	87-58-40 W.	"	" 5.	2-58.0 E.
"			"	" 6.	3-03.6 E.
Rosspoint.....	48-50-30 N.	87-44-10 W.	"	" 7.	0-16.0 E.
"			"	" 8.	0-27.4 E.
"			"	" 9.	0-16.5 E.
Trois Pistoles.....	48-07-42 N.	69-10-51 W.	Admiralty, No. 312.....	Aug. 3.	21-27.0 W.
"			"	" 4.	21-24.3 W.
"			"	" 5.	21-29.8 W.
Ile Verte.....	48-00 42 N.	69-19-07 W.	"	" 6.	21-03.2 W.
"			"	" 7.	21-01.6 W.
Riviere du Loup.....	47-51-33 N.	69-33-12 W.	Admiralty, No. 313.....	" 9.	20-46.5 W.
"			"	" 10.	20-46.5 W.
Tadoussac.....	48-08-45 N.	69-42-48 W.	"	" 13.	20-04.2 W.
"			"	" 14.	20-05.5 W.
"			"	" 15.	20-06.9 W.
Châteauguay Pt.....	45-24 11 N.	73-45 22 W.	Canadian, H.S.....	" 31.	14-23.3 W.
Ste. Anne.....	45 24 00 N.	73-56 19 W.	"	Sept. 2.	14-23.8 W.
"			"	" 4.	12-45.5 W.
"			"	" 5.	12-48.3 W.
"			"	" 6.	12-47.1 W.
Melocheville.....	45-19-12 N.	73-55-44.5 W.	"	" 11.	12-43.0 W.
"			"	" 12.	12-47.0 W.
"			"	" 13.	12-41.0 W.
Cedars.....	45-17-56 N.	74-02-36 W.	U.S.H.O., No. 1,351.....	Oct. 3.	11-43.8 W.
"			"	" 4.	14-43.8 W.
Côteau Landing.....	45-15 24 N.	74 12 32 W.	"	Sept. 25.	12-25.7 W.
"			"	" 26.	12-21.1 W.
"			"	" 27.	12-22.4 W.
"			"	" 28.	12-21.5 W.
South Lancaster.....	45 07 35 N.	74-24-39 W.	Admiralty, No. 2,789 C.....	Oct. 8.	11-54.2 W.
"			"	" 9.	11-54.1 W.
Cornwall.....	45 01 11 N.	74-41-49 W.	R. St. L., No. 1, U.S.A.....	" 11.	11-51.8 W.
"			"	" 12.	11-52.2 W.
"			"	" 13.	12-01.8 W.

The observations at Cornwall were taken on the first two days when the street cars were running and on the third day (Sunday) when no cars were on. The electrical current seems therefore to increase the declination by about ten minutes.

All of these observations were taken by Mr. Arthur Amos of this staff.

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The amounts expended on the various branches were:—

Great Lakes	\$20,759 97
Atlantic coast or Lower St. Lawrence	29,294 30
Pacific coast	29,960 70
St. Lawrence	7,204 42
Lake of Two Mountains	11,122 27
Lake St. Francis	2,451 70
Office	14,837 95
	<hr/>
	\$115,631 31

I am, sir,

Your obedient servant.

WM. J. STEWART,
Hydrographer.

APPENDIX No. 16.

SOREL GOVERNMENT SHIPYARD.

Lt.-Col. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report on the work done at the Sorel shipyard during the twelve months ended March 31, 1908.

NEW CONSTRUCTIONS.

New Tug.—Plans and patterns were perfected for one tug for the construction of lights on the upper lakes. Material was bought, drawings were completed and building commenced. At the end of the fiscal year, the hull of this vessel was in an advanced state, the boiler for same, built at Sorel, was nearing completion.

Dipper Dredge for Cap à la Roche.—This is intended to be a powerful machine, capable of excavating the solid shale rock met at Cap à la Roche. The steel plates and other material were ordered, working drawings prepared and detailed, and the building commenced. At the end of the fiscal year, the hull had been almost completed, the boiler was completed and put in place, the large forward spuds were put together, ready for riveting.

Floating workshop.—A scow was built to receive a forge and machine shop. This is intended to follow the dredging fleet and to be available for pressing repairs of minor importance.

The hull and house were completed during the winter season. The scow is 90 feet by 25 feet.

Lodging scows.—Two lodging scows were also built to serve as sleeping quarters for the crews of tugs and spare men on dredges. These scows are 60 feet by 18 feet by 8 feet.

Second Dipper Dredge.—Besides the above, some preliminary work was done on a dipper dredge to be a duplicate of construction No. 19.

Repair work on Ship Channel Fleet.—The whole of the plant of the dredging fleet was fitted and supplied in the spring and maintained in good order during the season of work. At the end of November and beginning of December, the fleet was put in winter quarters at Sorel and repairs to machinery were commenced in the shops. Repairs to hulls were begun in February and continued through March, 1908.

The principal items of repairs were the following:—

Dredge No. 1, was hauled on the slipway. The sides of her well were repaired, several planks were renewed, the seams all caulked and tarred. The rest of the hull was also caulked, the seams tarred and woodwork painted.

The four pistons of the main engine were ground, joints in the steam distribution were overhauled as well as the boiler.

Dredge No. 2. There was a lengthening of the side chute, to reach further on the scow. Also two iron troughs added for the chains forward. A new upper tumbler was placed.

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Dredge No. 4. A new lining of the chute was provided, the chute being first strengthened.

Dredge No. 6—had repairs to her boilers, to the plates of the side chute. Two new smoke stacks for boilers.

Dredge No. 7.—The intermediate and low pressure pistons were ground. A new lining inside of the suction turbine was put in, and a new shaft for wheel of this pump was fitted and put in place. Repairs were made to the four boilers.

Fifteen of the discharged pipe pontoons were hauled for caulking and painting.

Dredge No. 8.—Alteration was made to bow anchor winch, to have quicker motion when winding up chain.

Dredge No. 9. Alterations and repairs to the suction pipe travelling crane.

Tug Cartier—had extensive repairs to her deck and upper part of hull.

The boiler was repaired and a new smoke stack and smoke stack casing were put on.

Tug Champlain. A steering gear from the *Jas. Howden* was installed.

Tug Jas. Howden. The deck was caulked, a new steering gear was installed, more power being required for service below Quebec.

The upper part of the hull was tightened up and reinforced, a wooden chock placed under the guard so as to break the impact of the seas.

A new windlass was provided, and a new casing on smoke stack.

Str. De Levis. A new stern cabin was built.

Tug Jessie Hume. A pony pump was added to her equipment.

Coal barge No. 1—had a new smoke stack.

Coal Barge No. 2—had alterations and repairs made to her housing.

Coal Barge No. 3—had her deck overhauled and caulked.

The vessels employed on the maintenance of lights, viz.—the *Shamrock* and barge *Acetylene* were also attended to, as well as those of the construction of lights branch, viz.—the *Vercheres*, *Hosanna* and *Alpha*.

The Shamrock—had new fireproof floor laid of concrete and tubes under the fire-place.

There were repairs to the anchor hoisting winches. Valves and connections were overhauled, and the steam heating system improved.

The mast and boom were repaired, as also the winches.

Barge Acetylene. The mast was repaired and a new and longer boom installed.

Survey boat for Hydrographic Department. The *Str. La Canadienne* received a general overhauling. She was painted inside and out, the hull being first thoroughly scraped above water line. A condensing coil was added on her exhaust, so as to save the fresh water. A number of minor repairs were made.

Improvements to shipyard. During the summer of 1907 the following buildings were put up.

No. 18. Contains a paint shop and painting room, at one end, the other end has a store room for asbestos materials and work shop. The whole upper part of building No. 18 constitutes a mould loft 170 feet long by 35 ft. wide with good light on all sides, and heated in winter time. The working lines of the vessels are drawn full size in this loft.

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No. 19.—Is a building to house the patterns of castings used for the dredging fleet and other constructions. This shed is 100 ft. long x 30 ft. wide and has three floors of these dimensions and an attic above.

Signal service. Cabins for four large and six small stations were built at the shipyard. Flag masts 60 feet in height were also made at the yard for twelve stations.

General. All the buildings of the shipyard were painted during the year and the machinery maintained in a good state of efficiency. The working force at the shipyard during the year varied from 610 to 744 and averaged for the year 641.

The financial statement herewith, shows the total amount expended at the Sorel shipyard during the fiscal year ending March 31, 1908, to have been \$1,049,859.41.

Yours obediently,

G. J. DESBARATS,
Director of shipyard.

GOVERNMENT SHIPYARD, SOREL.
STATEMENT of Revenue and Expenditure for the Fiscal Year 1907-1908.

Year.	Amount.	Year.	Amount.
	\$ cts.		\$ cts.
March 31..	To Appropriation for St. Lawrence ship channel.	March 31..	By Operating dredging fleet..... \$522,682 84
" 31..	Appropriation for construction of sea-going hopper dredge.....	" 31..	Construction for dredging fleet..... 34,406 57
" 31..	Appropriation for construction of dredge for Cap à la Roche	" 31..	Improvements to Sorel shipyard..... 69,169 94
" 31..	Steamer for construction of lights below Quebec.....	" 31..	Stores and materials..... 31,290 09
" 31..	" " " on lakes.....		
" 31..	Public Works Department.....	" 31..	Construction No. 15 sea-going hopper dredge.....
" 31..	Steamer <i>Maisonnette</i>	" 31..	" No. 19 dredge for Cap à la Roche.....
" 31..	Hydrographic Survey.....	" 31..	" No. 21 steamer for construction of lights below Quebec.....
" 31..	Construction of lights, P.Q.....	" 31..	" No. 22 steamer for construction of lights on lakes.....
" 31..	Maintenance of lights, P.Q.....	" 31..	Public Works Department, repairs and supplies.....
" 31..	" " B.C.....	" 31..	Steamer <i>Maisonnette</i>
" 31..	Steamer <i>Scout</i>	" 31..	Hydrographic survey, repairs and supplies.....
" 31..	Signal service.....	" 31..	Construction of lights, P.Q.....
" 31..	Spur line.....	" 31..	Maintenance of lights, P.Q.....
" 31..	Cruiser <i>Constance</i>	" 31..	" " British Columbia.....
" 31..	C.P.R. liner steamer <i>Montreal</i> , re salvage.....	" 31..	Steamer <i>Scout</i>
" 31..	Steamer <i>Lady Grey</i> , trip to Seven Islands.....	" 31..	Signal service.....
" 31..	Sundry refunds.....	" 31..	Spur line, South Shore Railway.....
		" 31..	Cruiser <i>Constance</i>
		" 31..	C.P.R. liner steamer <i>Montreal</i> , re salvage.....
		" 31..	Steamer <i>Lady Grey</i> , trip to Seven Islands.....
		" 31..	Administration of pilotage steamer <i>Evreka</i>
		" 31..	Salaries at Ottawa.....
		" 31..	Steamer <i>Bonville</i>
			1,049,859 41

APPENDIX No. 17.

INVESTIGATIONS INTO WRECKS AND CASUALTIES.

OTTAWA, April 1, 1908.

To the Deputy Minister, Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to submit my report on investigations into casualties and accidents that have occurred on the coasts of Canada, the Gulf and River St. Lawrence, and the Great Lakes, during the season of navigation of the last fiscal year.

The following casualties have been investigated:—

SS. *Mary*.
C.P.R. *Montrose*.
SS. *Lurline*.
SS. *Montreal*.
SS. *Montcalm*.
SS. *Mt. Temple*.
SS. *Yarmouth*.
SS. *Kildona*.
SS. *Basutoland*.
SS. *Lansdowne*.
SS. *Coban*.
SS. *Cassandra-John Lambert* (collision).
SS. *Martha-Eureka* (collision).
SS. *Senlac-Rosalind* (collision).
S.S. *Prescott-Havana* (collision).
SS. *Prince George-Lowwood* (collision).
SS. *Imperial-Germaine* (collision).
SS. *Mongolian-Hurona*. (This investigation held in Great Britain.)
SS. *Charmer-Tartar* (collision).
SS. *Norwalk-Jett* (collision).
SS. *Jessie Hume-Corinne* (collision).
SS. *Vigilant-Nettie B.* (collision).

and the judgment of the court is attached.

In addition to the above-mentioned casualties there have been various investigations in regard to the disobedience of the orders which were laid down for the regulation of the traffic in the Lime-kiln crossing in the Detroit river.

The Lime-kiln crossing is a short and narrow passage, nearly opposite Amherstburg, in the Detroit river; it is entirely in Canadian waters, although nearly all the dredging improvements, &c., have been carried out by the United States government.

The traffic through this crossing is enormous, the records showing some twenty-five thousand vessels passing in the course of a season, carrying nearly seventy millions tons of freight. The whole breadth of the entire channel is only 450 feet, that is to say, 300 feet on the westerly side of the channel, with a depth of 21 feet; and 150 feet on the easterly side of the channel, with a depth of 19½ feet. It will, therefore, be seen that it requires the greatest possible care and caution to avert collisions in this narrow channel, which, if they did occur, very possibly would tie up the greater part of the tonnage of the great lakes; it was, therefore, necessary to establish a patrol, and, as the crossing is entirely in Canadian waters, it was decided that a Canadian patrol boat should be commissioned for this purpose; a set of rules and regulations were drawn

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up for the regulation of traffic in this crossing; and the patrol tug is on duty, day and night, with most satisfactory results, seeing the regulations carried out.

The crossing at the Lime-kiln, being entirely in Canadian waters, it is the intention of the Canadian government to regulate the traffic in that locality, and the following regulations are to be carried out by the patrol boat, in addition to the regulations which have already been issued:—

1. All vessels bound down, to take westerly channel of the Lime-kiln crossing.
2. All vessels bound up, to take the easterly channel of the Lime-kiln crossing.
3. In cases of confusion it is the duty of the patrol boat to instruct vessels in the order in which they will pass the crossing, bound either up or down.

A report is sent every day to the department from the officer in charge of the patrol boat, reporting what vessels have passed up and down; their names and nationality, and, in the event of any master disobeying the regulations, if it is a United States vessel, the matter is reported to the United States authorities in Detroit, to take action in the case; and if a Canadian vessel, action is taken by this department.

The St. Lawrence route has been remarkably free from accidents during the season, and none of those which occurred involved loss of life; there were two collisions in the harbour of Montreal, the first between the *Prescott* and *Havanna*, and the second between the *Germaine* and *Imperial*; a third accident occurred when the SS. *Montrose* touched bottom in Lake St. Peter; there was also an investigation into a complaint against the United States steamer *John Lambert*, by the master of the SS. *Cassandra*, for the contravention of the rules of the road in Montreal harbour, and the captain of the *John Lambert* was fined. This was the first case of the kind which has happened in Canadian waters.

This session the Canada Shipping Act was amended in reference to investigations into shipping casualties in the following manner:—

(28) Section 782 of the said Act is repealed and the following is substituted therefor:—

‘782. A court so appointed is authorized to hold a formal investigation upon one being ordered by the minister in the following cases:—

- ‘(a) A shipping casualty.
- ‘(b) Where a master, mate, pilot or engineer has been charged with incompetency, misconduct or default while serving on board any British ship on or near the coasts of Canada or in the course of a voyage to a port in Canada.
- ‘(c) Where a master, mate, pilot or engineer is charged with incompetency, misconduct or default while serving as an officer on board a British ship registered in Canada.
- ‘(d) Where a master, mate, pilot or engineer is charged with incompetency, misconduct or default while serving on board a British ship found in Canada.
- ‘(e) Where, in a case of a collision, the master or certificated officer or pilot in charge of a vessel fails, without reasonable cause, to render to the other vessel, her master, crew and passengers, such assistance as is practicable and necessary to save them from any danger caused by the collision and to stay by the vessel until he has ascertained that she has no need of further assistance, and also to give to the master or persons in charge of the other vessel the name of his own vessel and of the port to which he belongs and also the names of the ports from which he comes and to which he is bound.
- ‘(f) Where the minister has reason to believe that any master, mate, pilot or engineer is from any cause unfit or incapable to discharge his duties.’

(29) The said Act is amended by inserting the following section immediately after section 782:—

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'782*a*. It shall not be necessary to hold a preliminary investigation before a formal investigation is held.'

(30) Section 784 of the said Act is repealed and the following is substituted therefor:—

'784. A court holding a formal investigation into a shipping casualty shall hold it with two or more assessors to be selected for that purpose by the minister. Such assessors shall have nautical, engineering, or special skill in the matter to be inquired into, and the court shall be the sole judge as to whether any assessor possesses the requisite skill.'

(31) Section 75 of the said Act is repealed.

(32) Section 786 of the said Act is repealed and the following is substituted therefor:—

'786. Every commissioner and assessor, before entering upon his duties, shall take and subscribe the following oath:—

'I (A. B.) do swear (or solemnly affirm) that I will perform the duties of commissioner (or assessor) under the Canada Shipping Act, and that I will act faithfully in that capacity, without partiality, fear, favour or affection. So help me God.'

(33) Section 796 of the said Act is repealed and the following is substituted therefor:—

'796. The court may at any time, either during or after a formal investigation, call upon any master, mate, pilot or engineer, to deliver his certificate to the court.'

(34) Section 798 of the said Act is repealed and the following is substituted therefor:—

'798. The court shall, upon application being made therefor, furnish free of charge to any master, mate, pilot or engineer, whose certificate has been cancelled or suspended, or to his agent, a copy of the judgment of the court.'

(35) Section 799 of the said Act is repealed and the following is substituted therefor:—

'799. The court shall in all cases send the judgment in the case, with the evidence, to the minister, and if it determines to cancel or suspend any certificate, and the certificate has been delivered to the court, the certificate shall also be sent to the minister.'

(36) Subsection 3 of section 801 of the said Act is repealed and the following subsection is substituted therefor:—

'3. A certificate shall not be cancelled or suspended under this section unless the holder of the certificate has had an opportunity of making a defence.'

(37) Section 806 of the said Act is repealed and the following is substituted therefor:—

'806. The minister may order the case to be re-heard by the court by which the case was heard in the first instance, or may appoint another commissioner and select the same or other assessors to re-hear the case.'

(38) The said Act is amended by inserting the following section immediately after section 806:—

'806*a*. There shall be no appeal from any decision of a court holding any formal investigation under this Act, except to the minister, for a re-hearing under the provisions of section 806.

'2. No proceeding or judgment of a court in or upon any formal investigation shall be quashed or set aside for any want of form, nor shall any such proceeding or judgment be removed by *certiorari* or otherwise into any court; and no writ of pro-

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hibition shall issue to any court constituted under this Act in respect of any proceeding or judgment in or upon any formal investigation, nor shall such proceeding or judgment be subject to any review except by the minister as aforesaid.'

(39) Section 820 of the said Act is repealed and the following is substituted therefor:—

'820. Every master, mate, pilot or engineer who fails to deliver his certificate to the court when so required, either during or after a formal investigation, shall incur a penalty not exceeding two hundred dollars.'

(40) The schedule of the said Act is amended by adding thereto the following forms:—

' FORM "W."

' *Appointment of Commissioner.*

' In pursuance of the powers vested in me, I, the honourable., Minister of Marine and Fisheries of Canada, do hereby appoint. to be a commissioner for the purpose of holding a formal investigation into (here describe the casualty to be investigated).

' Dated at., this. day of., 19..

.....
' *Minister of Marine and Fisheries.*

' FORM "X."

' *Appointment of Assessor.*

' Under the provisions of the Canada Shipping Act, I, the honourable., His Majesty's Minister of Marine and Fisheries of Canada, do hereby appoint. to be an assessor under the provisions of the said Act.

' Dated at., this. day of., 19..

.....
' *Minister of Marine and Fisheries.*

A full statement of wrecks and casualties that have occurred in Canadian waters and to Canadian sea-going vessels in others waters, will be found in the supplement to this report.

I have the honour to be, sir,
Your obedient servant,

O. G. V. SPAIN,
Wreck Commissioner for Canada.

SS. 'MARY.'

The court, after reviewing the evidence adduced, finds as follows:—

That the steamer *Mary* was managed by Messrs. Revillon Bros., and in the fall of 1906, the vessel being out of commission and without master or ship's company, Messrs. Revillon gave instructions to Mr. Fournier, who had been formerly master of the *Mary* for a short period, and who holds a certificate as master of a fore-and-aft rigged sailing vessel, to place her in winter quarters, and that this officer not having great experience of the movement of the water and ice during the winter season in the

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harbour of Montreal, took counsel with a Mr. Rochon as to the desirability of placing the vessel alongside the Tarte pier for the winter; this man, considering that the Tarte pier was a safe place, advised Mr. Fournier to place the *Mary* there.

From all the evidence which it has been possible to gather, Mr. Rochon's knowledge of river conditions during the early spring were more general than particular. He had never before taken care of a steamer in the ice, nor had he at any time seen a steamer wintering in the ice in that locality.

The steamer *Mary* was placed alongside the Tarte pier and was frozen in there. She remained in that condition until the night of March 28, or the morning of the 29th, when the ice began to go down the channel and fill up the narrow parts, causing the water to back up over the ice.

The *Mary* being frozen in securely, and the ice by which she was held, holding firmly and failing to rise with the rising water, the water overflowed the vessel filling her and causing her to sink; the ice surrounding her slackening at the same time sufficiently to allow her to break through it.

The backing up of the water over the ice, caused by the loose ice, filling up the narrow parts of the channel, is a common happening and is a well known fact to persons of experience on the river; the effect of this backing of the water is much more noticeable below St. Mary's current, therefore, it is invariably customary to place vessels in winter quarters in Montreal harbour inside of the Guard or Mackay pier; the valuable plant belonging to Mr. Poupore, the contractor, was removed from the Tarte pier to a place inside the Mackay pier for winter quarters for the reason that the latter mentioned place was considered by the manager far safer in every way.

The court is of the opinion that the man whom Revillon Bros. left in charge of their vessel during the winter was not competent to fulfil the task, and the authorities of the port of Montreal were not consulted in reference to the berthing of the vessel. The regulations respecting berthing of vessels in the port of Montreal were not complied with in the case of the *Mary*.

In the opinion of the court a far safer place in the harbour of Montreal might easily have been found to winter her. Rochon being the only man employed was unable to take the customary precautions to prevent the vessel being damaged at the time of the well known spring conditions.

For the above mentioned reasons, the court is of the opinion that Messrs. Revillon showed a want of interest in the safeguarding of their vessel during the winter; there were many experienced men in Montreal from whom they could have taken advice, and who doubtless would have informed them that the Tarte pier was not a safe place to winter the vessel, but they were thoroughly satisfied with leaving the matter in the hands of Fournier and Rochon who, in the opinion of the court, were not competent men for this particular work.

There also apparently was no endeavour on the part of Rochon to cut away the ice round the vessel so as to give her a chance with the water, a custom which is generally followed.

The court is, therefore, of opinion that Messrs. Revillon Bros. are responsible for the damage caused to their vessel.

O. G. V. SPAIN,
Wreck Commissioner.

I concur:

JAMES RILEY,
Assessor.

SS. 'MONTROSE.'

The court, on the termination of hearing all the evidence which it was possible to obtain, and after affording both the pilot and the master and officers of the ship full opportunity for defence and explanation, finds as follows:—

The SS. *Montrose* is a vessel of 6,278 tons gross, and owned by the Canadian Pacific Railway Company, registered at the port of Liverpool, Great Britain, and commanded by Captain J. H. Moore, who holds a Board of Trade master's certificate.

The SS. *Montrose* was fully found in all the requisites to safe navigation, and properly manned, in accordance with the Act; from all the evidence adduced, all went well on the voyage until after the vessel passed Father Point, at which place, at 7.56 a.m. apparent time, on the 2nd instant, Branch Pilot Joseph H. Talbot, who holds a pilotage certificate for and below the harbour of Quebec, was taken on board, and took charge of the navigation of the vessel; at this time the weather was fairly clear, and the east end of Barnaby island was visible, but the weather conditions were such as to conduce to caution. At 9 a.m. Bicquette was passed at an approximately assumed distance of three miles, but nothing was observed; weather thick and lifting at intervals.

At 11.30 a.m. the vessel was enveloped in thick fog, but the sound signal on Red Island lightship was heard right ahead; ship was continued at full speed, which was in the neighbourhood of ten and one-half to eleven knots; for some reason, not satisfactorily explained to the court, they passed north of the Red Island lightship, star-boarding the helm, and passing between the ship and the island.

The testimony at this point is somewhat conflicting, it being impossible to find out exactly how long the ship was headed to the S.E., but the evidence of the master and officers of the vessel shows that the lightship was passed at 11.56 a.m., and the *Montrose* was steadied on her course of S.W. by W. $\frac{1}{4}$ W. at 12 h. 02 m. p.m. (or six minutes) and she took the ground at 12.18 p.m.; clearly proving that she could not have run on the S. E. course for as long a time, or for as great a distance, as the officers in charge assumed she had.

The court considers that the pilot, Joseph H. Talbot, was guilty of a grave error of judgment, inasmuch as he continued at full speed, and on too fine a course, without first ascertaining, by lead or otherwise, that the vessel was in a safe position to clear a thoroughly well known danger.

At the same time the court cannot exonerate the master, J. H. Moore, from blame, as this officer accepted the actions of the pilot as correct, and allowed him to alter the course, and continue at full speed, without first assuring himself of the actual position of the vessel—which might have been so easily and conveniently found out by taking the departure from the lightship, and running a course that would determine a safe offing from the Red Island reef. The court, taking into consideration the excellent record as a pilot held by Joseph H. Talbot, fines him the sum of one hundred dollars, which is to be paid in four quarterly instalments, of twenty-five dollars each; Captain J. H. Moore, master of the S.S. *Montrose*, is admonished and warned to be more careful in future. The court exonerates the other officers of the S.S. *Montrose*.

O. G. V. SPAIN,
Wreck Commissioner.

We concur:

ARCHIBALD REID,

Master Mariner and Port Warden of Montreal.

CHARLES A. RAYMOND,

Branch Pilot for and below Quebec.

S.S. 'LURLINE.'

The court having carefully inquired into all the circumstances attending the above mentioned shipping casualty, finds as follows:—

That the steamship *Lurline* was a vessel of 78 feet 8 inches long, 16 feet 3 inches beam, depth 7 feet 8 inches with a gross tonnage of 66 tons, that she was owned by

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the Ontario Government and commanded by Captain J. B. Forest, who holds a service certificate as master of a steamer on the inland waters.

It appears from the evidence adduced that the *Lurline* left Sarnia, Ontario, on Thursday morning, October 24, 1907, and arrived off the port of Goderich about five o'clock in the evening of the same day, the whole run being made in daylight, and the obstruction which caused the casualty was also struck during daylight.

This obstruction was a breakwater which was built by the Federal Government several years ago and had been partly washed away and became submerged.

It was, however, marked by a stake at each end and, in addition to this, a gas buoy was at the southwest end. This buoy was red and was placed on the wrong side of the channel; the fact of the buoy being in this position, however, did not in any way affect this particular casualty, as by the evidence the captain himself gave he was proceeding in the harbour on the old ranges. These ranges have been in operation for more than 20 years, are misleading and lead a vessel immediately over the submerged breakwater. The court recommends that they should be immediately discontinued.

New range lights were put in operation in 1905, and on June 13 of that year mariners were all advised as to the work being done, on September 2, 1905, a further notice was sent out advising all mariners that new range lights had been established and at the same time giving explicit directions as to entering the harbour, again on September 20 of the same year mariners were advised that a portion of the breakwater had been carried away, and warning them to enter on the new ranges referred to above.

These notices to mariners are sent to all Canadian Collectors of Customs whenever any new aids to navigation are established or when any danger is reported, and masters of vessels should inquire at the customs house for these notices.

Captain Forest did not take the necessary precautions to possess himself of the latest information in regard to the harbour of Goderich, which could have been easily obtained from the last port the ship left, and the same information could also have been ascertained from the Coast Pilot Book, which was actually on board the steamer at the time of the disaster; this officer was under the very mistaken impression that the aids to navigation at the entrance to Goderich harbour were exactly the same as they were when he last was there, between 15 or 20 years ago, and the casualty to the *Lurline* was caused by the indifference and negligence of the master in not supplying himself with the necessary information in regard to the aids to navigation which have been established in recent years and which might have been so easily obtained.

As far as the court has been able to ascertain the previous record of Captain J. B. Forest is a good one, but the court is unable to overlook the carelessness of this officer in not providing himself with the information above mentioned, and therefore feels constrained (more especially as at the time of the accident the weather was clear and there was practically a calm sea) to suspend the service certificate as master of a steamer on the inland waters held by Captain Forest for a period of six months from the 25th day of October, 1907, the date of the disaster.

O. G. V. SPAIN,

Wreck Commissioner.

We concur:

(Sgd.) W. A. WIGGINS,

S. CRANGLE,

Master Mariners, Assessors.

S.S. 'MONTREAL.'

The court having carefully inquired into all the circumstances attending the above mentioned shipping casualty, finds as follows:—

That the steamship *Montreal* was fully found in all the necessary requisites to safe navigation, and properly manned, in every particular, in accordance with the Act; that the machinery and steering gear work well; and that the pilot's orders were promptly attended to.

It appears from the evidence adduced that all went well on the voyage, until after the vessel passed Quebec, where Branch Pilot Lyderic Bouille, (who holds a pilotage certificate for and above the harbour of Quebec), was taken on board and took charge of the navigation of the vessel; there was no trouble whatever experienced up to the time of passing the buoy, on the south side of the channel below lightship No. 2; the pilot himself steering and a strong wind blowing from the north. At this place the *Montreal* took a sudden sheer to starboard, (probably from the fact of having too much port helm at the time, although after passing the buoy the helm was put hard-a-starboard), and took the ground near lightship No. 2, striking her port bow against the crib and concrete base of the collapsed light-tower, thereby causing serious damage to the port side of the vessel, filling No. 1 hold and No 2 deep tank, with water, and damaging a large portion of cargo; the vessel remained stranded until 8 p.m. on the 3rd instant, when after lightening a good portion of the cargo, she floated and proceeded on her voyage to Montreal. The testimony, as to the working of the engines, and the orders given shortly before the accident occurred, is conflicting but the court considers that the evidence brought forth proves that the instructions of the pilot, in regard to the movements of the engines, were obeyed, and that he was responsible for any orders given. The court considers that the stranding of the steamship *Montreal* was caused by the wrongful act of Pilot Lyderic Bouille, and adjudges him guilty of a grave error of judgment in, (firstly) attempting to cross Lake St. Peter and not anchoring at the new anchorage ground, opposite white buoy No. 57, when he found the vessel was not (as he claims) steering well, and darkness was rapidly approaching; and, (secondly), although the channel is six hundred feet wide at this point, by attempting to pass north of lightship No. 2, which was evidently his intention, as—after the vessel had taken the ground, he gave the order 'full speed ahead' on both engines, and 'hard-a-port.' The court takes into consideration the long experience, eighteen and one half years, which Lyderic Bouille has had as a pilot; his uniform good conduct and freedom from accidents during this period; and, in view of these facts, desires to be as lenient as possible, under the circumstances, but cannot overlook the grave error in judgment that he made, on this occasion; and, therefore, imposes a fine of seventy-five dollars, to be paid in three quarterly instalments of twenty-five dollars each; the first instalment to be paid on January 1, 1908.

The court exonerates the master and officers of the steamship *Montreal* from all blame.

O. G. V. SPAIN,

Wreck Commissioner.

We concur:

(Sgd). ARCHIBALD REID,

.... *Master Mariner and Port Warden of Montreal, Assessor.*

WILBROD GAUTHIER,

Branch Pilot for and above the Harbour of Quebec, Assessor.

JUDGMENT *re* STRANDING OF THE C.G.S. 'MONTCALM.'

In accordance with instructions I proceeded to Quebec and held an investigation, under oath, into the cause which led to the stranding of the C.G.S. *Montcalm* at Pointe

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Au Maurier, on the morning of the 22nd ultimo. I fully inquired into the whole matter, and have to report that no blame is attached to the captain or officers of this vessel. The casualty was a fortuitous accident, and the ship struck on an uncharted rock; all precautions were taken, she was going slow at the time, the lead was being used and lookouts were stationed.

In following out the instructions as laid down by the St. Lawrence Pilot, Seventh Edition, 1906, the course directed to be used in entering Wataghestic Sound leads directly over the rock which the *Montcalm* struck. There is a depth of twelve to fourteen feet on the rock, surrounded by depths varying from twenty to twenty-six fathoms; bearings and distances exactly locating the position of this rock were taken by the captain and officers, and there is no doubt in my mind that everything was done that possibly could be done for the safe navigation of the vessel.

Captain Belanger and his officers are therefore exonerated from all blame and a formal investigation into this matter is not necessary.

DECISION OF THE COMMISSIONER AND NAUTICAL ASSESSOR re STRANDING OF THE
SS. 'MOUNT TEMPLE.'

The stranding of the ship occurred on Monday, December 2, 1907, at about 2.44 in the morning.

It appears from the evidence that the captain had a good position in leaving Cape Pine, Newfoundland, and that he had sounded on the morning of December 1, to verify his position in crossing the banks, and also that he had partial observations after noon on the same day. In the evening of that day there were a few snow squalls previous to midnight, and while it seemed clear on the horizon at midnight, the evidence shows that it was overcast. Although the captain had considered that he had taken sufficient precautions throughout the day to ascertain his position, and therefore felt confident at midnight that he knew his position, we find that there was want of prudence on his part under all the circumstances in this case, in omitting to take soundings when approaching the coast. Considerable evidence was given to show that there was an unusually strong current during that evening and also that there was a tidal wave, but we cannot find that the influence of these phenomena caused the stranding of the ship. If soundings had been taken at eight o'clock in the evening of December 1, and again at midnight, the captain would have found that the position he had taken from the reckoning was not correct, and that the ship was experiencing some unusual current, and having thereby obtained this knowledge he would not have left the deck while steering a course which he would then know was carrying the ship toward the land.

Notwithstanding the fact that Captain Farrell of the *Sylvia*, a mariner of long experience, who was also approaching the same coast, and on practically the same course, on the night in question, testifies that, with the weather then prevailing, and where an observation had been taken at noon, he would not think it necessary to have been sounding, we nevertheless consider that sounding should have been taken at eight o'clock and midnight, and that the captain of the *Mount Temple* was in default in not using the lead under the circumstances.

We deem it our duty to place on record the fact that after the casualty had occurred the discipline on the ship was admirably maintained, and that the skill and judgment displayed by the captain, under most trying conditions in superintending the successful landing of 633 passengers in safety are worthy of the strongest commendation.

When the captain left the deck, shortly after midnight, the second officer who then took the watch, received written orders from the captain to call him if the weather got thick or hazy. There were snow-squalls between one and two o'clock in the morning and these snow-squalls were becoming heavier and more persistent as time passed. From about 2.30 in the morning until 2.44, when the ship struck, a snow-squall prevailed, and it was then snowing heavily. It must have been very thick when the ship

struck because the land itself was not seen by the second officer, as land, until she struck. He admits himself that if he had called the captain when the snow-squalls became frequent and prolonged the captain might have altered the course and cast the lead.

While this second officer was on duty at about 2.35 in the morning, the look-out reported a light, which the second officer took to be a vessel's light, about two or three miles off. It was a bright light and could be seen all the time after 2.35 until the ship struck. It subsequently transpired that this light was the light on West Iron-bound island, and that the ship had overrun her distance from noon about forty-two miles. When the second officer saw that bright light ahead, or nearly ahead, and assumed that it was a vessel's light, he ported the wheel without taking into consideration that that course might carry his ship upon the land. We desire to make reasonable allowance for the unexpected situation in which he found himself, but it must be noted that he was not obliged to exercise his judgment instantaneously, and he had sufficient time to enable him to come to a proper decision under the circumstances and to have starboarded his wheel and gone off shore.

On the foregoing grounds we find that the second officer was grossly culpable.

In this matter there having been no preliminary report or statement of the case, referred to in sections 780, 788 and also subsections 3 of section 801, the service of a copy of which on the certificate holder is made an essential pre-requisite to the suspension of the certificate, we have no statutory power in this case to suspend the extra master's certificate of the Second Officer Griffith Owen Lewis No. 035827, but we make these findings upon the evidence so that the certificate of the second officer may be dealt with in subsequent proceedings by the proper authorities, if such a course is deemed expedient.

JUDGMENT *re* STRANDING OF THE SS. 'YARMOUTH.'

It would appear from the evidence that Captain McKinnon in fixing his course allowed too much to the east of north for the tide, viz., N. $\frac{3}{4}$ E., the proper course being N. 2 degrees west.

The lead was only used twice—the first cast was made at 4.37 o'clock, and 18 fathoms of water found, this was eleven minutes before the steamer struck. The second cast was made at 4.43 o'clock, and 13 fathoms of water found, just five minutes before the steamer struck.

In my opinion, when it was found that the water was shoaling so quickly and the steamer going slow, it would appear that more precaution should have been taken, either by coming to an anchor or by putting the steamer on another course, say W. N. W., which would, in all probability have prevented the accident.

IN THE MATTER OF THE FORMAL INVESTIGATION INTO THE 'KILDONA' CASUALTY.

Report and decision of the Commissioner and Nautical Assessors:—

This casualty occurred on Saturday, December 14, 1907, at about 8.40 in the morning. The Nova Scotia coast was first sighted at half-past six in the morning, the ship being then abreast of the *Gull*, with the Gull light abeam. The weather was then fairly clear, but very hazy on the land. Previous to this time we find that the captain had been navigating the ship with all due care: that he had approached the land on the previous day and had his position well verified at this time and was then justified in running for the Brazil buoy. On getting near the position where the buoy ought to have been he was in the act of going to take cross bearings when the ship struck Brazil Rock. The sea was fairly smooth at the time and there was no indication of the sea breaking on the rock. There was not a sign of the rock.

All the evidence establishes conclusively that this buoy was not only out of position but was nowhere in the vicinity to be seen. The current was very strong at the time of the casualty. The captain had given instruction to the officer in charge

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to look out for this buoy, and from the evidence given before us we find that he was justified in running for the buoy.

After the casualty occurred, every possible effort was made by the captain and his officers to save the ship and prompt aid was rendered by S.S. *Louisburg* which was specially equipped for salvage purposes, and the attempt to save the ship was not abandoned until further effort became manifestly hopeless. From the foregoing facts we consider that the captain and officers are entitled to be exonerated from any blame in connection with this casualty.

(Sgd.) W. B. WALLACE,
Commissioner.

NEIL HALL,
CHAS. W. SEELEY.
Assessors.

FINDING IN STRANDING OF SS. *LANSDOWNE*.*

Captain Geo. W. J. Bissett, commanding the SS. *Lansdowne*, testified as follows:—

After leaving Yarmouth and entering this inside passage, he slowed the ship down to half speed, steering the course as laid down on the chart, until Green island was well in sight, when he ordered the third mate, Mr. Robertson, to get the bearing of this Green island, by the standard compass, which was obtained and reported to witness (the master) who ordered the helmsman to steer S.W. by S. $\frac{1}{2}$ S. (S. $2\frac{1}{2}$ points W.) which was direct to the island, plain to be seen, and also ordered the boatswain at the same time to his station, to keep the lead sounding, the ship taking the bottom as the boatswain was about casting the lead, the tide being at this time, one hour and twenty minutes from low water, sea was smooth, the ship hard and fast on the bottom, until flood tide gave sufficient water. Ship coming off showing no evidence of being stranded or of leaking, nor has any further evidence of same shown at this date.

To questions as to whether the ship's standard compass was correct magnetic, the witness stated that the compass was found to be correct some little time before, and again two days after the accident.

The third mate, Mr. Robertson, was put on the stand, his testimony fully confirming Captain Bissett's declaration. After this the line of bearing as stated for Green island (S. $2\frac{1}{2}$ points west) was laid down and found to clear the shoal on which the *Lansdowne* took the bottom, thereby making it evident, that either a mistake had been made in the bearing of Green island, or that the ship's standard compass was not correct magnetic.

The latter I am inclined to believe was the case, because the shoal on which the ship took the bottom is not on the line of bearing S. $2\frac{1}{2}$ points west, which was the course claimed to be steering when heading for Green island, at the time she ran aground.

If this be not the cause, then evidently there must have been a mistake in the bearing given, which should have been S. by west $\frac{1}{2}$ west, instead of S.W. by S. $\frac{1}{2}$ S. This error should have been discovered the moment the ship's head was brought to bear direct for Green island.

S.S. 'COBAN' CASUALTY.

(1) The S.S. *Coban* had her engines stopped in rounding the Bunker Island Light and the strong current of the ebbing tide nipped her starboard bow putting her across the channel over towards and upon the edge of Sallows Rock shoal. The deepest water of the channel is midway between Bug Light and Sallows Rock.

(2) The captain and officers said ship was considerably nearer Sallows Rock than the Bug Light; and the ship striking bottom on starboard side confirms this statement.

(3) *Coban's* bottom on starboard side caught an obstruction on the rocky bottom,

presumably a boulder that had been moved out of position by the then recent attempt of the dredge *W. S. Fielding* to deepen the bottom along the west side of the flats down to and past Sallows Rock.

(4) The pilot should have known the deepest part of the channel and should have insisted on the *S.S. Coban* keeping to the line. He knew the current runs out strong near low tide and that the working channel is then narrower. The pilot was certainly blameworthy for not keeping the ship in the deepest water. He asked what water the ship drew and was told by Captain MacPhail 16 ft. 10 in. aft; with 18 ft. or 19 ft. at low tide in channel. The pilot would have known that only the centre of the channel was safe. Instead of that he allowed the ship to ground where the leadsman half an hour later found 2½ fathoms at ship's sides.

(5) Mr. Thomas Doane, the pilot, is lighthouse keeper and fog alarm engineer at Cape Fourchu but he is not a certificated pilot. He has not been to sea for 30 years and is not known by Harbour Master Scott to have been an officer on any sailing ship. Of steamers and handling them, his action on the *Coban* indicates ignorance.

(6) There is no competent pilot in or near Yarmouth obtainable for a ship wanting to enter the harbour; I beg to suggest that a pilot commission be appointed for Yarmouth and neighbouring parts, including harbours from Petite Passage, Digby to Harrington Passage.

(7) This pilot commission should have headquarters at Yarmouth with two resident members. One member for Tusket, one for Pubnico and vicinity, and one for Barrington Passage and Clarke's Harbour; west of Yarmouth, one member for Weymouth river or St. Mary's Bay and one for Westport and neighbourhood. The proviso should be stated by the Order-in-Council that the eastern members of the commission would concur in appointment of pilots for harbours east of Yarmouth and the members west of Yarmouth to control any western appointment.

(8) There is no sheet chart of Yarmouth harbour, while Ship harbour, Beaver harbour, Canso, Pictou and Pugwash have nice large charts. As Yarmouth is a leading port respecting passenger traffic, it is important that adequate charting be made and published.

SS. 'CASSANDRA' AND 'JOHN LAMBERT.'

The court, having carefully inquired into all the circumstances of the above-mentioned complaint, and, after considering all the evidence it was possible to obtain, finds as follows:—

It appears from the evidence adduced that the steamer *John Lambert* was berthed on the up-stream side of the Alexandra pier, in the harbour of Montreal, at 11.20 p.m., on the 23rd of May last; at about seven in the morning of May 24, she left this berth, in order to go into the basin, inside of the Victoria pier, where, according to the evidence, she was to unload into the *SS. Nordstjernen*; the *John Lambert* was moored at the Alexandra pier, with her bow towards the city, and the captain, in his evidence, says that, as she was being swung round in the basin, above the said pier, in order to enable him to head down stream, the *Cassandra* was noticed coming out of Windmill Point basin, manœuvring, in order to turn, and go down stream, also; it is very clear, from the evidence, that both ships were, therefore, proceeding down the river, the *John Lambert* being some short distance ahead of the *Cassandra* and on her port bow; the vessels proceeding at a moderate rate of speed. The master of the *Cassandra* gave one short blast with his whistle, and ported his helm, in order to enable him to take up his proper position, on the starboard side of the channel; the evidence of the crew of the *John Lambert*, at this point, was, that they had not heard this first blast, given by the *Cassandra*; however, whether this signal from the *Cassandra* was heard or not by the *John Lambert*, the master of the latter vessel gave two short blasts with his whistle, signifying to the vessel astern, according to article 28 of the Act respecting the Navigation of Canadian Waters, that he was directing his course to port, but, instead of carrying out the manœuvre, as indicated by his signal, he did exactly the opposite, that

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is to say, he ported his helm, going to starboard, and running directly across the bows of the *Cassandra*. The evidence, at this point, in regard to the distance the two vessels were apart, is very conflicting, the evidence of three of the witnesses for the *John Lambert* contradicting the evidence of seven of the witnesses for the *Cassandra*; the *John Lambert's* witness saying that the vessels were so far apart that at no time was there danger of collision; the court, however, attaches great importance to a disinterested witness, that is to say, the master of the tug *Lucia*, who says that he was ahead of the *Cassandra*, and connected with her by one hundred and fifty feet of a tow line, and that he had to let go his tow line, as, otherwise, if he had not done so, the *Lucia* would have struck the *John Lambert*.

The master of the *Cassandra* immediately took prompt action to avert what he considered would be a collision with the *John Lambert*; he reversed his engines, let go both anchors, and sounded three blasts of his whistle to signify that he was going full speed astern. The court considers that, by this action, a collision was averted and the *John Lambert* passed safely across the *Cassandra's* bows, proceeding up-stream and into her berth.

The master of the *Cassandra* had no intimation of the intention of the *John Lambert*, to deviate from the course he was pursuing down stream, and, when he was misled by the signal of the vessel, a collision was imminent and he took every means to prevent it.

The master of the *John Lambert* does not offer any valid reason for his serious and dangerous breach of the rules of navigation and his excuse that he thought the rules of navigation on the Great Lakes applied to the harbour of Montreal, does not exonerate him in any way, as the rules of the road for the Great Lakes (see Section b. of Article 28) distinctly state that two short blasts means 'I am directing my course to port.'

The court is, therefore, of the opinion that the master of the *John Lambert* was in grievous fault, and that a serious disaster might have occurred, owing to his actions—and would have occurred—if it had not been for the prompt means which the master of the *Cassandra* took to avert it.

The court desires to bring to the notice of the authorities that Dennis T. Sullivan, of Duluth, Minnesota, master of the steamer *John Lambert*, holds a United States license as master of steam vessels for the Great Lakes, and tributaries, and as first class pilot between Chicago and Duluth which bears an endorsement, extending the license to the St. Lawrence river as far east as Ogdensburg; therefore this vessel, not having a branch pilot on board, was absolutely without an officer of any sort whose certificate or license would entitle her to navigate the waters where the casualty nearly occurred, the mate's license reading only as far east as Ogdensburg also. This, the court considers, a very serious matter and it is not an isolated instance as, in most cases which have been brought to the attention of the court, United States vessels, of this description, navigating Canadian waters east of Ogdensburg, are in the same category.

In addition to the above, the court is of the opinion that the *John Lambert* was liable for compulsory payment of pilotage, and in moving without a pilot, contravened the Montreal Harbour Commissioners' by-laws, and makes it compulsory on all vessels to pay dues for the services of a branch pilot when moving into or out of the harbour of Montreal.

The master of the *John Lambert*, holding a United States license, is outside the jurisdiction of this court even if his license were good east of Ogdensburg, and the court suggests in this case, that some action should be instituted against the master of the *John Lambert* under Section 924, of Chapter 113, of an Act entitled 'An Act respecting Shipping in Canada.'

O. G. V. SPAIN,
Wreck Commissioner.

I concur:
(Sgd.) JAMES RILEY,
Superintendent of Pilots and Master Mariner.

SS PRESCOTT AND HAVANA.

The court, having carefully inquired into the circumstances of the above-mentioned casualty, and after considering all the evidence it was possible to obtain, finds as follows:—

It appears from the evidence adduced that the ss. *Havana*, on the evening of the 2nd of July last, arrived at the entrance of lock number one, Lachine canal, and put two men ashore, to look after the lines, which were to help the vessel through the lock: at this moment the lockmaster gave orders to the master of the *Havana* to allow the ss. *Prescott*, which was following her, to go ahead, in accordance with paragraph c, section 19, of the regulations for the Dominion canals; to execute these orders the *Havana* went alongside, and made fast to a barge, which was moored on the south side of the entrance to the canal, so as to allow the *Prescott* to pass, the *Havana* overlapping the barge a portion of her length. According to the evidence, at this time, the *Havana* was within 150 feet, approximately, of the canal gate; the *Prescott* passed the *Havana*, and arrived at the entrance to the gate; Alfred Ouelette, who was in charge of her at the time (the master being down below) gave the signal to stop and reverse, by pulling two bells, but, finding his vessel still going ahead, he endeavoured to communicate with the engine-room, by pulling the forward bell, and also the port bell; he then gave two blasts of the whistle, which, he presumed, the engineers would understand meant to reverse, and, at the same time, he called down into the engine-room for the engineer to stop and reverse the engines; the *Prescott*, however by this time, had too much way on, and smashed into the upper gates of the lock; the rush of water caused by the smashing of these gates was enormous (as there was a difference of some twelve feet in the level of the upper basin); this rush, which lasted for about thirty seconds, carried the *Prescott* back at the rate of some fifteen miles an hour, her stern striking the port bow of the *Havana*, about fifteen feet from the stem, driving her on to the north pier, as the *Havana* was heading for the north side of the dock, causing considerable damage, and necessitating her being beached at the south end of the Bickerdike pier, where she sank.

The accident was caused by the wrong signal being communicated from the upper deck of the *Prescott* to the engine-room, the gong only striking once, instead of twice, as the officer in charge of the *Prescott* at the time intended; the reason for this being, that the spring on the hammer of the gong in the engine-room broke, after the first stroke was given.

Ouelette, from the evidence, apparently did everything in his power to stop the way of his vessel, when he found that his orders to the engine-room were not being carried out, and that, instead of the speed of the *Prescott* being lessened, it was increased; but the court considers that this speed was too great, even before he attempted to give the signal to reverse the engines, it, evidently, being his intention to stop the way of the *Prescott* by her engines, instead of with lines, as laid down in sections 5 and 26, of the Regulations for Dominion Canals.

Section 621, chapter 113, of an Act respecting Shipping in Canada, distinctly states that there should be some approved arrangement to repeat back the signal from the engine-room to the deck; in the case of the *Prescott*, as far as the court has been able to ascertain, there was no arrangement, approved or otherwise, by which a signal could be repeated back; whether such a repeating signal would have avoided the casualty in this case the court is not prepared to state, but it is the duty of the owners to provide their ship with the proper appliances, and equipment, for her navigation; and it is negligence on the part of the master to proceed on his voyage without them. The Act provides that all passenger vessels shall be equipped with certain mechanical devices, and the inspector of hulls overlooked the fact that the *Prescott* was not provided with a means of repeating signals from the engine room.

As far as the steamer *Havana* is concerned, if she had been allowed to proceed on her way into the lock, the probabilities are that no accident would have occurred, but at the last moment she was instructed by the people in authority to give way to the

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Prescott; she immediately endeavoured to carry out these instructions in the best and most convenient way, and made room, as far as possible for the *Prescott* to pass her, by going alongside the barge aforesaid and, although her actions were not in accordance with paragraph (d) of section 19 of the regulations for Dominion canals, which says that she should not have been at a less distance than three hundred feet from the entrance to the lock, the court is of opinion, taking all the facts of the case into consideration, and the short time at the disposal of the *Havana*, that the local conditions were such that it was impossible for her to do otherwise. The court, therefore, considers as follows:—

(1) There should have been repeating signals from the engine-room to the deck of the *Prescott*;

(2) The master of the *Prescott*, that is to say if Captain Dunlop is considered master of the vessel—which the court presumes he is—should have been on deck at the time when his vessel was passing through the lock;

(3) The engineer of the vessel is not responsible, in any way for the casualty as he carried out the orders received by him, in obeying the signals from the deck;

(4) The court concludes from the evidence that the bells, spring, gong, &c., in question had been inspected on occasions and that the breaking of the spring of the hammer in question could not have been foreseen; but, as before stated, there should have been some means of repeating the signal from the engine-room to the deck;

(5) Section 26 of the regulations for the Dominion canals, distinctly states that a vessel of over two hundred tons, in navigating the canals, shall be provided with four good and sufficient hawsers, two laid astern, one laid ahead, and one breast-line, and each hawser shall be attended to by one of the crew to check the speed of the vessel while entering the lock. These rules do not appear to have been carried out.

The court censures Captain Dunlop for not seeing that the proper equipment was on board his vessel and also for the vessel proceeding at too high a speed when entering the lock; although the court is aware that Captain Dunlop was not on deck at the time, it is considered that, as master of the vessel, he should have been. The negligence of the inspector of hulls, in reference to the lack of repeating signals from the engine-room to the deck is brought to the attention of the Department of Marine and Fisheries, and the court also considers, as before stated, that it is the duty of the owners to see that the vessel is supplied with all proper appliances and equipment. No blame is attached to the owner and master of the steamship *Havana*.

O. G. V. SPAIN,
Wreck Commissioner.

I concur:

(Sgd.) A. HAWKETT,
Master Mariner.

JUDGMENT IN THE 'ROSALIND' AND 'SENLAC' COLLISION CASE.

The court in this case is of opinion—judging mainly from the statements of Captain McKinnon of the *Senlac*:—

First.—There was carelessness in the captain and officers of the *Senlac* not noting the time of leaving the wharf at Halifax.

Second.—There was gross recklessness in pushing the *Senlac* down Halifax harbour in dense fog at speed of 7 or 7½ knots per hour as stated by the captain, when the ship's utmost speed was 9½ or 9¾ knots. This rate was ordered by Captain McKinnon setting the telegraph at 'full speed ahead' shortly after leaving the wharf and not making any change even when he heard the whistle ahead of the incoming steamer.

Third.—Captain McKinnon's notice to the other steamer that he was going to starboard, by the blowing of one short blast, which was duly answered, should have been obeyed; and had the *Senlac* kept to starboard with resultant collision she would

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have been exonerated. When the alleged two short blasts were made (if made) the two ships were too close, even had the weather been clear, to avoid collision. (This seems not to be a fog signal but for vessels in sight).

Fourth.—The *Senlac* was entirely in fault in going to port and thus crossing the bow of the *Rosalind*.

Fifth.—The *Rosalind* took proper precautions in coming up Halifax harbour; and did all possible during and after the collision.

SS. 'PRINCE GEORGE' AND BARQUE 'LOWWOOD.'

Shipping Casualty.—In the case of the collision between the Dominion Atlantic Railway SS. *Prince George* and the Canadian Barque *Lowood* in Yarmouth harbour, Tuesday, July 30, 1907.

In obedience to departmental order by telegraph by August 9, 1907, I gave notice of preliminary investigation to be held in Yarmouth.

At 10.15 a.m., of August 17, in the Supreme Court House, Yarmouth, I subscribed and read my oath of office herewith forwarded as required by statute and declared the Court of Inquiry (preliminary) open to receive evidence. George Bingay, Esq., K.C., appeared for the Dominion Atlantic Railway. (Mr. Gifkins, the general manager of said company, was also in attendance). Captain Issac Rodenhiser, owner of the *Lowwood*, also appeared in the interest of the barque.

I examined under oath Captain Rodenhiser and three others on his behalf, and also Captain McKinnon of the *Prince George* and six others on behalf of the colliding steamer. All this testimony I took down Saturday, 17, and Monday, August 19, and beg to forward two copies of the same as the material facts in the investigation. At Manager Gifkins' request, I received a blue print of Yarmouth harbour and beg to attach it to the report as tending to show the locations referred to in the evidence.

The parties to the collision had previously adjusted and settled; the Dominion Atlantic Railway paying Captain Rodenhiser \$2,750 and furnishing the barque free wharfage while repairing. At the opening the question was asked me and I declined to interfere with any arrangement that had been already completed.

The facts of the casualty are briefly as follows:—

The *Lowwood*, a spruce barque of 1,091 tons net, built in St. John, N.B., some 29 years ago and had been mostly in foreign trade, was owned by Captain Issac Rodenhiser of Bridgewater, N.S., some fourteen months previously. He, as master, brought barque from Portland, Me., in ballast to Yarmouth to load lumber for Buenos Ayres, Argentina; took on full cargo 936 M.; barque then drew 20 feet forward and 20½ ft aft, and made very little water before collision. While barque was loading Captain Rodenhiser had several conversations with Harbour Master Captain Eben Scott, who told him to go if waiting for a crew to certain stakes in a creek up into the flats on west of channel opposite Bunker island, where stakes or dolphins are kept by private owners at which vessels moor. This was done. This mooring place is styled 'the Stakes.' The harbour master stated he counted on the vessel loaded drawing 17 ft. However, the 20 ft. draft caused the barque to ground and careen badly off from the stakes and the owner employed tug boats to bring the barque out to the channel of the harbour north of Bunker island (east end) and anchor her with two anchors from the bow, which pointed to eastward (Bunker island). The starboard anchor to southwest had 20 fathoms chain and the port anchor to northeast had 15 fathoms to hold barque and she swung with the changes of the tide. At low water the channel there from bank to bank is about 450 feet and the hull of the *Lowwood* is 186 ft. Capt. Brush of the tug-boat who anchored the barque, said her two anchors were dropped about 75 feet from the bank and about 150 ft. apart.

Tuesday morning, July 30, was foggy with light winds from south and eastward. Capt. Rodenhiser was aboard the barque and came on deck 7.30 a.m. He heard the whistle of the *Prince George* off in the fog an hour before seeing the steamer rounding Bug Light into the channel. Fog had lifted going seaward giving those on the barque

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better chance to see the steamer than for those on the steamer to see the barque. However, Capt. McKinnon of the *Prince George* heard the bell of the *Lowwood*, but did not see the barque till about 150 yards distant and it being low tide slack water, she lay across the channel. Capt. McKinnon aimed to pass astern of the barque in a space about 60 ft. from barque to western bank. This I deem wiser than to pass the barque's bows. I beg here to quote from Capt. McKinnon's testimony. It is clear and I think correct.

'As we swung to left I saw the little steamer *Markland* coming by the *Lowwood's* stern towards us. I then backed my steamer to avoid striking the *Maryland*, which went to left of *Prince George*. After *Markland* was passed I went ahead slow to pass the barque on starboard across her stern. Then as I neared the barque, I put my helm to starboard to swing away from the barque, and when I found my ship did not swing quickly I reversed the port engine and went ahead on starboard engine to make ship turn more quickly. Instead of turning to left as I expected, my ship turned directly opposite, i.e. to the right.'

The result was a collision, the stem of the *Prince George* striking and breaking the starboard quarter of *Lowwood* about three feet abaft barque's sternpost, tearing off the rail and buffalo, the deck planks near and some side planking; also breaking and damaging the poop. The rudder and sternpost were not hurt. All the injury was above water. After settlement with owners of *Prince George* the barque was brought up to Baker's north dock, where repairs are now in course, without discharging cargo.

James Ross, first engineer of the *Prince George* testified to a stoppage of the port propeller. I quote his words:—

'I was on duty in the engine-room on No. 1 platform, the second and fourth engineers were at the levers. I was not on deck and did not see the collision. Before coming to Bunker island light (Bug) our ship came dead slow, three or four knots, 55 or 60 revolutions of propellers, by captain's orders. Telegraph went to engineers below at levers, but I could see it. Weather was foggy. After passing Bug light a little bit we got some orders for different rates of speed. I remember the order telegraphed to engine room as stated by Capt. McKinnon a short time ago in my hearing. The order was obeyed as to the starboard propeller, but the port propeller would not act for about half a minute. The engineer obeyed the order. I saw the port propeller not acting and went down to the levers. I put on all the power we had, and then port propeller moved as telegraphed. I did not feel the collision or know of it. Some passengers told me.'

In all twelve witnesses were examined; four for the barque, seven for the Dominion Atlantic Railway, and one for commissioner, the harbour master.

For barque—Capt. Rodenhiser, Wm. Brush, Wm. B. Ritchie, Pius Boudreau.

For D. A. Ry.—Arthur McKinnon, James Ross, E. M. Dexter, James Crosby, Alvin Simms, Wm. McKenzie, Wellington McKinnon.

For Commissioner.—Ebenezer Scott, harbour master.

My opinion is,—

First.—That Captain McKinnon did right in passing astern of *Lowwood*, and would have done it without injuring the barque or his own ship if *Prince George's* port propeller had worked as he ordered.

Second.—The port propeller not working when ordered turned steamer's bow to starboard and into barque *Lowwood*; consequently steamer was in fault. The cause of propeller not working is immaterial; whether mud or current or imperfect machinery or handling; neither would relieve the steamer from blame. The previous morning on the ss. *Boston* of Dominion Atlantic Railway came in safe astern of *Lowwood* lying across the channel. The *Boston* has a single screw, but great care was exercised by Captain McKenzie, as stated in his evidence.

Third.—The harbour master and other witnesses say there is no place to anchor a loaded vessel the size of the *Lowwood*. The wharfs lack the depth of water (21 or 22

feet) at low tide; the Stakes the same. Yarmouth Sound outside the Bug light is dangerous and in a gale the *Lowwood* would be wrecked. Where the *Lowwood* lay must be used by large vessels loaded and riding at anchor to get crews or officers, or preparing for sea; and only one large ship can lie there at the same time. There are two railroads besides coastal vessels pouring the products of forest, farm and fisheries into Yarmouth for exportation. The day of small sailing vessels is past never to return; so we must provide for the present and near future.

Fourth.—Yarmouth harbour is congested by trading vessels and a fine passenger steam fleet in summer and autumn; in winter and spring it is a haven for banking and fishing schooners, in addition to having a regular steam packet service. If only one passenger steamer should be wrecked or be in a collision, with resulting loss of lives, thousands, perhaps tens of thousands of tourists would turn to other resorts and Nova Scotia, Cape Breton and Prince Edward Island would be the losers. The duty of parliament, it seems to me, is to have the channel dredged into a basin with room and depth of water enough to satisfy the large sailing ships and leave ample space for large passenger boats. Dolphins along the eastern channel for ships to moor at would not suffice. For part of the flats to be dredged out will make a splendid basin, easy of access and secure; and the dredged material would help make upland of the surrounding flats now covered by the water.

Fifth.—When the harbour master deems it essential for him to go down the harbour or channel to place or remove vessels interrupting the passage of ships (sailing) or steamers, the department should pay the charges of the tug or launch on certificate of the agent of Marine and Fisheries for Nova Scotia.

JUDGMENT IN IMPERIAL AND GERMAINE COLLISION CASE.

The court, having carefully inquired into the circumstances attending the above mentioned shipping casualty, and, after hearing all the evidence it was possible to obtain, finds as follows:—

It appears from the evidence adduced that the steam vessel *Sovereign* (so-called *Imperial*) is a vessel reconstructed from the wreck of the Ottawa River Navigation Company's steamship *Sovereign*, which was burnt, in March, 1906, and purchased by the present owners, the St. Lawrence Canadian Navigation Company, Limited, from Charles Sessewein; and she has been plying between the ports of Montreal, Three Rivers, Sorel and Quebec, without a proper certificate of registry, or license, since shortly after the opening of navigation. The vessel has been lengthened considerably, and been reconstructed without any special survey, though a copy of the certificate of survey, (written in pencil), signed by William Paul, surveyor for the Port of Sorel, (who is also the manager of the company), was handed into the court. In his evidence manager Paul stated that he was assisted in the survey by a man by the name of J. K. Noel, of H.B.M. Customs; Mr. Noel, under oath, denied this.

Mr. J. K. Noel, of H.B.M. Customs, whose duty it appears from his evidence is to inspect all vessels, and to see that their certificates of registry and inspection are in proper order, knew that the steamer *Imperial* (so-called) had no certificates, and yet allowed her to continue to run with passengers and cargo, between the ports aforesaid, in direct contravention of the law relating thereto; this whole matter appears to have been most irregular, and is brought by the court, to the attention of the Department of Customs.

At about 5 p.m. on August 23, 1907, the steamer *Imperial* (so-called), in charge of William Paul, senior, as master, backed out from her berth, at section No. 20, and when clear of the end of Victoria pier, starboarded her helm, to cant the vessel head down river; when orders were given to steady the helm the wheel could not be righted, and the vessel continued to move, in obedience to her starboard helm, till she struck, and sunk the barge *Germaine*; the wheel chains are supposed to have jammed in the rudder blocks, and freed themselves again when she backed out, after striking the

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barge. The evidence is also very unsatisfactory, with regard to the signals to the engine-room; the master, in his evidence, states that although he knew the bells could not be relied upon, he gave the signals to stop and go astern by the bell, but, finding the engines were still going ahead, he went down to the engine-room himself, to communicate with the engineer, instead of at once using the whistle, as he was in the habit of doing, to signal to the engineer to stop and go astern, there being no means of repeating the signals, or communicating with the bridge from the engine-room, either by a repeating signal or a voice tube. Section 621, chapter 113, entitled: 'An Act respecting Shipping in Canada,' is as follows:—

'Every passenger steamboat shall be provided with wire tiller ropes, or iron rods or chains, correctly and properly laid with suitable rollers for the purpose of steering and navigating the vessel, and shall use wire bell pulls for signalling the engineer from the pilot house, where the bells are used, together with tubes of proper size so arranged as to transmit the sound of the engine bells to the pilot house, or other arrangement approved by the inspector to repeat back the signal. 61. V. c. 46. s. 32.'

The evidence proves that there was lack of discipline, and want of organization, and of regular inspection on this vessel, she was navigated in a haphazard manner.

There was manifestly a want of care taken, in reference to the equipment; the rudder chains had been foul, on previous occasions, from preventable causes, and the signal bell to the engine-room had also failed to work, on account of the members of the crew having used the bell wires as clothes lines. The Inspector of Hulls overlooked the fact that there was no system whatever of repeating signals from the engine-room to the bridge; this should have been taken exception to by the inspector, at the time of his inspection, and he should have called the attention of the owners to the omission. The defence of inevitable accident cannot be sustained. Captain William Paul, who holds a certificate as master of a passenger steamer on the minor inland waters, is severely censured and warned to be more careful in future, as the court considers that it is the master's duty to see that the steering gear, and means of communicating his orders to the engine-room, are in proper order, more especially, as stated above, similar circumstances have occurred frequently. It is also recommended by the court that the Department of Marine and Fisheries deal with the Inspector of Hulls, for his negligence in this respect.

The court therefore finds the steamer *Imperial* (so-called), her master and owners, are responsible for the sinking of the barge *Germaine*, which was providentially unattended with loss of life.

SS. 'CHARMER-TARTAR' COLLISION CASE.

The judgment we think proper to pronounce is:—

(1) That William Henry Whitely, master of the *Charmer*, should be, and is hereby severely censured.

(2) That Harry Robson Jones, pilot of the *Tartar*, be, and is hereby censured.

(3) That Archibald Heurtley Reed, master of the *Tartar*, be and is hereby exonerated from all blame, and is commended for the prompt assistance given to the *Charmer* after the collision.

SS. 'NORWALK' AND 'JETT.'

The court having carefully inquired into all the circumstances attending the above mentioned shipping casualty, and after reviewing the evidence of the crews of the tug *Glide*, and the barges *Jett* and *Winnipeg*, given at Montreal on October 28, and the crew of the steamer *Norwalk*, given at Windsor, Ont, on November 16, finds as follows:—

From the evidence adduced the barge *Jett*, bound from Prescott for Montreal with a cargo of 21,000 bushels of flax seed, more or less, left the Soulanges canal in company with, and lashed alongside the barge *Winnipeg*, both in tow of the tug *Glide*. All went well until nearing lightship Lake St. Louis No. 2, when a steamer was seen approaching, the steamer in question (the *Norwalk*) came in contact with the barge *Jett* immediately after the tug *Glide* and her tow had rounded lightship No. 2, causing the barges to break away from the tug, and from each other, and also causing the resultant damages; the night was fine, dark, but clear, with a strong northwest wind, and lights were visible a long distance. The barges appear to have been carefully towed, and were on the south side of the channel, as the evidence shows that the barge *Winnipeg*, which was on the lee or south side of the tow, struck one of the stakes or spar buoys on that side of the channel. The steamer *Norwalk* was bound from Quebec to Detroit with a cargo of pulpwood, the deckload of which was six feet high; on the night in question. As before stated, the weather was fine with a breeze from the northwest, the officer in charge could see the shore and lights plainly, the vessel was drawing 14' 2" aft, and 13' 9" forward; she had touched the ground several times, which may possibly have caused her to steer badly, the lights of the tug were seen from the *Norwalk* and recognized as a tow when about a mile away, she, however, continued on, and immediately after the tug and the tow passing clear of the lightship, came in contact with the barge, at a point where the tow had not had time to recover after changing course to follow the tug.

The court considers that the steamer *Norwalk* is to blame for the collision, inasmuch as the tow descending with the current and with a strong wind abeam, should have been given the right of way, and the *Norwalk* should have stopped far enough below the lightship No. 2, to have permitted the tug and her tow to pass into the straight reach of channel between lightship No. 2 and Lachine lightship. The collision resulted in serious damage to the barge *Jett* and her cargo, and might have resulted in loss of life, (more especially as the steamer *Norwalk* proceeded on her course without endeavouring to find out in any way what damage she had caused) had the cargo of this barge been wheat or grain, but owing to the peculiar oily nature of the cargo of flax seed, the vessel kept afloat and drifted out of the channel into shoal water where she grounded, and the master and his sister were saved.

The court is unable to deal with the certificate of Captain Frank Goodrow, who was master of the *Norwalk* at the time of the casualty, as this officer holds a United States license, and is therefore in this respect outside its jurisdiction. The court, however, recommends that an action should be instituted against Captain Goodrow under section 924, chapter 113, of the Revised Statutes of Canada.

In regard to Mr. Henry Chesnut, who was acting as pilot of the *Norwalk* at the time of the casualty, and who holds a Canadian Masters Certificate of Competency as master of any steamer on the inland waters, granted at Ottawa, on April 24, 1884, after an examination passed at St. Catharines on March 11 of the same year, the court cannot acknowledge Mr. Chesnut as being legally in charge of the *Norwalk*, as he was not signed on the articles of that vessel, nor had he any authority to act as a pilot in the waters then being navigated at the time of the collision, as they were in the pilotage district of Montreal and consequently under the jurisdiction of the pilotage authorities of Montreal, and therefore as he was neither licensed as a pilot or an officer of the vessel, his certificate cannot be dealt with, but the facts of the case will be brought to the attention of the department.

O. G. V. SPAIN.

Wreck Commissioner.

We concur:

(Sgd.)

JAMES RILEY, }
ARCHIBALD REED, }

Assessors.

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SS. 'JESSIE HUME' AND 'CORINNE.'

The court having carefully inquired into all the circumstances attending the above mentioned casualty, finds as follows:—

That the *Jessie Hume* is a steamer with a gross tonnage of 58 tons, owned by the Dominion government and was in charge of Gustave Lebœuf who does not hold a certificate of any description; that the *Corinne* is a steamer with a gross tonnage of 23 tons, owned by the W. J. Poupore Company, Limited, of Montreal, and was in charge, at the time of the accident, of Joseph Bernier, who had no certificate whatever, and very slight experience.

It appears from the evidence adduced, and in fact it is admitted that the proper lights were burning on board the *Jessie Hume* at the time of the disaster.

On the other hand the court is of the opinion that although Joseph Dennis, engineer of the *Corinne* swears that he lit the lights and placed them in position on board that vessel some fifteen or twenty minutes before the collision, that at the time of the collision and shortly before, the lights on board the *Corinne* were not burning. Joseph Bernier, in charge of the *Corinne* at the time of the disaster, gave the order at about five o'clock, according to his evidence, to light the lights, but he did not actually see that this order was carried out, it is possible that the lights were lit and placed in position, but had gone out immediately, as there was no evidence to show when they had been trimmed last, it being apparently nobody's particular duty to attend to this matter.

The collision occurred by the *Jessie Hume* striking the *Corinne* upon her port side with her starboard bow, the *Corinne* at the time was crossing from Louisville to Pierreville, she had a crew of three on board, all more or less boys; the *Corinne* directed her course to starboard, and did not give any indication of what she intended to do either by her whistle or otherwise, although there is no doubt that the lights of the *Jessie Hume* could be seen. After the collision the *Corinne* continued her course for a short period and sank towards the north side of the channel, the fireman jumped on board the *Jessie Hume* and the other two men were left in the water when the vessel sank.

The first indication that the *Jessie Hume* had of the approach of the *Corinne* was when she loomed up about 150 feet ahead of her, with her bow inclined to cross the bow of the *Jessie Hume* to port. The *Jessie Hume* promptly starboarded, and this action, in the opinion of the court, was justifiable taking into consideration the proximity of the two vessels, and that the speed of the *Jessie Hume* was about 13 miles an hour and the speed of the *Corinne* was about 6 miles; it will therefore be seen that the 150 feet would have been travelled in fractionally about $5\frac{1}{2}$ seconds. Had the *Jessie Hume* ported her helm a more dangerous collision would have occurred, but there was a remote possibility of escape by starboarding as she did, there is no doubt that the *Corinne* saw the lights of the *Jessie Hume* and if she had indicated by her whistle what she intended doing the collision might have been averted, as the night was dark but clear and the lights were visible at a long distance.

Had the man in charge of the *Jessie Hume* noticed a green light on the *Corinne* the collision would have been averted, as he had starboarded his helm, had he seen a red light he would presumably have ported his helm, as he would not then have been limited to such a short time to make his decision.

The two men on board the *Jessie Hume*, Beauchemin and Blette, gave evidence that they saw a glimmer of a light in the *Corinne's* engine-room before the accident. This strengthens the opinion of the court that the side lights were not burning at the time, as they would be more easily noticed being located in a much more conspicuous place.

The court desires to bring to the notice of the department that there were no properly certificated officers in charge of either of these tugs, that the man in charge

8-9 EDWARD VII., A. 1909

of the *Jessie Hume* had considerable experience but no certificate, and the man in charge of the *Corinne* had little, if any experience, and no certificate.

The court is thoroughly aware that the Act respecting shipping in Canada does not apply to vessels owned by the Federal Government, still considers that on all occasions, whether the vessel in question is owned by the government or otherwise, she should be in charge of a properly certificated officer.

Taking all the above mentioned reasons into consideration, the court finds that the responsibility for the accident rests with the *Corinne*.

The court, however, desires to remark that the *Corinne* at the time of the accident was engaged in conveying a departmental engineer from place to place, and that if she had not been engaged on this particular work, she would have been with the dredge and the accident would probably not have occurred.

The court therefore recommends that the duty on which the *Corinne* was engaged at the time of the accident should be taken into consideration.

O. G. V. SPAIN,
Wreck Commissioner.

JAMES J. RILEY, }
FRANCIS NASH, } *Master Mariners.*
Assessors.

REFERENCE 'NETTIE B.'

In accordance with your instructions I held an investigation as far as possible into the casualty which occurred between the Canadian cruiser *Vigilant* and the fishing tug *Nettie B.* The *Vigilant* at the time was in charge of the first officer, Mr. C. J. Stewart; Captain Dunn being absent on duty in Toronto. The vessel was in Port Stanley at the time, and was endeavouring to take up her proper berth in the harbour. The officer in charge of the bridge made the signal by telegraph to the engine-room to go slow ahead, instead of carrying out this order the engineer officer in charge put the engine slow astern; half speed ahead was then rung, but it was answered by the vessel still going faster astern. Full speed ahead was then rung on the telegraph, but the vessel still continued to go astern, with the result that she backed into the tug *Nettie B.* The third engineer, Panabaker, was working the engines, and an oiler by the name of Graham was at the telegraph in the engine-room, the accident was caused by the orders which were given by telegraph from the bridge not being properly attended to in the engine room, and the services of the officer in charge of the engine-room at the time having been dispensed with. There is no doubt that the fault of the accident lies with the *Vigilant*, as the *Nettie B.* was tied up at the wharf at the time.

O. G. V. SPAIN.

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APPENDIX No. 18.

WIRELESS TELEGRAPHY.

To LT.-COL. GOURDEAU,
Deputy Minister Marine and Fisheries,
Ottawa, Ont.

SIR,—I beg to submit my annual report on the work in the wireless stations belonging to this Department.

There was a total of twenty wireless stations operated during the past year under the control of this Department, located at the following points:—

Father Point, River St. Lawrence,	Point Rich, Gulf of St. Lawrence,
Clarke City “ “	Cape Ray, Newfoundland,
Fame Point “ “	Sydney, Nova Scotia,
Heath Point, Anticosti,	Cape Sable, Nova Scotia,
Cape Bear, Prince Edward Island,	Partridge Island, New Brunswick,
Pictou, Nova Scotia,	Point Grey, British Columbia,
Cape Race, Newfoundland,	Victoria “ “
Whittle Rocks, Gulf of St. Lawrence,	Pachena “ “
Point Amour “ “	Estavan Point “ “
Belle Isle “ “	Cape Lazo “ “

The wireless stations on the Pacific Coast have been completed and are working satisfactorily.

The statement attached shows the number of messages received and number handled from the different stations.

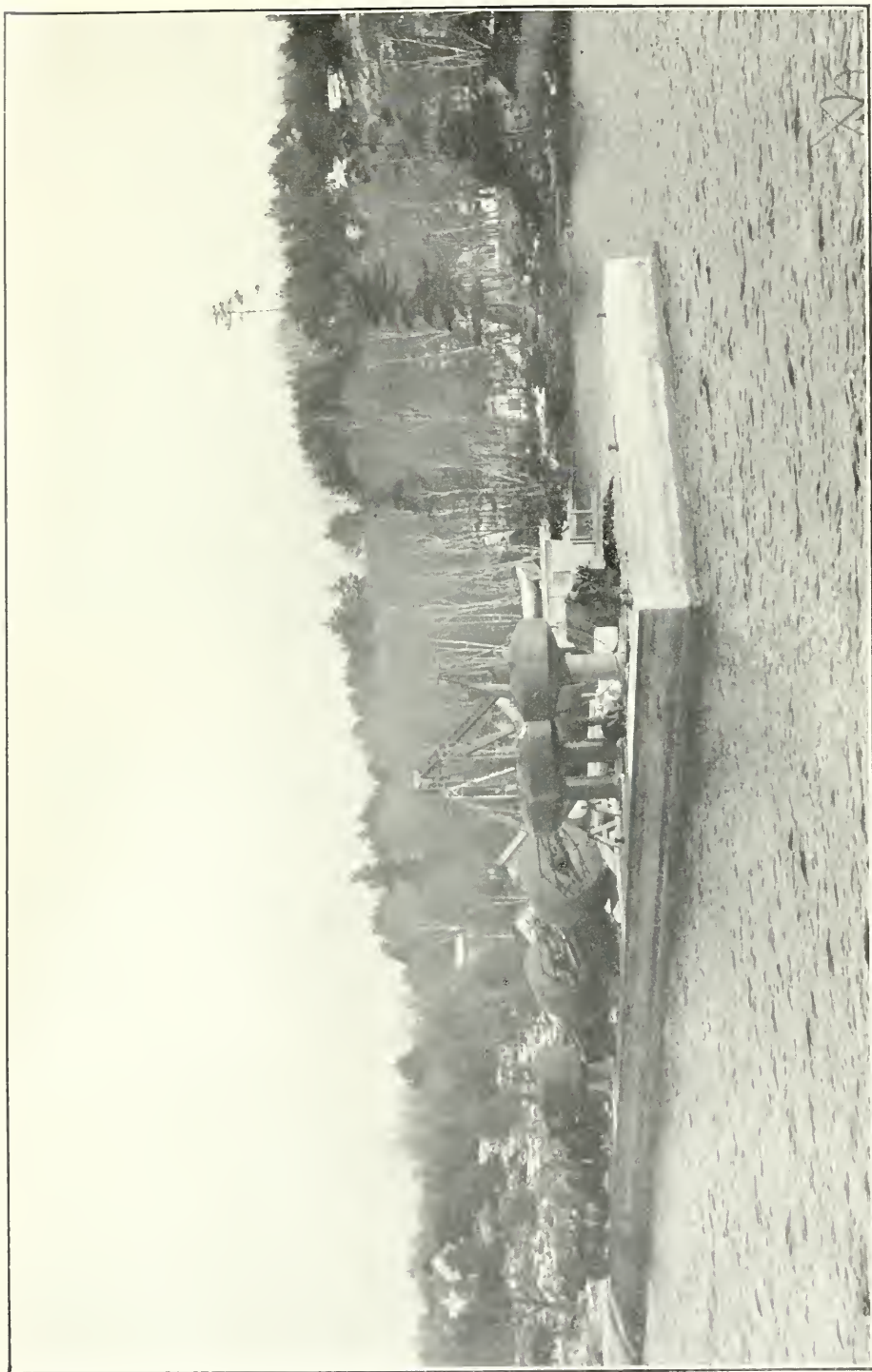
I have the honour to be, sir, your obedient servant,

C. DOUTRE,
Supt. Govt. Wireless Stations.

WIRELESS TELEGRAPH STATIONS.

The following statement shows the number of messages received and sent from the different stations:—

	Private between Steamers.	Signal Service.	Government Steamers and Light Stations.
Cape Ray.....	1,101	808	624
Cape Race.....	2,483	2,151	113
Cape Sable.....	925	1,979	24
St. John, N. B.....	24	470	300
Cape Bear.....			8,404
North Sydney.....	21	214	69
Point Rich.....	61	214	2,708
Fame Point.....	272	516	1,887
Clark City.....	34	288	1,822
Belle Isle.....	52	305	2,031
Point Amour.....	114	225	2,447
Sable Island.....	8,118	1,935	1,023
Heath Point.....		312	3,164
Halifax.....	72	244	143
Father Point.....	272	694	1,067
Whittle Rocks.....		171	2,546
Cape Lazo.....			1,352
Victoria.....			4,152
Point Grey.....			1,092
Esthvan Point.....			1,944
Pachena.....			1,620
	13,549	13,526	38,532



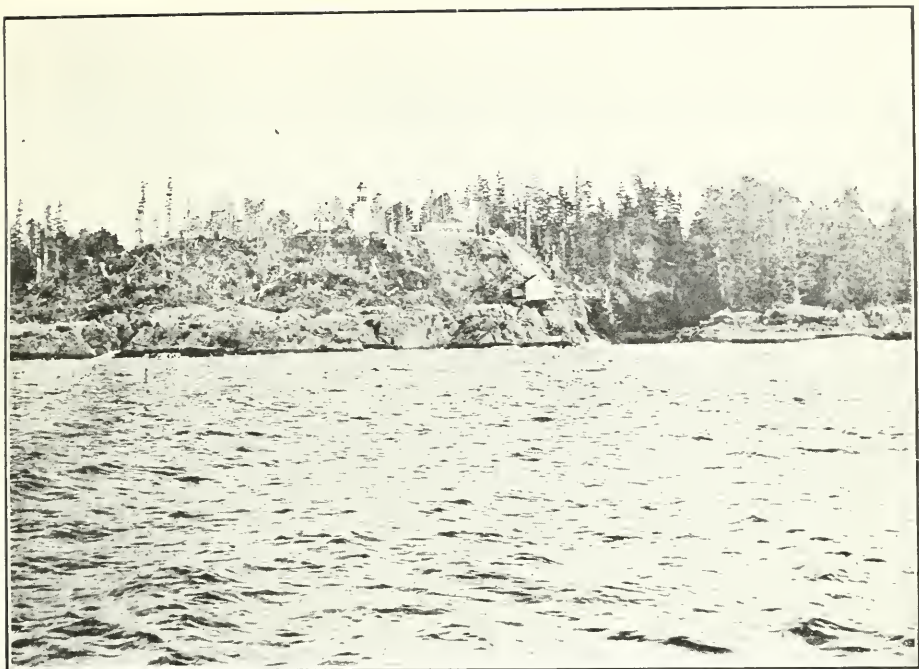
New Farry Sound Dock.



C.G.S. "Lady Grey."

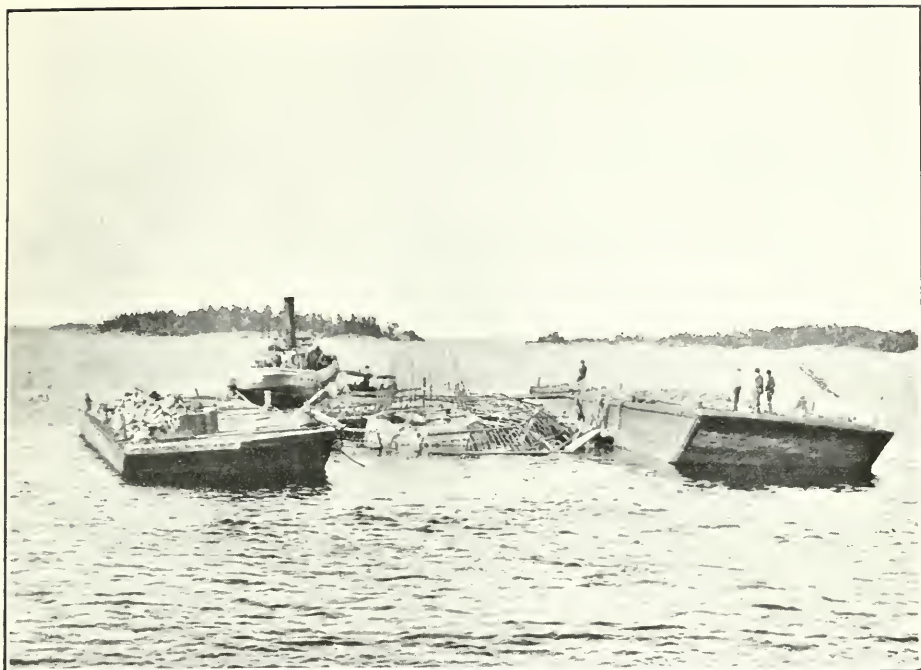


Lake St. Peter, Curve No. 2, Upper Pier and Lighthouse, Looking South, April 26, 1908.
21-16½

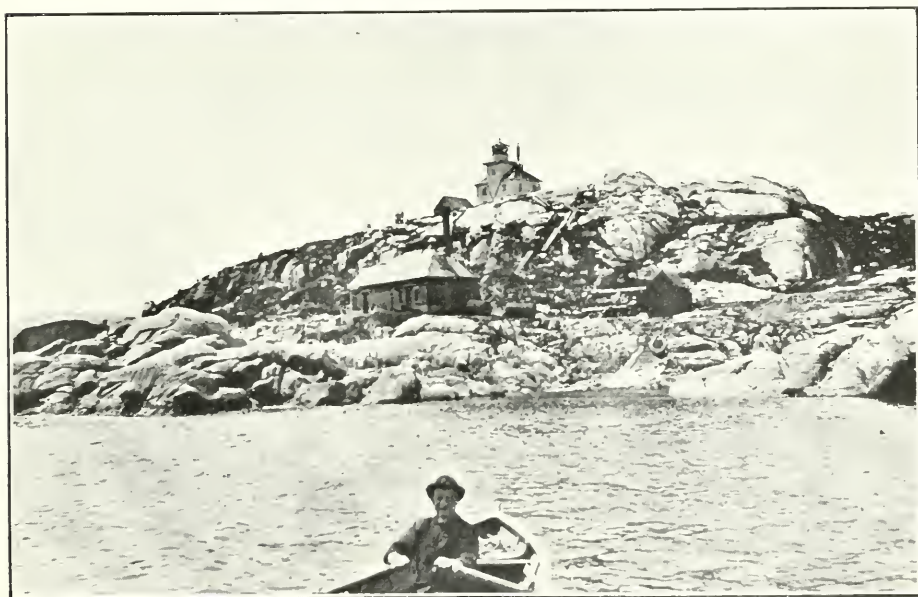


Pachene Light Station, B.C.

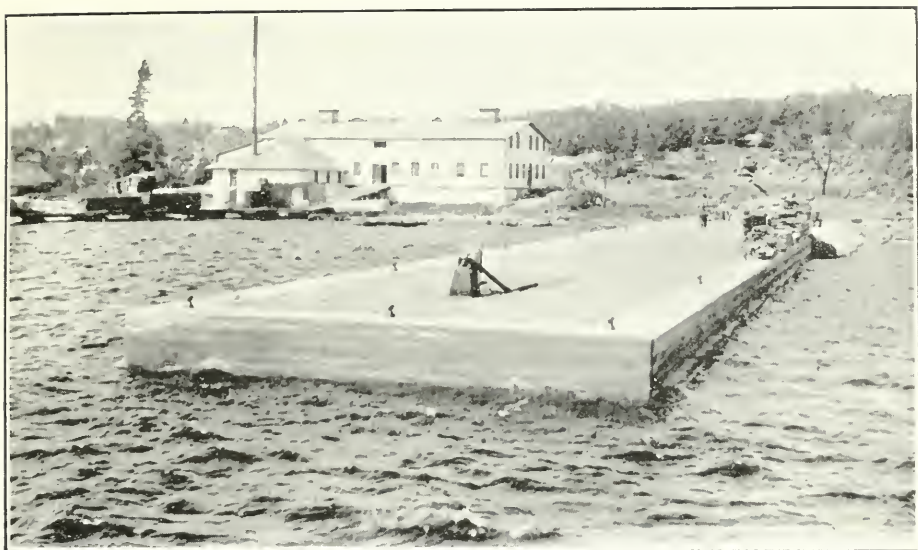




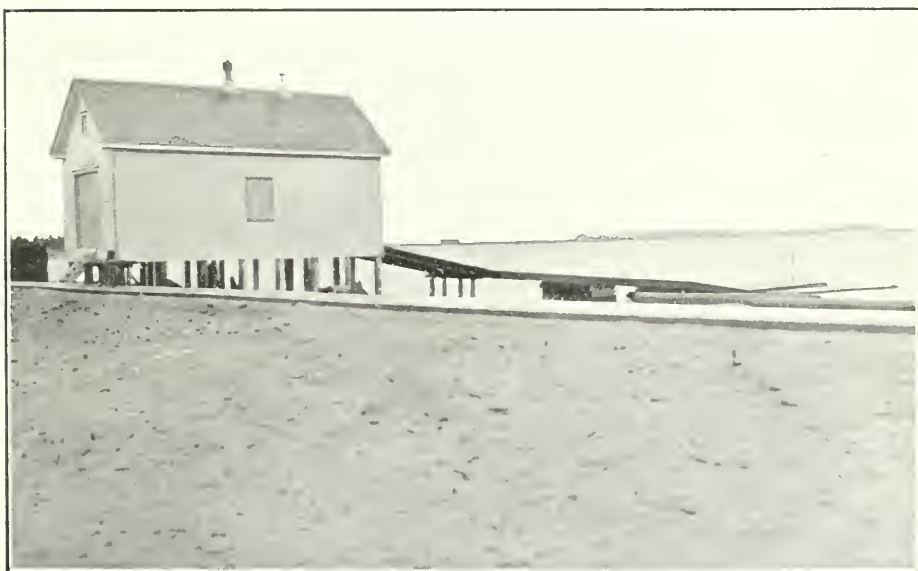
No. 18671. Spruce Shoal Approach to Parry Sound. Foundation on Way to Position, Aug. 11, 1907.



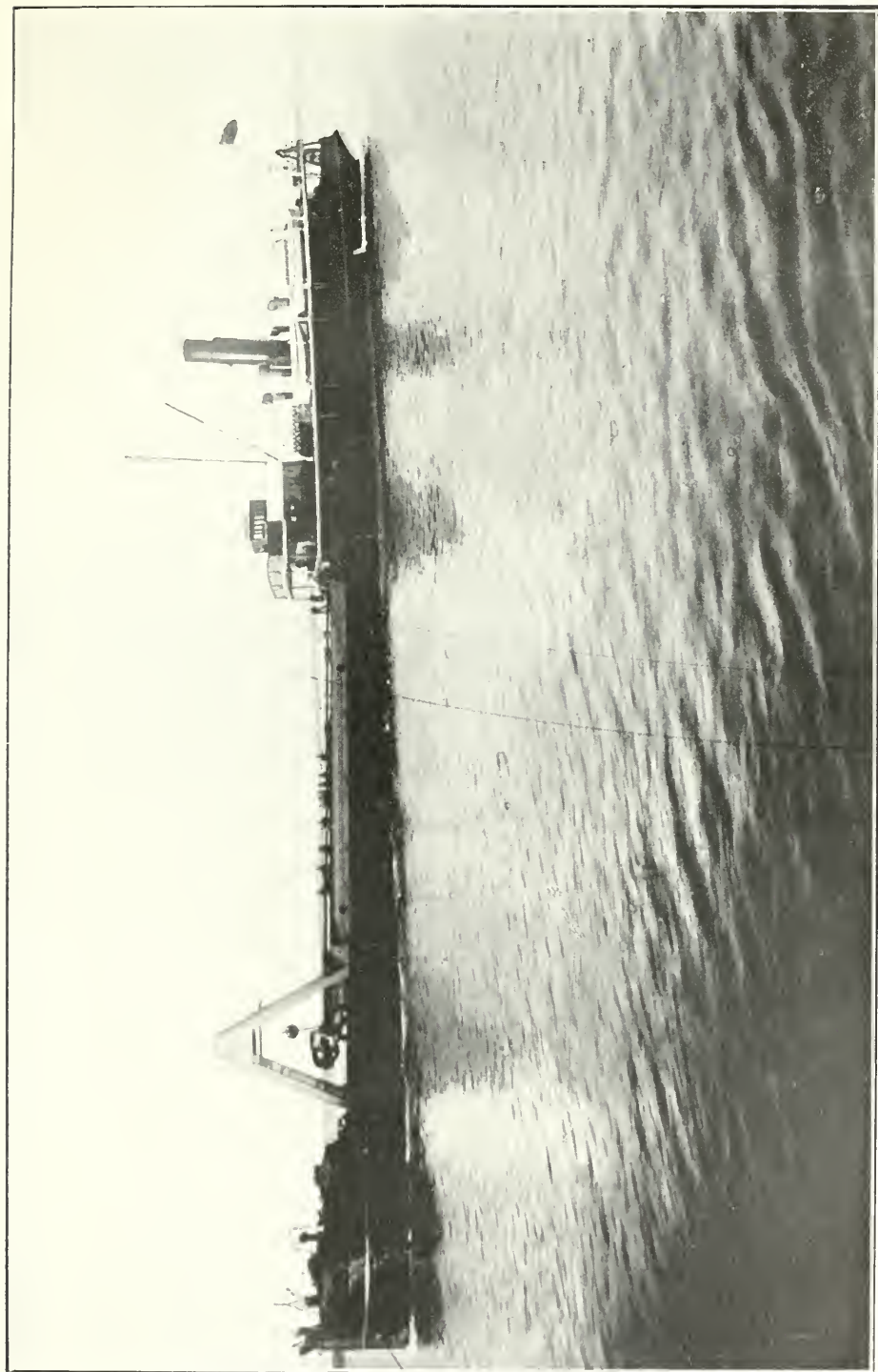
Chibucto Head, N.S., Lighthouse, Fog Alarm and Submarine Station.



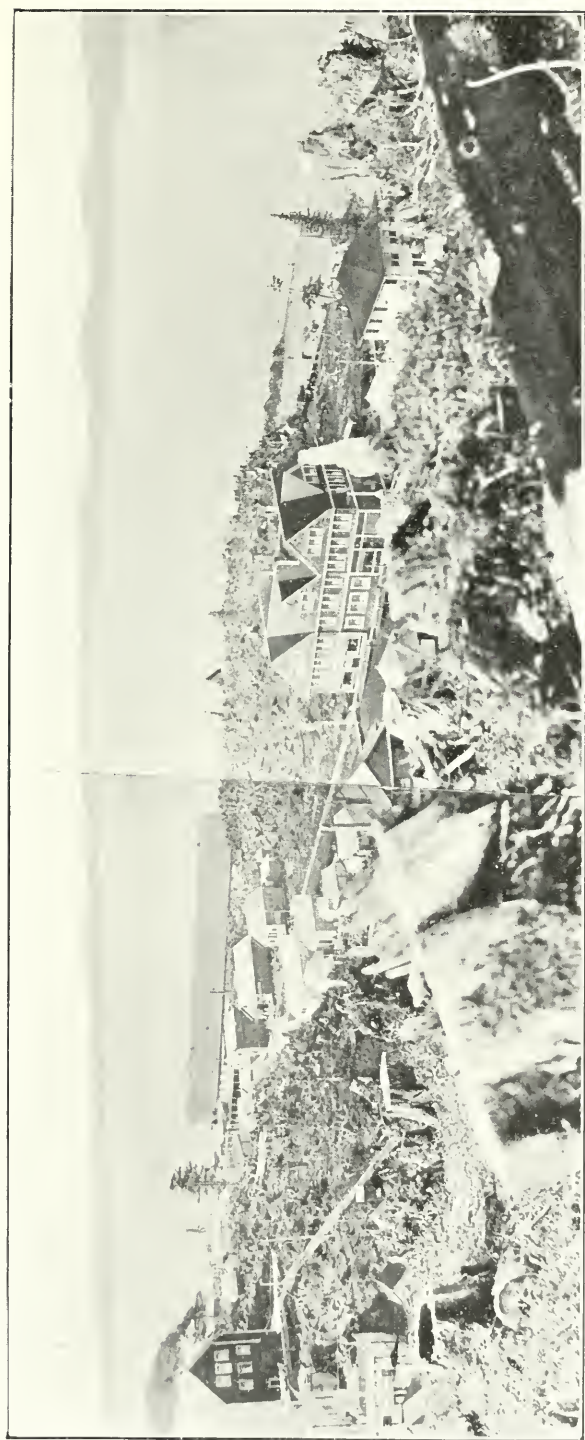
New Government Wharf, and Lighthouse Depot, Parry Sound, Ont.



Southampton New Lifeboat House, May 7, 1908.



Dredge "Beaujeu" (No. 8) after Loading.

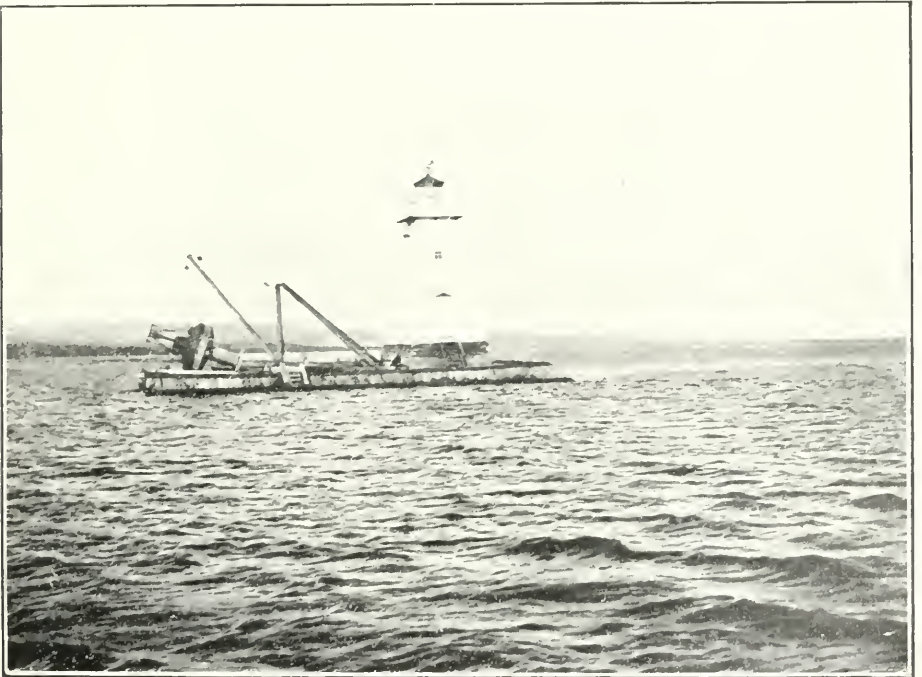


Prince Rupert Harbour, B.C.

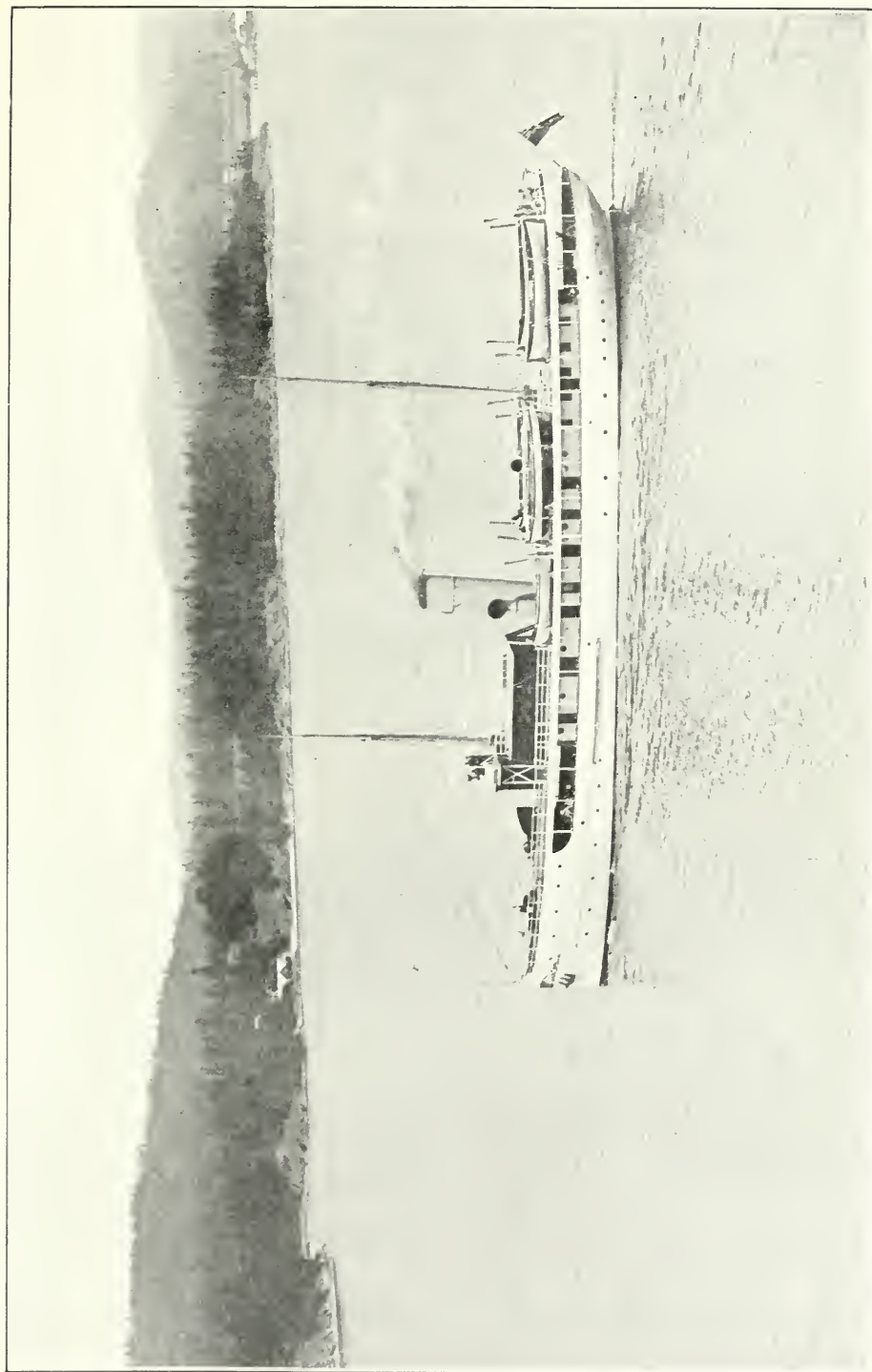


No. 19123.

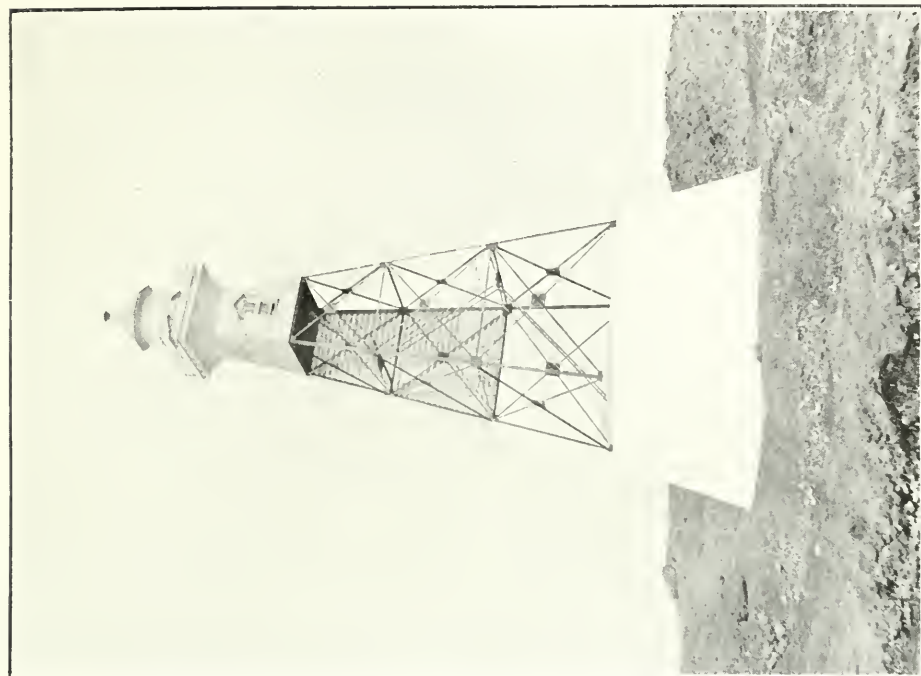
Three Lightships in Tow of C.G.S. "Druid."



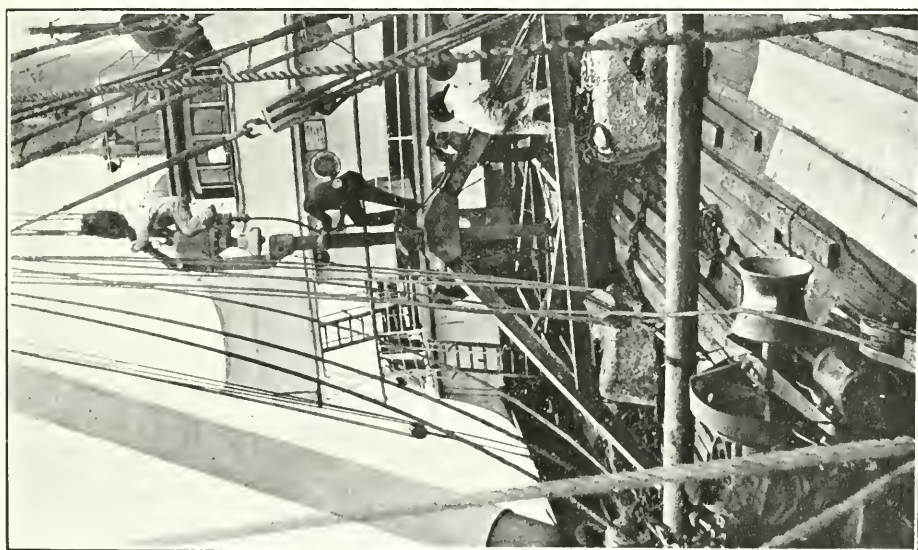
Port Arthur Lighthouse, Oct. 18, 1907.



"Lillooet." Canadian Hydrographic Survey Steamer, British Columbia. Length 172 ft., Breadth 27 ft., Depth 15 ft. Twin Screws, Built 1907-8.



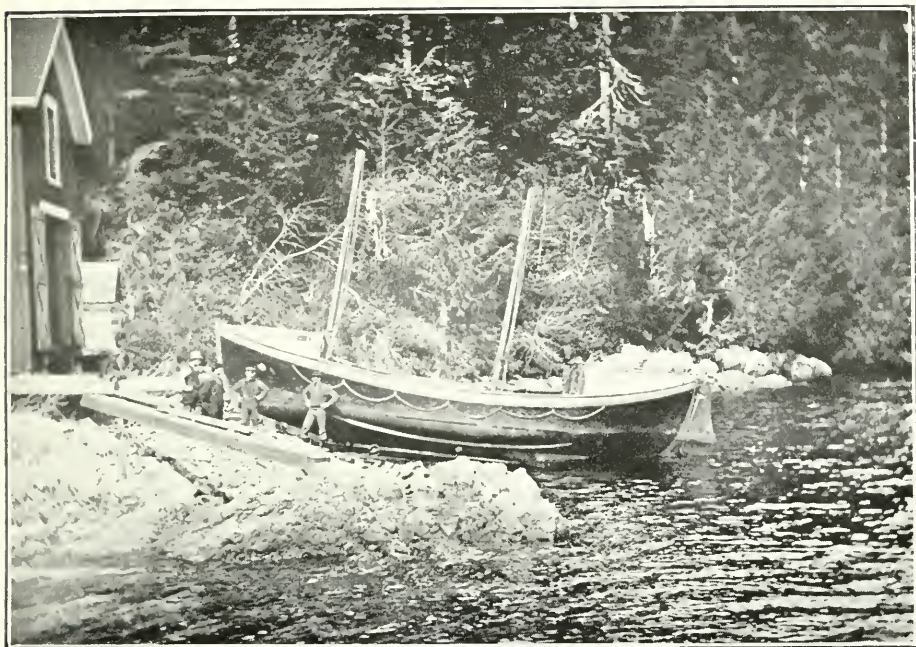
Guard Pier Lighthouse, Montreal, Que.



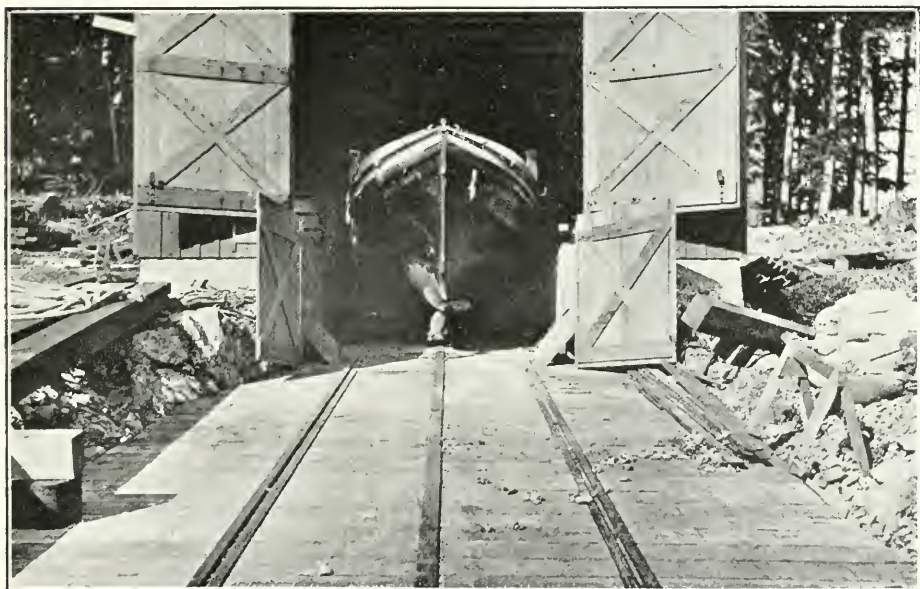
Placing Submarine Bell on Tripod.



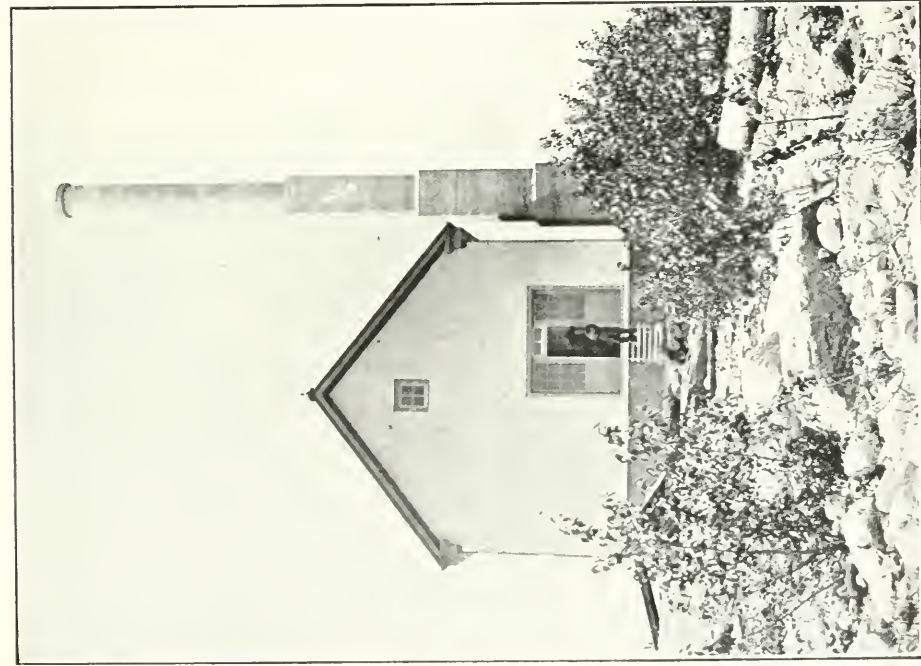
Combined Gas and Whistling Buoy in Tow. Light 30 Feet Above Water.



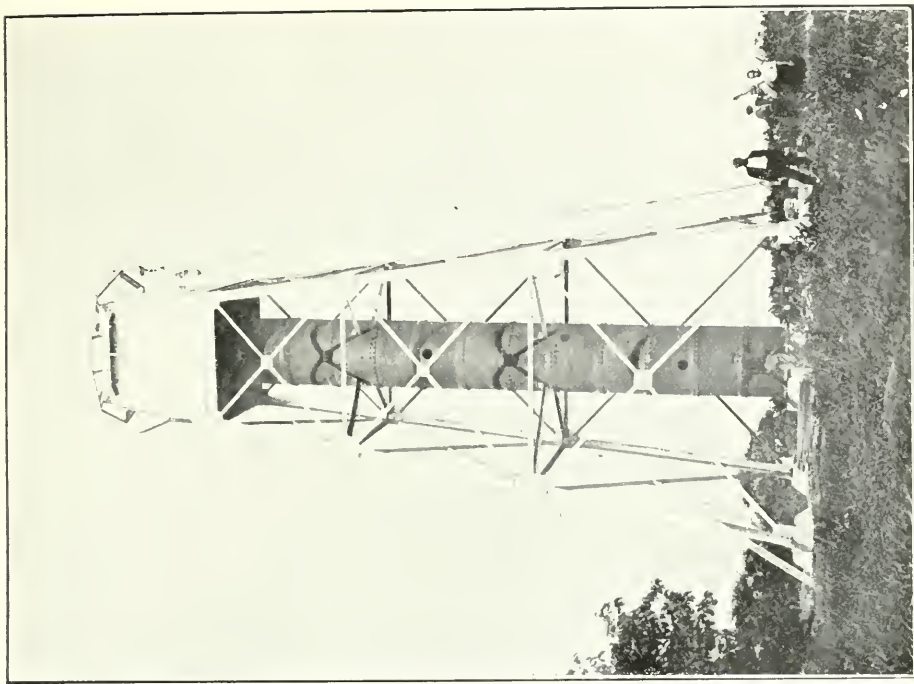
Banfield, B.C., Lifeboat and Boathouse.



Banfield, B.C., Lifeboat and Boathouse.



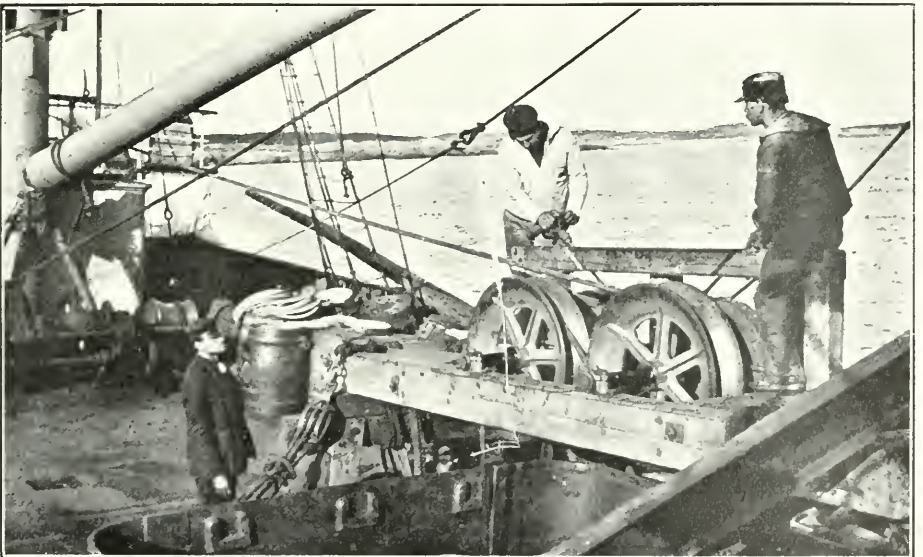
Hope Island new fog alarm and reinforced concrete chimney. June 6, '08.



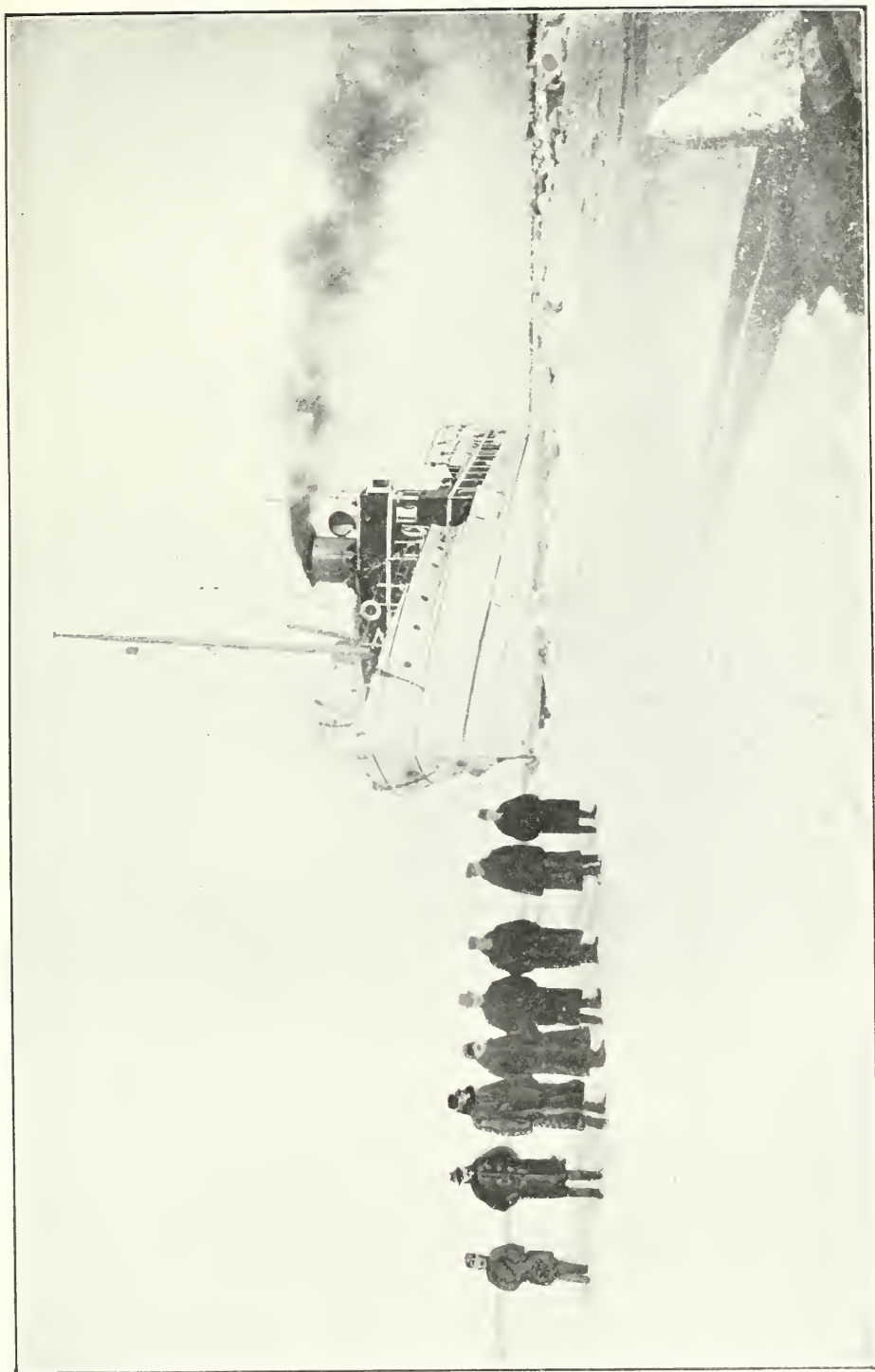
Pigeon Island Lighthouse (incomplete.)



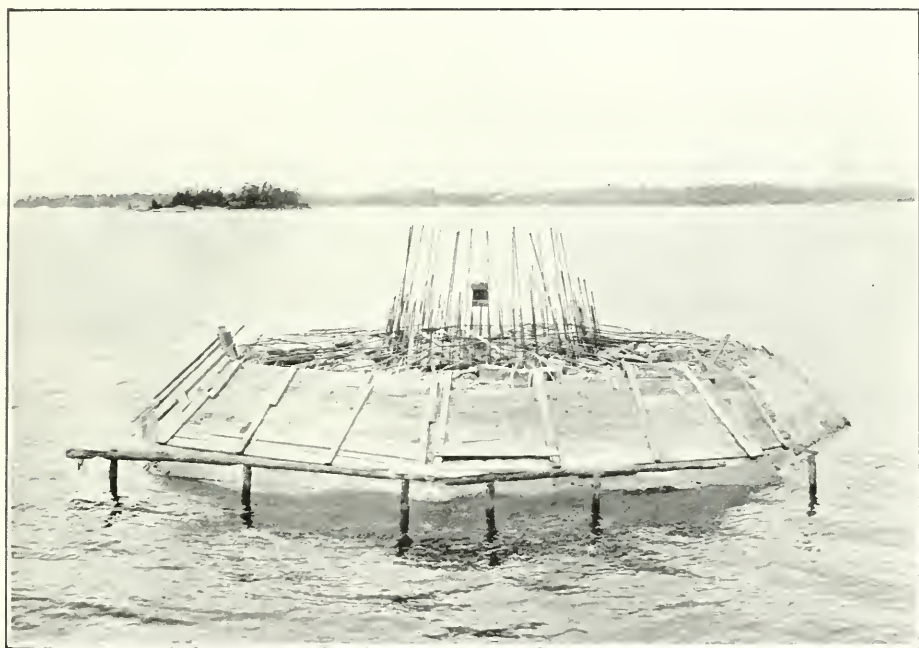
Banfield Creek B. C. Lifeboat House.



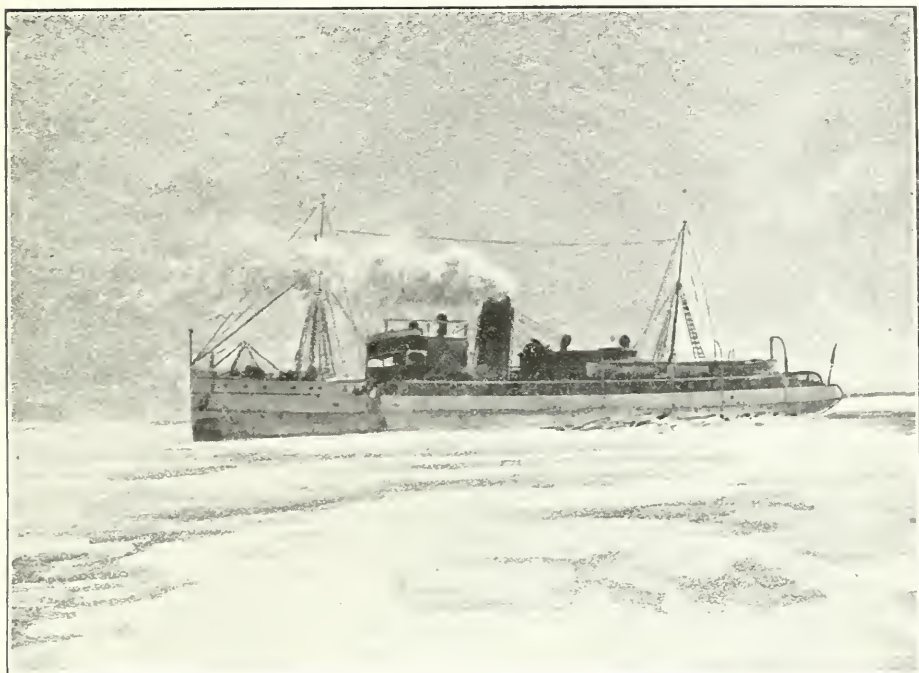
Laying Cable from a Tank between Station and Submarine Bell.



C. G. S. "Lady Grey" in the ice opposite Sord Point, Dec. 1906.



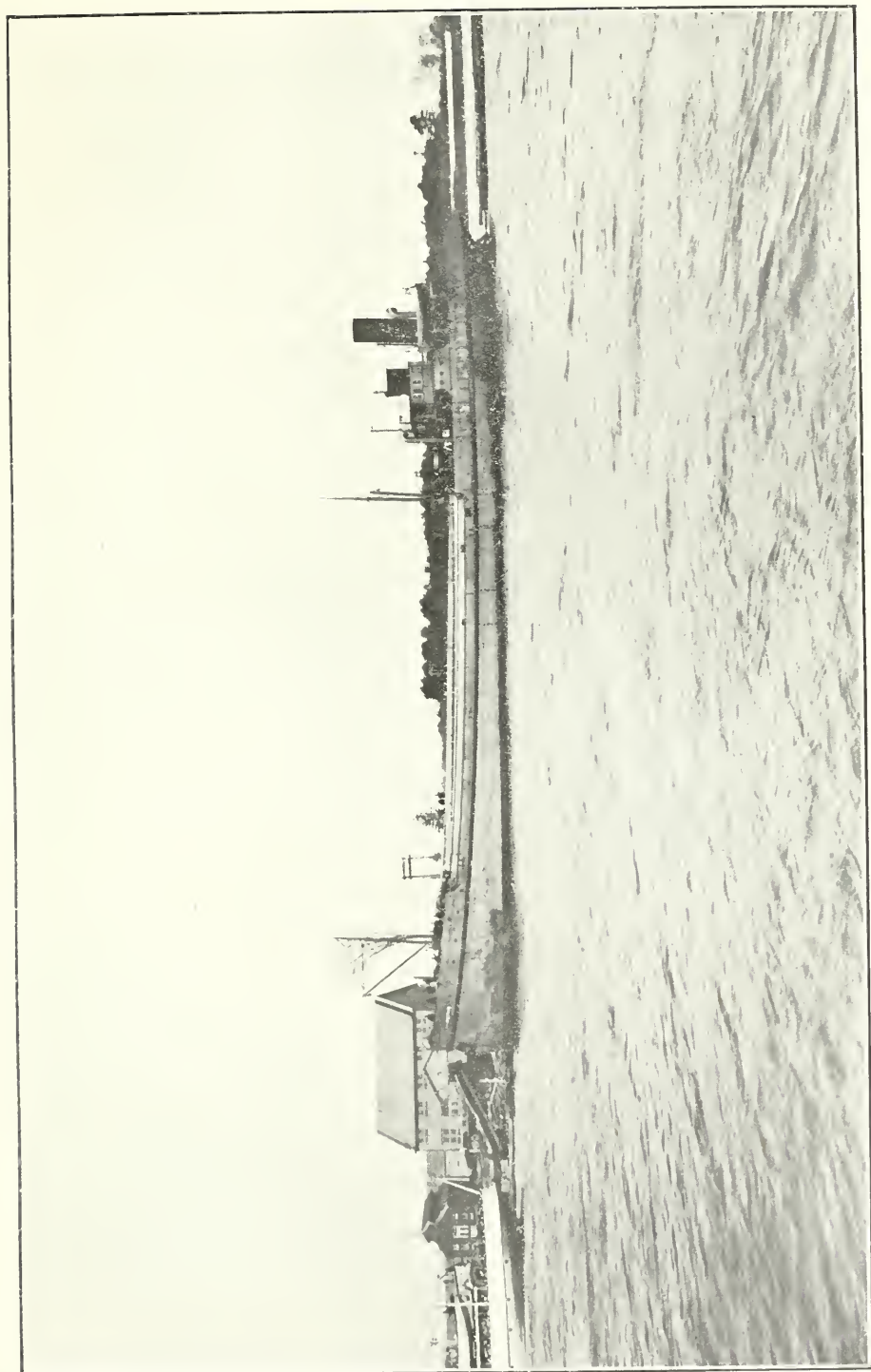
Spruce Shoal Crib near Parry Sound, where First Sunk Aug. 12, 1907.



"Lady Grey" working in Lake St. Peter ice, three to four feet thick.



East Point Light Station, P.E.I.



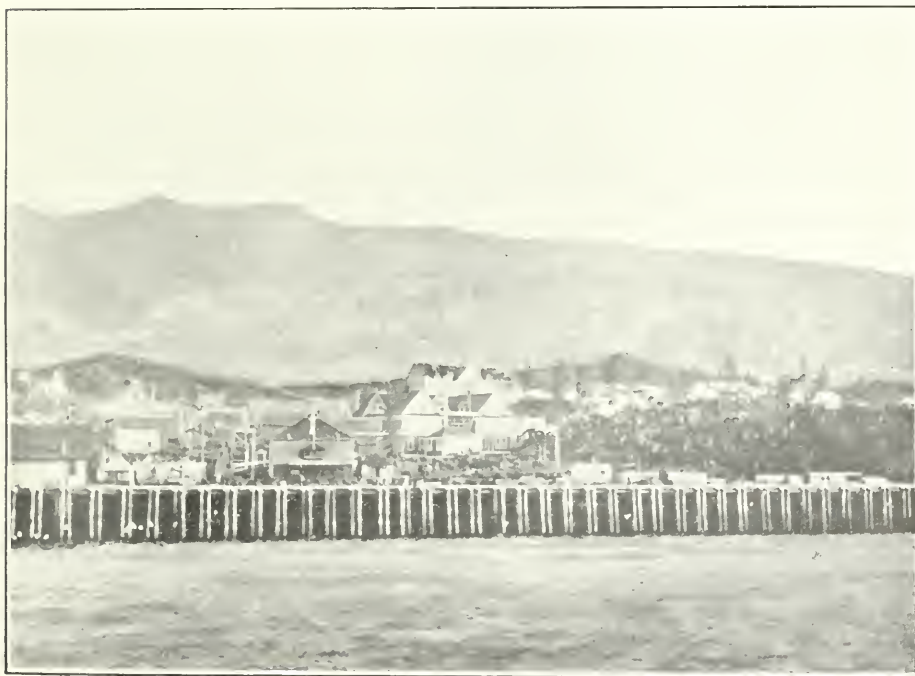
Dredge "Galveston" (No. 9.)



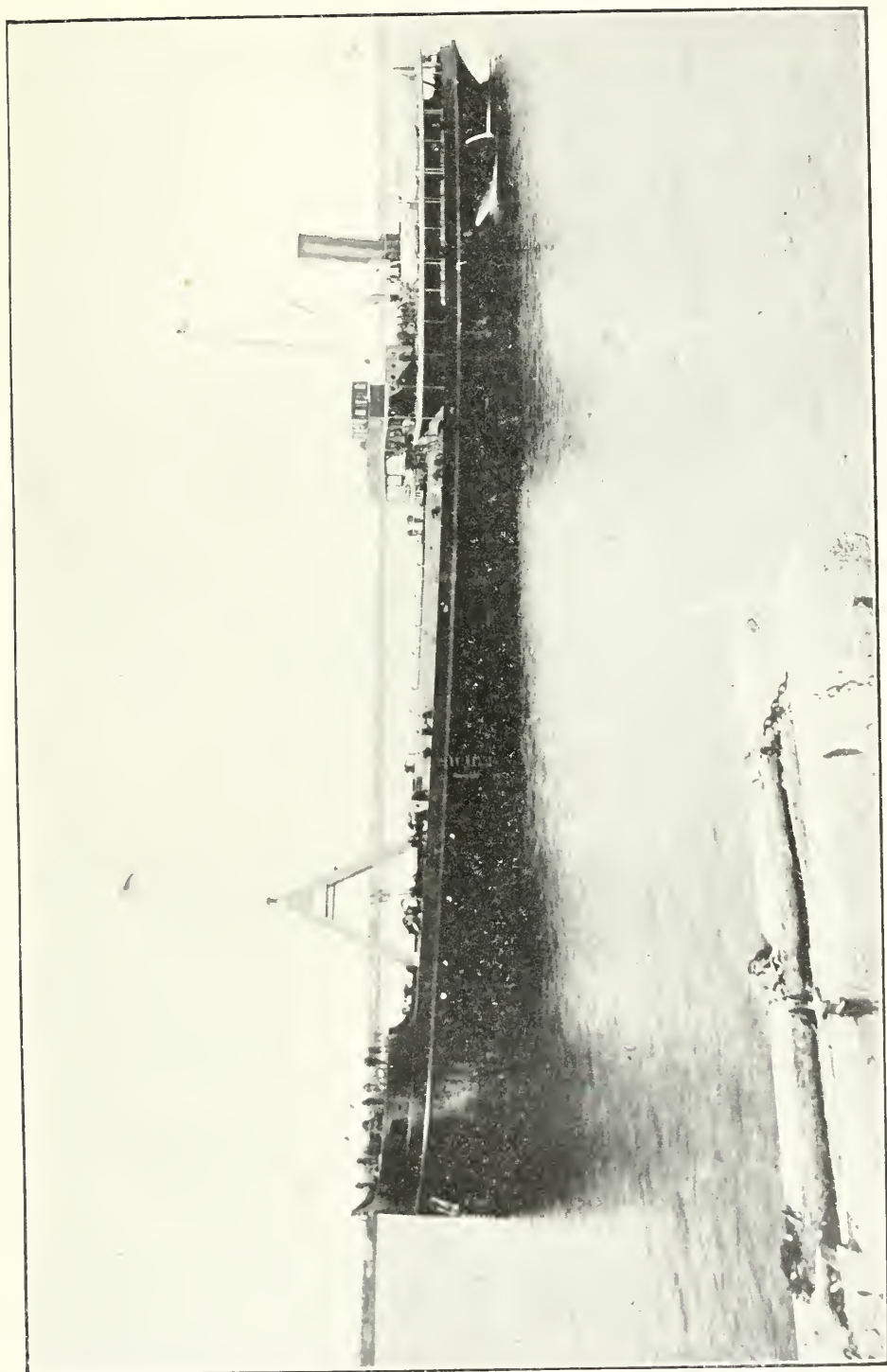
The "Arctic" in Winter Quarters, Albert Harbour, Ponds Inlet, 1906-7.



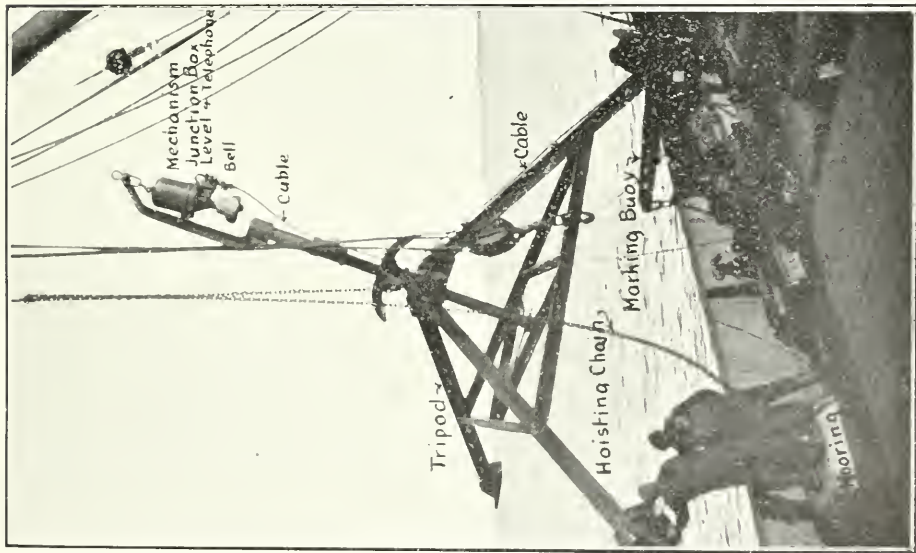
Little Hope Island Station, Showing Concrete Tower.



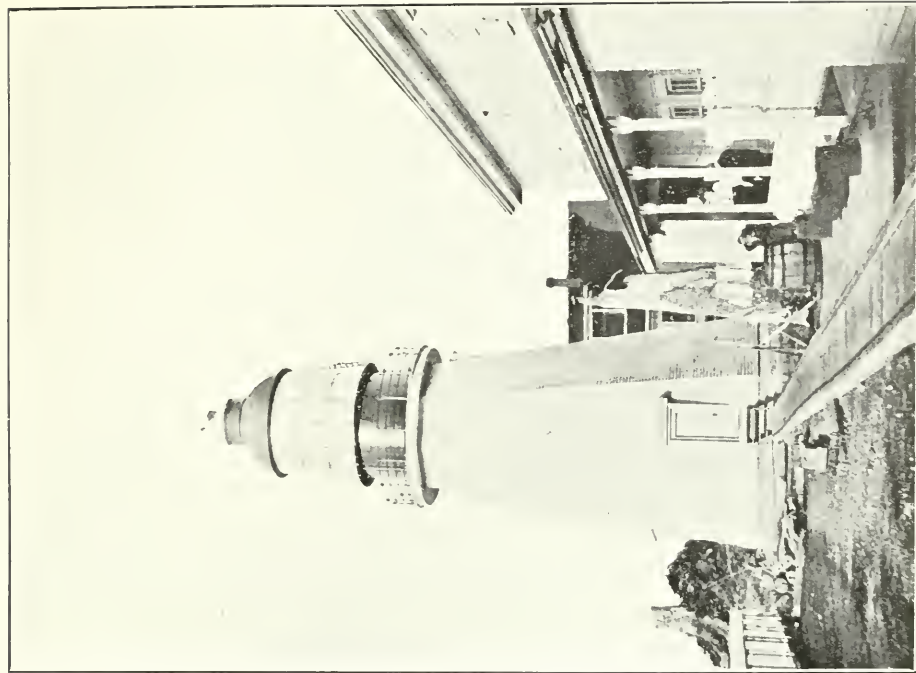
Prince Rupert, B.C., Docks.



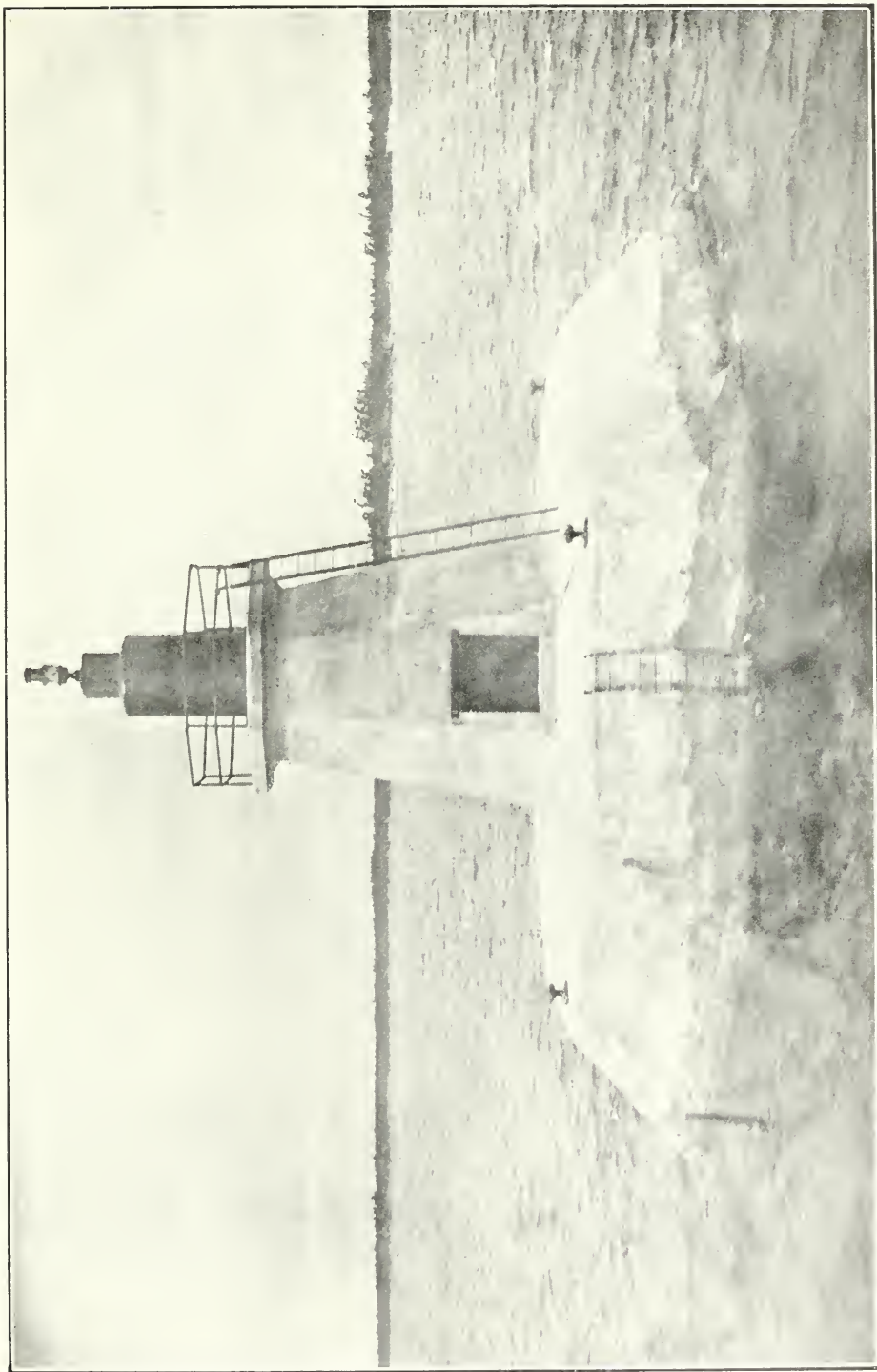
Dredge "Bantjen" (No. 8) Before Loading.



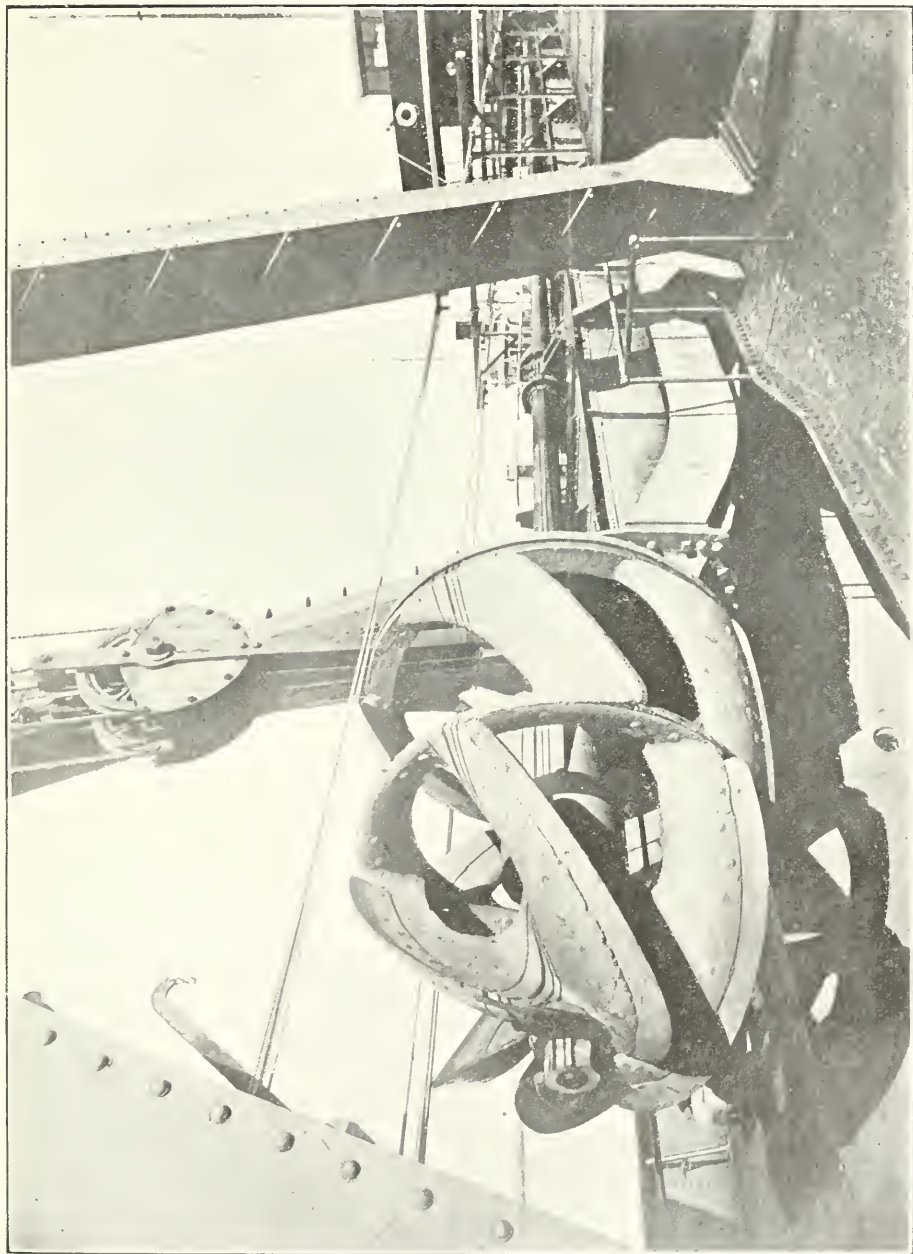
Placing Tripod and Submarine Bell in the Water.



Pachene Lighthouse, B.C.



Spruce Shoal, Parry Sound, Gas Beacon, Ont.



Dredge "Beaujeu" (No. 8) Cutter Head.

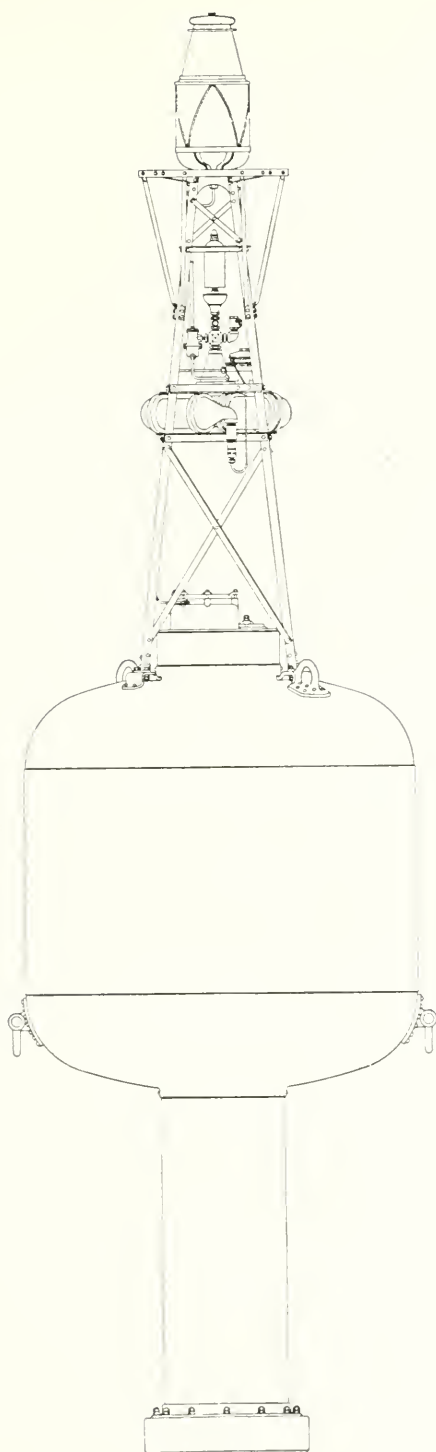


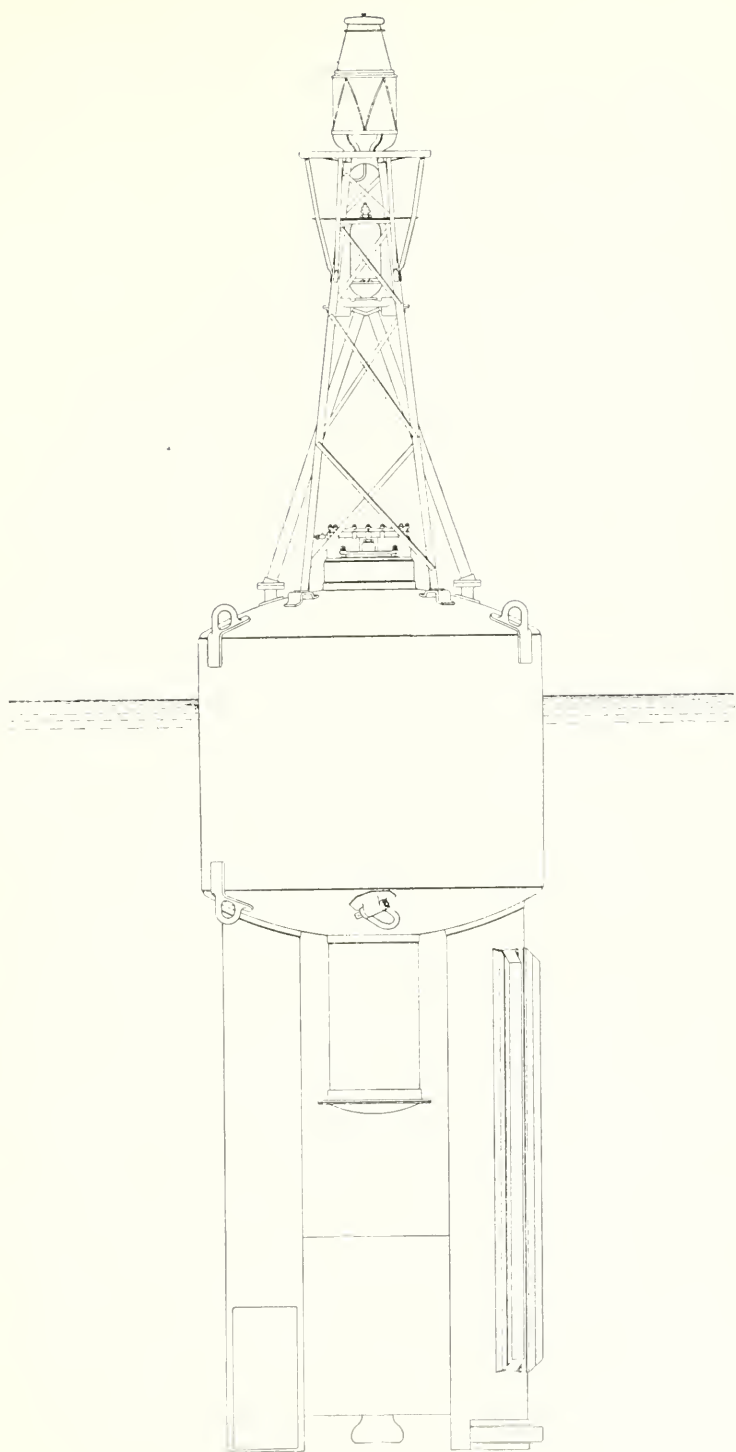
No. 17902.

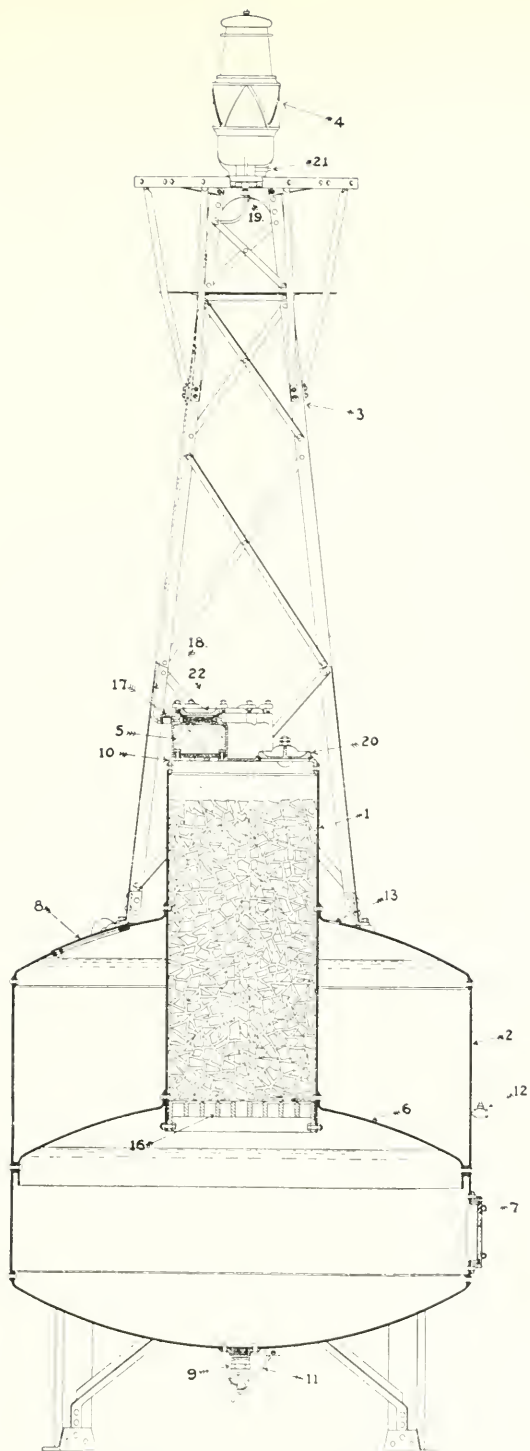
Cape Ray, New Fog Alarm and Marconi Buildings.



Cable Landing Chebucto Head. Cable Connecting Station with Submarine Bell.







- | | |
|----------------------|---------------------|
| 1. Gas generator. | 12. Stop collar. |
| 2. Float chamber. | 13. Guard pipe. |
| 3. Lantern support. | 14. Safety cap. |
| 4. Lantern. | 15. Rubber packing. |
| 5. Purifier chamber. | 16. Grate. |
| 6. Counterweight. | 17. Gas valve. |
| 7. Diaphragm. | 18. Gas pipe. |
| 8. Valve. | 19. Coupling. |
| 9. Valve stem. | 20. Carbide door. |
| 10. Generator head. | 21. Vent plug. |
| 11. Operating nut. | 22. Purifier cover. |

LIST OF VESSELS

ERRATUM.

21*a*. The Seventh Report of the Geographic Board of Canada, 1908, will be found in Volume 10 of the Sessional Papers of 1908. There was no issue in 1909.

LIST OF VESSELS

LISTE DES NAVIRES

LIST OF SHIPPING

ISSUED BY

DEPARTMENT OF MARINE AND FISHERIES

BEING A

LIST OF VESSELS

ON THE

REGISTRY BOOKS OF THE DOMINION OF CANADA

ON THE

31st DAY OF DECEMBER

1908



OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1909

LISTE DES NAVIRES

ÉMISE PAR LE

MINISTÈRE DE LA MARINE ET PÊCHERIES

ÉTANT UNE

LISTE DES NAVIRES

INSCRITS SUR LES

LIVRES D'ENREGISTREMENT DU CANADA

LE

31^e JOUR DE DÉCEMBRE

1908



OTTAWA

IMPRIMÉ PAR C. H. PARMELEE, IMPRIMEUR DE SA TRÈS EXCELLENTE
MAJESTÉ LE ROI

1909

REPORT ON SHIPPING

To the Honourable

L. P. BRODEUR,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the eighteenth List of Shipping issued by this Department. The List has been prepared from records kept in the Department and care has been taken to make it as complete and accurate as possible.

The Regulations with respect to ships' names which came into force on the 1st January, 1908, have been strictly carried out and the name of every ship registered in during the year has been submitted to this Department for approval.

Supplements to the List of Shipping were published every month and those affecting this List which have issued up to date, are bound with this volume.

The total number of vessels remaining on the Register Books of the Dominion on the 31st December, 1908, was 7602, measuring 702324 tons, being an increase of 74 vessels and 3636 tons as compared with 1907. The number of steamers on the Register Books on the same date was 3084 with a Gross Tonnage of 483031 tons. Assuming the average value to be \$30 per ton the value of the Registered Tonnage of Canada on the 31st December, 1908, would be \$21,069,720.

The number of new vessels built and registered in the Dominion of Canada during the last year was 304 measuring 28983 tons register. Estimating the value of new tonnage at \$45 per ton gives a total value of \$1,304,235 for new vessels. This shows a slight falling off as compared with last year, but the year 1908 was not remarkable for its shipbuilding activity, not as regards Canada alone, but throughout the whole Maritime world. However, despite this, the tonnage on the Register Books at the close of 1908 shows that Canada maintains her place amongst the Maritime states of the world.

During the year 281 vessels were removed from the registry and a detailed statement is given showing the cause of their removal.

RAPPORT SUR LA MARINE MARCHANDE

A l'honorable L. P. BRODEUR,
Ministre de la Marine et des Pêcheries.

MONSIEUR,—J'ai l'honneur de présenter la dix-huitième liste de la Marine publiée par ce département.

Cette liste a été calculée à même les dossiers du département et on a eu soin de la rendre aussi complète et aussi exacte que possible.

Les règlements touchant les noms des vaisseaux, qui sont entrés en vigueur le premier janvier 1908, ont été rigoureusement observés, et le nom de chaque vaisseau enregistré au Canada durant l'année a été soumis à ce département pour son approbation.

Des suppléments à la liste de la Marine ont été publiés chaque mois et ceux affectant liste et qui ont été publiés jusqu'à date, sont reliés dans ce présent volume.

Le nombre total des navires portés sur les registres du Canada au 31 décembre 1908 était de 7602 d'un tonnage de 702324 tonneaux ce qui donne une augmentation de 74 vaisseaux et de 3636 tonneaux par rapport à l'année 1907. A la même date, le nombre de vapeurs figurant au registre était de 3084 d'un tonnage brut de 483031 tonneaux. En estimant la valeur moyenne du tonnage à \$30 le tonneau le tonnage enregistré au Canada au 31 décembre 1908 serait donc de \$21,069,720.

Le nombre total des navires construits et enregistrés au Canada durant l'année dernière a été de 304 d'un tonnage de 28983 tonneaux. En estimant la valeur du nouveau tonnage à \$45. le tonneau, on obtient une valeur totale de \$1,304,235 pour les nouveaux vaisseaux, chiffre sensiblement inférieur à celui de l'année dernière ; mais l'année 1908 n'a pas été remarquable pour l'activité déployée à construire de nouveaux vaisseaux, non seulement au Canada, mais dans le monde entier. Cependant, malgré cela le tonnage contenu dans les registres à la fin de l'année 1908, indique le Canada se maintenir parmi les nations maritimes du globe.

Durant l'année dernière 281 vaisseaux furent rayés des registres et un état détaillé est publié indiquant la cause de leur radiation.

8-9 EDWARD VII., A. 1909

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on December 31, 1908.

PROVINCE OF NEW BRUNSWICK.

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres du Canada, le 31 décembre 1908.

PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham.....	382	58	2,494	7,425
Dorchester.....	9	2	9	1,889
Moncton.....	11	2	119	1,324
Richibucto.....	19	7	184	442
Sackville.....	10	3	65	590
St. Andrews.....	174	11	644	3,450
St. John.....	333	101	50,780	51,282
Total.	938	184	54,295	66,402

PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ECOSSE.

Amherst.....	7	2	162	289
Annapolis Royal.....	41	2	151	5,435
Arichat.....	112	2	71	3,030
Barrington.....	99	8	257	2,424
Canso.....	49	1	21	736
Digby.....	124	7	256	4,197
Guysboro'.....	6			148
Halifax.....	407	86	13,048	20,374
Liverpool.....	83	11	572	7,312
Lunenburg.....	283	11	853	22,686
Maitland.....	20	1	88	7,423
Parrsboro'.....	93	7	670	19,120
Pictou.....	51	20	3,383	5,184
Port Hawkesbury.....	61	4	155	1,584
Port Medway.....	15	1	138	1,179
Shelburne.....	84	4	186	5,070
Sydney.....	94	25	1,277	4,379
Truro.....				
Weymouth.....	37	1	5	2,561
Windsor.....	86	14	1,527	33,460
Yarmouth.....	309	29	8,333	18,328
Total.....	2,052	236	31,153	164,919

PROVINCE OF QUEBEC—PROVINCE DE QUEBEC.

Gaspé.....	18	1	921	1,268
Magdalen Islands.....	16	3	1,168	1,000
Montreal.....	687	253	89,686	124,297
Paspébiac.....	9	1	43	663
Quebec.....	624	161	21,276	42,826
Sorel.....	30	13	1,617	2,916
Total.....	1,384	432	114,711	172,975

SESSIONAL PAPER No. 21b

STATEMENT showing the number of Vessels and number of Tons on the Registry Books,
&c.—*Continued.*Etat indiquant le nombre des navires et leur tonnage, inscrits sur les registres,
etc.—*Suite.*

PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net
Amherstburg.....	15	11	338	391
Belleville.....	19	15	552	841
Bowmanville.....	2			316
Brockville.....	29	28	908	589
Chatham.....	22	14	450	784
Cobourg.....	7	2	315	1,021
Collingwood.....	80	77	16,650	11,832
Cornwall.....	2	2	46	32
Deseronto.....	16	10	773	1,163
Dunnville.....	1			57
Fort William.....	2	1	59	447
Goderich.....	44	36	2,375	2,249
Hamilton.....	42	36	8,060	5,743
Kenora.....	70	67	2,048	1,490
Kingston.....	198	136	12,267	17,975
Lindsay.....	49	29	625	1,706
Midland.....	27	24	15,181	11,459
Napanee.....	1			122
Oakville.....	1			26
Ottawa.....	401	246	32,020	32,302
Owen Sound.....	48	41	3,927	4,702
Peterborough.....	55	49	1,336	1,207
Picton.....	21	14	2,921	3,076
Port Arthur.....	64	46	3,640	7,323
Port Burwell.....	9	8	120	133
Port Dover.....	15	11	302	432
Port Hope.....	32	23	1,645	2,297
Port Stanley.....	15	15	318	217
Prescott.....	30	16	2,796	5,276
Sarnia.....	44	33	9,932	9,490
Southampton.....	16	14	704	683
Sault Ste. Marie.....	59	50	9,125	8,976
St. Catharines.....	95	56	2,057	9,595
Simcoe.....	5	2	35	271
Toronto.....	398	315	48,388	39,214
Wallaceburg.....	32	16	900	2,609
Whitby.....	2			271
Windsor.....	60	31	6,451	6,643
Total.....	2,028	1,474	187,264	192,970

PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ILE DU PRINCE-EDOUARD.

Charlottetown.....	154	20	4,492	10,387
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8-9 EDWARD VII., A. 1909

STATEMENT showing the number of Vessels and number of Tons on the Registry Books,
 &c.—*Concluded*.

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres,
 etc.—*Fin*.

PROVINCE OF BRITISH COLUMBIA—PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster	185	111	6,968	11,168
Vancouver	488	375	28,646	29,409
Victoria	266	156	45,859	46,479
Total	939	642	81,473	87,056

PROVINCE OF SASKATCHEWAN.—PROVINCE DE LA SASKATCHEWAN.

Prince Albert.	4	3	281	290
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PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.

Winnipeg	87	79	6,149	4,341
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YUKON DISTRICT—DISTRICT DU YUKON.

Dawson.	16	14	3,213	2,984
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SUMMARY—SOMMAIRE.

New Brunswick	938	181	54,295	66,402
Nova Scotia	2,052	236	31,153	164,919
Quebec	1,384	432	114,711	172,975
Ontario	2,028	1,474	187,264	192,970
P. E. Island	151	20	4,492	10,387
British Columbia	939	642	81,473	87,056
Manitoba	87	79	6,149	4,341
Yukon District	16	14	3,213	2,984
Saskatchewan	4	3	281	290
Grand Total	7,662	3,084	483,031	702,324

SESSIONAL PAPER No. 21b

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each Year, from 1874 to 1908, both inclusive.

ETAT COMPARATIF indiquant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1908, les deux comprises.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965
Nova Scotia...	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368
Quebec	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349
Ontario	815	113,008	825	114,930	889	123,947	926	131,761	958	135,440
P. E. Island...	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250
B. Columbia...	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482
Manitoba .....	.....	.....	2	178	2	178	6	246	17	1,161
Total	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,169	1,333,01

	1879.		1880.		1881.		1882.		1883.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,906
Nova Scotia...	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715
Quebec	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804	1,739	216,577
Ontario	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061	1,133	140,972
P. E. Island...	298	49,807	288	45,931	273	45,410	248	41,684	241	49,446
B. Columbia...	60	4,701	63	5,049	74	6,296	84	7,687	94	9,046
Manitoba	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
Total	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,375	1,276,440

	1884.		1885.		1886.		1887.		1888.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,096	308,132	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,332
Nova Scotia...	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709
Quebec	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520
Ontario	1,184	142,387	1,223	144,487	1,248	149,929	1,275	139,548	1,330	139,502
P. E. Island...	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586
B. Columbia...	116	11,403	123	11,834	134	11,900	119	12,789	167	14,249
Manitoba	55	5,722	63	5,439	65	5,578	71	5,871	69	5,744
Total	7,255	1,253,747	7,315	1,231,856	7,293	1,217,766	7,178	1,130,307	7,142	1,089,642

	1889.		1890.		1891.		1892.		1893.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086
Nova Scotia...	2,855	464,431	2,793	461,194	2,778	461,758	2,731	425,690	2,715	396,263
Quebec	1,455	168,599	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121
Ontario	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665
P. E. Island...	224	25,506	231	26,080	195	23,315	196	22,706	188	20,970
B. Columbia...	176	15,241	196	16,024	246	19,767	298	23,448	315	24,900
Manitoba	77	6,091	79	6,475	78	6,197	81	6,118	89	6,534
Total	7,152	1,040,481	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113	912,539

8-9 EDWARD VII., A. 1909

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, &c.—*Concluded.*

ETAT COMPARATIF indiquant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, etc.—*Fin.*

Provinces.	1894.		1895.		1896.		1897.		1898.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Total.
New Brunswick.	1,003	136,257	975	122,417	964	115,506	923	103,584	903	89,257
Nova Scotia....	2,710	371,432	2,683	343,356	2,669	317,526	2,204	283,056	2,167	262,176
Quebec	1,427	160,590	1,454	158,776	1,469	158,649	1,480	158,077	1,378	144,447
Ontario	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349	1,452	134,180
P. E. Island....	191	19,650	190	19,323	174	16,540	174	15,812	178	15,979
B. Columbia....	336	26,455	346	25,988	363	26,622	364	25,604	444	40,304
Manitoba	93	6,715	106	7,307	115	7,934	115	7,272	121	7,439
Yukon District.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	7,245	869,624	7,262	825,776	7,279	789,299	6,684	731,754	6,643	693,782

Provinces.	1899.		1900.		1901.		1902.		1903.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Total.
New Brunswick.	920	86,288	927	78,708	915	75,293	917	64,605	929	59,508
Nova Scotia....	2,121	243,457	2,121	226,817	1,980	214,560	2,037	212,967	2,069	216,053
Quebec	1,375	144,586	1,247	138,136	1,265	142,664	1,288	136,660	1,288	138,570
Ontario	1,488	135,234	1,610	141,112	1,635	145,227	1,699	156,449	1,778	169,086
P. E. Island....	171	14,669	176	14,251	180	14,729	156	13,464	164	13,739
B. Columbia....	488	44,415	515	51,095	676	62,102	584	58,292	639	76,215
Manitoba	126	9,108	128	7,147	130	7,445	139	7,536	139	7,695
Yukon District.	9	1,604	11	2,268	11	2,463	16	2,640	14	2,281
Saskatchewan ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	6,698	679,352	6,735	659,534	6,792	664,483	6,836	652,613	7,020	683,147

Provinces.	1904.		1905.		1906.		1907.		1908.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Total.
New Brunswick.	933	54,855	938	49,145	939	44,471	927	69,463	938	66,402
Nova Scotia....	2,066	211,972	2,121	198,976	2,159	187,328	2,074	173,950	2,052	164,919
Quebec	1,287	140,339	1,301	141,406	1,344	143,340	1,338	166,133	1,384	172,975
Ontario	1,886	176,430	1,942	178,848	1,978	180,349	2,011	184,328	2,028	192,970
P. E. Island....	161	12,200	158	11,924	149	10,761	145	9,815	154	10,837
B. Columbia....	666	77,105	712	79,954	782	77,746	872	83,792	939	87,056
Manitoba	141	7,765	142	7,809	149	8,341	144	8,247	87	4,341
Yukon District.	12	2,172	11	1,763	11	1,763	13	2,670	16	2,984
Saskatchewan ..	.....	.....	.....	.....	1	89	4	290	4	290
Total	7,152	682,838	7,325	669,825	7,512	654,179	7,523	698,638	7,602	702,324

SESSIONAL PAPER No. 21b

LIST of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended December 31, 1908.

PROVINCE OF NEW BRUNSWICK

LISTE des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés au Canada, pendant l'année expirée le 31 décembre 1908.

PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.	Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham	17	429	PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.		
Dorchester.....	Nil.	Nil.			
Moncton	Nil.	Nil.			
Richibucto.	5	65			
Sackville.	Nil.	Nil.			
St. Andrews	2	27			
St. John	8	767			
Total	32	1,288	Amherstburg	1	27
			Belleville.....	Nil.	Nil.
			Bowmanville.....	Nil.	Nil.
			Brockville.....	1	7
			Chatham.....	Nil.	Nil.
			Cobourg.....	Nil.	Nil.
			Collingwood.....	2	43
			Cornwall.....	Nil.	Nil.
			Deseronto.	Nil.	Nil.
			Dunnville.....	Nil.	Nil.
			Fort William.....	Nil.	Nil.
			Goderich.....	Nil.	Nil.
			Hamilton.....	Nil.	Nil.
			Kenora.....	Nil.	Nil.
			Kingston.....	4	276
			Lindsay.....	Nil.	Nil.
			Midland.....	2	62
			Napanee.....	Nil.	Nil.
			Oakville.....	Nil.	Nil.
			Ottawa.....	8	747
			Owen Sound.....	2	359
			Peterborough.....	4	130
			Pictou.....	Nil.	Nil.
			Port Arthur.....	Nil.	Nil.
			Port Burwell.....	Nil.	Nil.
			Port Dover.....	1	8
			Port Hope.....	Nil.	Nil.
			Port Stanley.....	4	66
			Prescott.....	Nil.	Nil.
			Sarnia.....	Nil.	Nil.
			Southampton.....	Nil.	Nil.
			Sault Ste. Marie.....	Nil.	Nil.
			St. Catharines.....	1	305
			Simcoe.....	Nil.	Nil.
			Toronto.....	15	6,609
			Wallaceburg.....	Nil.	Nil.
			Whitby.....	Nil.	Nil.
			Windsor.....	1	26
			Total.....	46	8,695

PROVINCE OF NOVA SCOTIA—PROVINCE
DE LA NOUVELLE-ÉCOSSE.

Amherst.....	Nil.	Nil.
Annapolis Royal.....	2	616
Arischat.....	2	75
Barrington.....	5	65
Canso.....	1	16
Digby.....	2	125
Guysboro'.....	Nil.	Nil.
Halifax.....	12	369
Liverpool.....	5	473
Lunenburg.....	21	1,686
Maitland.....	1	122
Parrsboro'.....	6	1,495
Pictou.....	2	446
Port Hawkesbury.....	2	28
Port Medway.....	Nil.	Nil.
Shelburne.....	10	650
Sydney.....	3	35
Truro.....	Nil.	Nil.
Weymouth.....	1	99
Windsor.....	1	9
Yarmouth.....	4	291
Total.....	80	6,600

PROVINCE OF QUEBEC—PROVINCE DE
QUEBEC.

Amherst (Magdalen Is- lands).....	Nil.	Nil.
Gaspé.....	Nil.	Nil.
Montreal.....	49	6,278
Paspebiac.....	Nil.	Nil.
Quebec.....	3	443
Sorel.....	10	558
Total.....	62	7,279

PROVINCE OF PRINCE EDWARD ISLAND
—PROVINCE DE L'ÎLE DU PRINCE-
ÉDOUARD.

Charlottetown.....	5	254
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8-9 EDWARD VII., A. 1909

LIST of Ports at which Vessels may be Registered, showing the number of new Vessels Built and Registered, &c.—*Concluded.*

PROVINCE OF BRITISH COLUMBIA.

Liste des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés, etc.—*Fin.*

PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.	Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster.....	13	578	SUMMARY—SOMMAIRE.		
Vancouver	46	2,061			
Victoria.	17	2,139			
Total	76	4,778			
PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.			New Brunswick.....	32	1,288
Winnipeg.	1	9	Nova Scotia	80	6,600
YUKON DISTRICT.			Quebec.	62	7,279
Dawson City.....	2	80	Ontario.....	46	8,695
SASKATCHEWAN.			Prince Edward Island...	5	254
Prince Albert	Nil.	Nil.	British Columbia.....	76	4,778
			Manitoba	1	9
			Yukon District.	2	80
			Saskatchewan.....	Nil.	Nil.
			Total.....	304	28,983

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STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the *Reportoire Général* for 1908-1909.

TABLEAU du tonnage des navires de chacun des Etats maritimes du globe, extrait du *Répertoire Général* pour 1908-1909.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
	Vapeurs	Tonnage brut des vapeurs.	Tonnage net des vapeurs.	Voiliers	Tonnage net des voiliers.	Tonneaux.
British.....	8,754	17,427,798	10,498,214	6,014	1,603,776	12,101,990
German.....	1,797	3,818,627	2,350,735	1,328	471,109	2,821,844
American.....	992	1,966,102	1,321,873	3,647	1,413,679	2,735,552
Norwegian.....	1,244	1,334,709	851,577	1,432	673,308	1,524,885
French.....	851	1,489,644	816,632	1,584	521,688	1,338,340
Russian.....	613	789,453	487,267	3,369	572,258	1,059,520
Italian.....	411	915,413	557,355	1,385	431,851	989,206
Japanese.....	790	1,093,306	695,454	1,327	165,963	861,417
Swedish.....	868	728,740	506,894	1,486	234,884	741,779
*Canadian.....	*	*	*	*	*	*
Dutch.....	466	846,348	530,704	631	74,260	604,964
Danish.....	517	659,471	402,526	1,005	116,549	519,075
Spanish.....	462	696,595	433,300	545	79,009	512,309
Austrian.....	311	716,285	446,354	104	12,491	458,845
Grecian.....	261	465,429	292,081	882	165,292	457,374
Turkish.....	110	112,112	69,440	936	202,609	272,049
Brazilian.....	224	198,776	120,672	298	62,613	183,285
Belgian.....	128	236,246	152,028	9	2,549	154,577
Argentine.....	152	115,707	70,758	179	52,366	123,124
Chilian.....	85	116,064	67,558	90	49,254	116,812
Portuguese.....	58	64,548	39,618	269	49,536	89,154
Uruguayan.....	32	40,834	24,816	62	27,698	52,514
Cuban.....	46	57,145	36,137	123	12,381	48,518
Chinese.....	43	65,341	41,647	3	901	42,548
Peruvian.....	8	10,872	6,969	60	29,470	36,439
Mexican.....	37	29,030	17,971	48	8,678	26,649
Roumanian.....	21	35,317	18,848	20	3,505	22,353
Montenegrin.....				23	5,243	5,243
Venezuelan.....	8	3,783	2,046	18	2,836	4,882
Corean.....	5	6,991	4,666			4,666
Nicaraguan.....	1	751	112	7	4,529	4,641
Egyptian.....	8	3,809	2,149	8	2,481	4,621
Bulgarian.....	5	4,561	2,776	3	402	3,178
Haitian.....	6	2,662	1,556	8	1,392	2,948
Siamese.....	7	4,348	2,569	2	341	2,913
Sarawak.....	4	3,417	2,114			2,114
Colombian.....	1	881	457	7	1,608	2,065
Honduran.....	3	1,806	1,125	3	363	1,488
Dominican.....				10	1,465	1,465
Guatemalan.....				5	1,270	1,270
Liberian.....				2	686	686
Bolivian.....				1	607	607
Costa Rican.....				2	551	551
Tunisian.....	1	509	304	2	151	455
Panamanian.....	1	748	454			454
San Salvador.....				2	326	326
Moroccan.....	2	560	269			269
Paraguan.....	2	470	260			260
Ecuador.....				1	257	257
Zanzibar.....	1	350	235			235
Cretian.....				1	111	111
Persian.....				1	107	107
Servian.....	1	264	102			102
Unknown.....	5	8,094	5,102	10	3,447	8,549
Total.....	19,342	34,079,916	20,883,735	26,952	7,065,850	27,949,585

* Included in British.

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COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion
1908 bothETAT COMPARATIF des nouveaux navires construits et enregistrés au Canada
les deux

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia.....	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec.....	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario.....	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island....	88	24,634	83	19,838	62	14,574	62	17,026	38	10,382
British Columbia	5	276	.....	.....	1	121	2	204	2	4
Manitoba.....	.....	.....	.....	.....	.....	.....	3	48	1	15
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873
Add new vessels which left Quebec for registration in Germany	6	7,746	.....	.....	3	2,721	2	1,943	1	.....
Total	487	190,756	481	151,012	420	130,901	432	120,928	340	101,536
Provinces.	1886.		1887.		1888.		1889.		1890.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	34	4,981	18	2,909	32	2,530	50	4,792	35	5,572
Nova Scotia	93	20,948	87	12,310	116	12,965	126	19,645	150	33,907
Quebec	27	2,683	28	2,888	23	2,669	27	3,759	25	4,880
Ontario	52	2,075	66	2,993	62	5,095	45	3,259	41	4,917
Prince Edward Island....	12	1,318	7	601	12	1,412	12	1,503	12	2,008
British Columbia	8	154	9	376	18	448	12	840	15	876
Manitoba.....	3	98	8	439	1	11	8	548	7	218
Total	229	32,207	223	22,516	264	25,130	280	34,346	285	52,378
Provinces.	1898.		1899.		1900.		1901.		1902.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	31	790	31	798	22	762	25	1,141	23	1,055
Nova Scotia.....	67	4,962	72	7,594	117	9,416	133	14,660	140	14,827
Quebec.....	51	4,139	35	5,943	50	4,301	43	7,421	16	1,990
Ontario.....	46	1,872	52	3,419	58	3,734	62	2,665	60	8,791
Prince Edward Island....	5	372	3	56	3	106	6	589	8	530
British Columbia.....	72	12,228	51	2,734	43	3,837	62	7,728	36	2,550
Manitoba.....	6	159	13	554	3	109	3	112	10	137
Yukon District.....	1	61	1	165	3	336
Saskatchewan
Total	278	24,522	277	21,098	297	22,326	335	34,481	296	30,216

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of Canada during the Year ended December 31, in each Year, from 1874 to inclusive.

pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1908, comprises.

1879.		1880.		1881.		1882.		1883.		1884.		1885.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	19,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	102	24,703
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815	29	4,556
42	2,464	44	3,610	54	5,111	55	4,369	34	4,311	58	4,446	45	4,509
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707
5	788	.....	.....	2	85	8	1,631	5	849	15	675	6	648
...	.....	1	100	3	116	1	289	2	125	37	3,366	13	320
265	74,227	288	65,441	337	74,060	288	60,113	374	74,090	387	72,411	240	44,179
.....	.....	.....	.....	.....	.....	1	1,029	.....	.....	.....	.....	.....	.....
.....
265	74,227	288	65,441	337	74,060	289	61,142	374	74,090	387	72,411	240	44,179

1891.		1892.		1893.		1894.		1895.		1896.		1897.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	6,269	21	1,873	119	2,819	40	2,534	27	714	24	627	33	1,738
136	35,528	105	16,446	111	15,089	128	8,721	89	4,762	97	7,704	54	4,259
46	4,260	34	2,620	53	4,220	55	4,412	49	4,335	36	3,969	49	4,227
44	2,662	34	3,684	49	4,126	64	3,137	52	3,732	38	1,757	50	3,850
5	1,000	9	967	3	634	3	183	1	196	3	111	3	226
41	2,364	46	2,887	19	944	25	1,900	18	1,709	22	1,466	26	2,429
3	122	6	296	8	608	11	356	14	822	7	512	16	365
312	52,145	255	28,773	362	28,440	326	21,243	250	16,270	227	16,146	231	17,694

1903.		1904.		1905.		1906.		1907.		1908.		—	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
24	1,708	25	1,396	25	998	23	431	27	909	32	1,288	.....	.....
135	12,907	99	5,993	160	7,453	154	7,538	169	5,116	80	6,600	.....	.....
31	1,076	20	3,203	24	1,438	50	3,949	50	10,326	62	7,279	.....	.....
71	10,719	105	5,167	85	5,735	74	6,014	96	14,444	46	8,695	.....	.....
6	171	2	185	6	577	4	147	7	215	5	254	.....	.....
56	3,494	48	2,362	51	3,536	82	2,774	97	7,115	76	4,778	.....	.....
5	248	9	338	1	41	9	808	3	84	1	9	.....	.....
Nil.	Nil.	Nil.	Nil.	2	80
.....	1	89	3	201
328	30,323	308	18,554	352	19,781	397	21,741	392	38,401	204	28,983

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LIST of vessels whose names have been changed by Order in Council, under Section 27 of Chapter 113 of the Revised Statutes of Canada, 1906, during the year ended December 31, 1907.

LISTE des navires dont les noms ont été changés par Ordre en Conseil, d'après les dispositions de l'article 27, chapitre 113 des Statuts Révisés du Canada, 1906, durant l'année finissant le 31 décembre 1907.

Official Number. — Numéro officiel.	Present Name of Vessel. — Nom actuel du navire.	Port of Registry. — Port d'enregistrement.	Former Name of Vessel. — Ancien nom du navire.
122650	Alcedo.....	Ottawa.....	North.
122435	Bon Ami.....	Sault Ste. Marie.....	Mariposa.
122641	Cobalt.....	Ottawa.....	E. P. Beals.
116543	Emma L.....	Montreal.....	D. S. Walker.
122642	Freeport.....	Ottawa.....	Black Diamond.
126191	Going.....	Windsor, Ont.....	Grace.
92415	Imperator.....	Chatham, N.B.....	Mascott.
100038	Jasmine.....	Toronto.....	Ojibway.
88241	John Rolph.....	Toronto.....	Resolute.
111805	Jno. W. Russell.....	Toronto.....	W. J. Smith.
74254	L. P.....	Quebec.....	Indiana.
122595	Leonice.....	St. Andrews.....	Quickstep.
122344	Maganetawan.....	Toronto.....	Jos. B. Dewey.
94853	Myrtle V. Hopkins.....	Liverpool.....	Keewaydin.
122396	Owen.....	Victoria.....	Marion.
122145	Pukwana.....	Toronto.....	Willowdee.
117166	Shanks.....	Windsor, N.S.....	Affezione.
126330	Shuswap.....	Vancouver.....	Volga.
122611	Two Macs.....	Goderich.....	Telephone.
126324	Valdes.....	Vancouver.....	Rona.

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STATEMENT showing the number of vessels removed from registry in the Dominion of Canada during the year ending 31st December, 1908, and the cause for such removal.

ÉTAT indiquant le nombre de navires dont les noms ont été rayés au registre, au Canada durant l'année finissant le 31 décembre 1908 et la cause de leur radiation.

Sold to Foreigners.....	12
Wrecked.....	29
Stranded.....	12
Lost.....	17
Broken up.....	125
Abandoned.....	7
Collision.....	2
Missing.....	2
Foundered.....	6
Burnt.....	17
Condemned.....	4
Transferred to St. John's, Nfld....	15
" " Bridgetown, Barbadoes.....	12
Reported out of existence.....	21
Total.....	281

G. J. DESBARATS,

Acting Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
Ottawa, 1909.

PART I

STEAM VESSELS

PARTIE I

V A P E U R S

PART I. — PARTIE I

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, December 31, 1908.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, 31 décembre 1908.

Abbreviations—Abréviations :—J.O., Joint owners—propriétaires conjoints ; M.O., Managing owner—propriétaire gérant ; Pa., Paddle—à aubes ; Sc., Screw—à hélice.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Built — Con- struit en	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant et adresse.
88,639	A. B. Cook.....	St. Catharines.....	1885	Port Robinson, Ont.....	54 4	12 0	6 6	34	23	13 sc...	Robert Waddell, Trenton, Ont.
75,821	A. C. Whitney ...	Halifax.....	1873	Boston, Mass., U.S.A....	76 0	17 5	5 6	63	41	75 sc... N.S.	The A. C. Whitney Co., Ltd., Halifax
97,014	A. D. Cross.	St. Catharines.....	1897	Port Colborne, Ont.....	49 0	16 0	8 9	47	32	11 sc...	William E. Phin, Welland, Ont.
116,355	A. F. Bowman....	Port Arthur.....	1906	Collingwood, Ont.....	76 0	22 0	12 0	113	77	32 sc...	Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont
77,820	A. H. Jennie.	Toronto.....	1882	Port Rowan, Ont.....	119 0	21 1	9 3	197	121	.....	Mrs. Agnes M. Britnell, Toronto, Ont.
100,393	A. M. Petrie.....	Hamilton.....	1892	Hamilton, Ont.....	50 0	10 0	4 9	20	13	1 sc...	James Garrett, Herring Bay, Algoma, Ont.
96,873	A. V. Crawford...	Port Stanley.....	1891	Goderich, Ont.....	72 0	15 7	7 2	51	35	20 sc...	Mrs. Ella B. Boone, Toronto, Ont.
*106,075	A. W. Perry.....	Halifax.....	1897	Belfast, Ireland.....	225 0	34 0	14 7	1,601	957	370 sc...	The Canada Atlantic & Plant Steamship Co., Ltd., Halifax, N.S.
90,767	A. Chambers.....	Goderich.....	1888	Goderich, Ont.....	55 7	14 0	5 2	23	16	30 sc...	Dominion Fish Co., Ltd., Winnipeg, Man.
92,740	Abeona.....	Toronto...	1889	Toronto, Ont.....	89 0	15 7	5 5	46	31	22 sc...	Harry Oldfield, Parry Sound, Ont.
100,659	Aberdeen.....	Kingston.....	1894	Westport, Ont.....	51 0	8 4	4 2	13	9	6 sc...	Claude W. Cole, Milford, Ont.

* Formerly "Beverly."

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103,554	Aberdeen.....	Montreal.....	1895	Sorel, Que.....	79 3	18 3	9 0	87	55	43 se ..	Harbour Commissioners Que.	Montreal
103,227	Aberdeen.....	Ottawa.....	1894	Paisley, G.B.....	180 0	31 1	16 9	674	266	200 se ..	The Minister of Marine and Fisheries, Ottawa, Ont.	
94,924	Aberdeen.....	Pictou, Ont.....	1894	Pictou, Ont.....	99 6	22 0	8 7	142	87	30 se ..	The Ontario & Quebec Navigation Co., Ltd., Pictou, Ont.	
100,675	Aberdeen.....	Vancouver.....	1893	Vernon, B.C.....	146 2	29 9	6 8	534	349	17 pa ..	Canadian Pacific Railway Co., Mont- real, Que.	
97,907	Abino.....	St. Catharines ..	1894	Fort Erie, Ont.....	41 3	10 3	3 8	8	5	7 se ..	Wm. T. Windsor, Callender, Ont.	
122,649	Abitibi.....	Ottawa.....	1907	Lake Abitibi, Ont.	74 0	23 0	4 6	106	62	6 pa ..	Thomas Walsh, Kenora, Ont.	
100,345	Acacia.....	Hamilton.....	1893	Hamilton, Ont.....	92 4	19 4	6 6	107	73	7 se ..	Wallaceburg Sugar Co., Ltd., Wall- aceburg, Ont.	
496,891	Acadia.....	Ottawa.....	1880	Chesler, Pa., U.S.A.....	182 5	23 6	18 7	529	354	138 se ..	E. and T. Lenthum, St. John, N.B.	
92,488	Acadia.....	Windsor, N.S.....	1887	Hantsport, N.S.....	72 0	21 3	6 8	74	67	31 se ..	Cape Breton Dredging Co., Ltd., Toronto, Ont.	
126,078	Aclates.....	Vancouver.....	1908	Vancouver, B.C.....	100 0	22 9	11 5	299	142	42 se ..	Maurice L. Evans, M. O. Vancouver, B.C.	
111,652	Actae.....	Montreal.....	1894	Poughkeepsie, N.Y., U.S.A.	46 0	9 5	4 1	11	8	3 se ..	Andrew F. Gault, Montreal, Que.	
100,186	Active.....	Montreal.....	1873	Montreal, Que.....	129 5	24 2	10 9	302	190	200 se ..	Montreal Transportation Co., Ltd., Montreal, Que.	
94,894	Active.....	Vancouver.....	1889	New Westminster, B.C.	116 0	29 7	10 3	172	119	50 se ..	B. C. Mills, Timber & Trading Co., Vancouver, B.C.	
100,367	Activity.....	Quebec.....	1892	Lévis, Que.....	44 6	12 8	5 2	22	9	25 se ..	E. A. D. Morgan, Montreal, Que.	
88,665	Ada.....	Chatham, N.B ..	1884	Chatham, N.B ..	32 0	6 3	3 0	4	2	5 se ..	Mrs. Susan M. Glasier, Lincoln, Sum- bury Co., N.B.	
90,539	Ada	Montreal.....	1886	Montreal, Que.....	61 2	15 0	5 6	29	19	120 se ..	Chas. Ogilvie, Ottawa, Ont.	
107,110	Ada.....	Victoria.....	1890	Vancouver, B.C.....	23 8	8 5	2 8	4	3	1 se ..	R. C. Colston, Pender Island, B.C.	
75,642	Ada Alice.....	Toronto.....	1879	Port Dalhousie, Ont.....	66 5	13 2	4 0	60	41	10 se ..	Joseph Goodwin, Toronto, Ont.	
122,332	Adam.....	Vancouver.....	1907	Vancouver, B.C.....	45 0	12 0	5 7	21	16	4 se ..	H. Bell-Irving Co., Ltd., Vancouver, B.C.	
116,927	Adam Hall	Victoria	1904	Arrowhead, B.C.	112 0	29 1	6 7	145	55	25 se ..	Big Bend Lumber Co., Ltd., Arrow- head, B.C.	
107,401	Adelaide.....	Montreal.....	1888	Morris Heights, N. Y., U.S.A.	30 0	6 0	2 8	3	2	— se ..	L. R. Dowker, Montreal, Que.	
126,143	Adelard	Sorel.....	1907	Yanaska, Que.....	46 5	9 5	3 4	17	10	$\frac{4}{5}$ se ..	Adelard F. Belisle, Yanaska, Que.	
107,373	Adele.....	Sydney.....	1890	U.S.A.....	76 5	13 6	6 3	38	23	18 se ..	Arthur J. Moxham, Sydney, N.S.	
92,536	Adirondack.....	Montreal.....	1887	Berthier, Que.....	40 0	9 3	5 4	12	8	8 se ..	Joseph H. Dansecan, Verchères, Que.	
71,236	Admiral.....	Port Stanley.....	1880	Petersville, Ont.....	45 6	10 3	3 3	9	8	7 se ..	Peter G. Carpenter, Sombra, Ont.	

+ Formerly "Yosemite."

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
72,247	Admiral.....	St. John, N.B.	1876	Portland, N.B.	119 6	22 0	5 7	158	100	66 pa. . .	Parker Glasier, Lincoln. Smunby Co., N.B.
107,973	Admiral Togo.....	Dorchester.....	1905	Port Greville, N.S.	28 0	9 0	3 6	5	4	2 se . .	Edward Cole, Dorchester, N.B.
103,506	Adonis.....	Montreal.....	1890	Kingston, Ont.....	61 4	11 1	4 4	14	10	8 se. . .	J. B. Tressider, Montreal, Que.
122,325	Adoraim.....	Vancouver.....	1907	Vancouver, B.C.....	21 3	8 4	3 6	8	6	$\frac{3}{4}$ se . .	Gustave A. Boedde, Vancouver, B.C.
90,702	Adrelexa.....	St. Catharines.....	1886	Port Robinson, Ont.....	61 0	10 3	4 6	20	14	2 se . .	Edward Adamson, Toronto, Ont.
.....	Advance.....	Kingston.....	1862	Bedford Mills, Ont.....	66 3	10 6	7 1	41	14	.....	F. Smith, Toronto, Ont.
*88,632	Advance.....	Montreal.....	1884	St. Catharines, Ont.....	175 0	35 3	15 0	1,031	358	116 se . .	Montreal Transportation Co., Ltd., Montreal, Que.
90,775	Advance.....	Windsor, Ont.....	1886	Windsor, Ont.....	48 8	15 1	4 0	72	49	20 se . .	Wm. A. Kennedy, Manitoulin, Ont.
117,154	Afton.....	New Westminster..	1906	New Westminster, B.C..	28 0	5 8	3 0	3	2	1 se . .	Thomas H. Goldie, New Westminster, B.C.
†111,807	Agawa.....	Sault Ste. Marie..	1902	Collingwood, Ont.....	379 0	46 0	26 0	3,759	2,468	151 se .	The Algona Central & Hudson Bay Ry. Co., Sault Ste. Marie, Ont.
85,305	Agnes.....	Montreal.....	1883	Buckingham, Que.....	56 8	12 4	4 4	29	20	30 se . .	G. Bothwell, Buckingham, Que.
85,325	Agnes.....	Owen Sound.....	1884	Meaford, Ont.....	50 0	13 7	6 0	23	16	30 se . .	W. W. Grant and Wm. Vance, Spanish River, Ont.
107,362	Agnes.....	Toronto.....	1898	Toronto, Ont.....	55 0	9 2	3 9	14	10	3 se . .	Thos. Ellis, Roach's Point, Ont.
116,777	Agnes.....	Vancouver.....	1904	Ladners, B.C.....	26 0	6 6	2 4	3	2	$\frac{3}{4}$ se . .	Harry Abbott, Vancouver, B.C.

* Formerly "Sir S. L. Tilley." † Formerly a sailing vessel.

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103,697	Agnes C.	Sault Ste. Marie	1887	Green Bay, Wis., U.S.A.	47 0	9 0	5 0	20	10	— se	W.H. Plummer, Sault Ste. Marie, Ont.
77,999	Agnes McMahon	Ottawa	1876	St. Catharines, Ont.	96 0	15 3	6 4	84	17	50 se	Israel Clement, Montreal, Que.
116,241	Agnes Smith	Sault Ste. Marie	1901	Little Current, Ont.	61 0	15 0	6 0	57	36	13 se	John Henderson, Blenheim, Ont., and Lorne Smith, Little Current, Ont., J.O.
111,752	Agwinko	Kenora	1900	Kenora, Ont.	105 0	22 5	4 0	307	143	1 pa	Rainy River Navigation Co., Ltd., Kenora, Ont.
103,672	Almie	Toronto	1896	Gravenhurst, Ont.	80 4	15 0	4 6	77	52	11 se	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
*77,915	Aheek	Sault Ste. Marie	1879	Port Hope, Ont.	57 0	12 6	7 9	29	21	23 se	W. H. Plummer, Sault Ste. Marie, Ont.
97,047	Aid	Liverpool	1891	Liverpool, N.S.	79 2	24 4	7 5	99	67	130 se	Alfred Dickie, Lower Stewiacke, N.S.
92,265	Aid	Ottawa	1886	Hull, Que.	65 0	18 0	3 6	25	15	20 pa	J. A. Cameron, Thurso, Que.
116,834	Aileen	Kingston	1904	Perth, Ont.	56 4	11 8	4 4	24	16	4 se	Peter Cavanagh, Perth, Ont.
122,337	Ailsa Craig	Vancouver	1907	Vancouver, B.C.	24 8	8 8	2 5	9	6	1 se	Roland D. Craig, Vancouver, B.C.
116,409	Aimé	Victoria	1899	Cheminains, B.C.	38 0	9 0	3 2	9	6	3 se	G. Lawson, Victoria, B.C., and W. H. Fairburn, Comox, B.C.
116,789	Airdrie	Vancouver	1901	Steveston, B.C.	35 0	11 1	3 3	9	6	1 se	C. F. Haslam, Vancouver, B.C.
114,435	Ajax	Lindsay	1902	Bobcaygeon, Ont.	54 0	14 6	6 1	33	23	50 se	W. F. C. Boyd, M.O., Bobcaygeon, Ont.
107,257	Alameda	New Westminster	1898	Lake Bennett, B.C.	50 0	12 0	2 5	32	20	2 pa	John J. McKenna, Lake Bennett, B.C.
88,690	Alameda	Yarmouth	1885	Arcadia, N.S.	66 6	13 0	4 8	63	49	10 se	A. Straug, Cape Traverse, P.E.I.
122,346	Alan	Toronto	1907	Byng Inlet, Ont.	29 0	9 0	3 3	6	4	1½ se	William H. Argue, Parry Sound, Ont.
126,688	Alarbee	Vancouver	1908	Vancouver, B.C.	35 9	10 1	5 2	15	10	3 se	Robert P. McLennan, Vancouver, B.C.
193,484	Alarn	Victoria	1893	Georgetown, B.C.	52 0	13 8	7 0	34	23	5 se	Georgian Logging Co., Ltd., Goico, B.C.
122,229	Alaska	Montreal	1906	Sorel, Que.	102 3	23 7	14 2	246	144	60 se	The Sincennes McNaughton Line, Ltd., Montreal, Que.
107,673	Alaska	Quebec	1899	St. Nicholas, Que.	73 4	21 7	5 3	51	45	12 se	Cie Maritime et Commercial du Bas St. Laurent, Léves, Anticosti, Que.
117,474	Alaska	Windsor, Ont.	1878	Detroit, Mich., U.S.A.	165 2	29 0	10 6	348	173	8 se	W. J. Pulling and J. B. Williscroft, Windsor, Ont.
83,040	Albani	Brockville	1882	Sorel, Que.	78 6	13 6	7 0	58	39	40 se	W. H. Comstock, Brockville, Ont.
100,622	Albani	Port Dover	1892	Simcoe, Ont.	36 3	7 6	3 5	5	4	1 se	Wm. Davies, Toronto, Ont.
116,929	Albatross	Vancouver	...	London, G.B.	96 5	12 1	6 5	38	26	22 se	William H. Hind, Vancouver, B.C.

* Formerly "Albert Wright."

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
126,073	Albion.	Vancouver.	1908	Vancouver, B.C.	44 0	11 6	5 7	28	19	8 se	Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
88,539	Albert.	Hamilton.	1891	Hamilton, Ont.	21 6	5 0	2 6	1	1	2 pa.	Henry W. Harrison, Hamilton, Ont.
103,103	Albert	Montreal.	1890	St. Laurent, Que.	42 0	6 0	2 7	3	2	1 se	Adolphe Pepin, St. Aimé, Que.
96,712	Albert.	Ottawa.	1888	Aylmer, Que.	147 5	42 2	7 9	296	198	100 se	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
111,912	Albert Lea.	New Westminster.	1888	Jig Harbour, Wash., U.S.A.	42 8	8 8	4 9	19	13	2 se	G. W. Dawson, Vancouver, B.C.
116,912	Alberta.	Kenora.	1904	Kenora, Ont.	20 0	5 0	2 0	2	1	$\frac{1}{2}$ se	D. L. Mathier, Kenora, Ont.
116,950	Alberta.	"	1904	Prince Albert, Sask.	130 0	31 0	4 0	315	214	15 pa.	Winnipeg Navigation Co., Ltd., Winnipeg, Man.
85,755	Alberta.	Montreal.	1883	Whiteinch, G.R.	263 5	38 2	23 3	2,282	1,572	300 se	Canadian Pacific Railway Co., Montreal, Que.
116,603	Alberta.	Montreal.	1905	Sorel, Que.	96 4	17 7	6 9	125	62	42 se	The Sincennes McNaughton Line, Ltd., Montreal, Que.
122,177	Alberta.	Port Arthur.	1907	Rosport, Ont.	30 0	10 0	4 0	7	5	$1\frac{1}{2}$ se	George Gerow, Rosport, Ont.
116,370	Alberta M.	Goderich.	1907	Goderich, Ont.	69 3	15 0	6 5	38	26	10 $\frac{3}{4}$ se	Wm. John Keen and Joseph Millman, Blind River, Ont.
111,433	Albion.	Halifax.	1902	Moser's River, N.S.	35 8	10 5	4 0	9	6	1 se	Alfred Dickie, Lower Stewiacke, N.S.
107,716	Albion.	Victoria.	1899	Vancouver, B.C.	79 2	18 2	8 3	88	60	24 se	The Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
115,292	Albuera.	St. John, N.B.	1902	Port Glasgow, G.B.	340 7	47 6	23 4	3,460	2,258	303 se	Steamship Albuera Co., Ltd., Rothersay, King's Co., N.B.

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112,643	Alcyon.....	Quebec.....	1901	Ste. Anne de Chicoutimi, Que.	63 4	13 9	4 5	44	30	4 se... E. Gagnon, Ste. Anne de Chicoutimi, Que.
103,964	Alcyone.....	Montreal.....	1890	Chicago, Ill., U.S.A....	76 2	11 0	6 4	38	22	14 se... H. M. Molson, Montreal, Que.
100,096	Alcyone.....	St. John, N.B.....	1892	St. John, N.B.....	36 7	9 1	4 3	15	10	30 se... Henry Eagle, Chatham, N.B.
85,769	Alert.....	Montreal.....	1879	St. John's, Que.....	40 3	7 2	3 1	4	2	7 se... Louis H. Hébert, St. John's Que.
116,802	Alert.....	Ottawa.....	1904	Teniscanigue, Que....	68 3	12 4	5 2	53	26	10 se... Upper Ottawa Improvement Co. Ltd., Ottawa, Ont.
92,421	Alert.....	Prescott.....	1886	Morrisburg, Ont.....	64 0	14 4	5 0	50	35	9 se... Minister of Railways and Canals, Ottawa, Ont.
96,639	Alert.....	St. Catharines.....	1886	Port Robinson, Ont....	58 4	15 1	7 2	47	32	28 se... The Welland Canal Tug Co., Ltd., Port Colborne, Ont.
116,248	Alert.....	Sault Ste. Marie....	1903	Richard's Landing, Ont.	37 0	9 0	4 8	9	4	1 se... A. F. Luellenan, Outler, Ont.
*86,871	Alert.....	Sydney.....	1880	South Bristol, Me, U.S.A	98 3	19 1	7 4	105	63	10 se... Hugh McDonald, Sydney, N.S.
117,011	Alert.....	Vancouver.....	.....	.....	33 5	10 3	4 2	12	8	1 se... Robert Draney, Nanaim Harbour, B.C.
107,529	Alert.....	Victoria.....	1899	New Denver, B.C.....	31 5	6 7	3 0	3	2	— se... Johnston & Carslake, Ltd., Long Lake, B.C.
107,515	Alert.....	".....	1898	Linderman, B.C.....	34 0	8 0	4 0	7	5	1 se... John J. McKenna, Lake Bennett, B.C.
94,807	Alert.....	Victoria.....	1889	Victoria, B.C.....	62 0	15 4	6 5	44	26	80 se... The Western Transport Co., Ltd., Nanaimo, B.C.
121,774	Alert.....	Winnipeg.....	1905	Selkirk, Man.....	55 0	12 0	5 5	28	19	8 se... The Northern Fish Co., Ltd., Selkirk, Man.
107,748	Aletha.....	Kingston.....	1901	Kingston, Ont.....	107 4	19 7	5 5	171	90	25 se... Mrs. Aletha Roys, Kingston, Ont.
96,808	Alexander Fraser..	Ottawa.....	1890	Pembroke, Ont.....	140 0	41 0	7 5	320	174	23 pa... Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
112,153	Alexandra.....	Chatham, N.B.....	1902	Chatham, N.B.....	97 0	24 6	9 0	201	136	38 se... Miramichi Steam Navigation Co., Chatham, N.B.
*100,282	Alexandra.....	Lindsay.....	1891	Lakefield, Ont.....	76 0	18 0	6 0	105	71	50 se... Jos. B. Parkin, M.O., Lindsay, Ont.
116,340	Alexandra.....	Ottawa.....	1903	Teniscanigue, Que....	148 0	45 4	8 1	417	280	96 pa... Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
*100,598	Alexandra.....	Sydney.....	1889	Sord, Que.....	79 2	13 8	4 2	34	23	6 se... David Rudderham, North Sydney, N.S.
107,380	Alexandra.....	Sydney.....	1902	Port Morien, N.S.....	44 2	10 4	4 8	14	10	12 se... Robt. Spencer, Port Morien, N.S.
112,291	Alexandra.....	Winnipeg.....	1902	Winnipeg, Man.....	84 0	19 8	3 2	164	38	5 se... The Pioneer Navigation & Sand Co., Ltd., Winnipeg, Man.
85,708	Alexandria..	Pictou, Ont.....	1883	Montreal, Que.....	173 7	30 6	8 4	863	508	50 pa... The Ontario & Quebec Navigation Co., Ltd., Pictou, Ont.
88,528	Alfie.....	Hamilton.....	1887	Hamilton, Ont.....	28 0	6 2	3 1	3	2	4 se... M. B. Thomas, Dundas, Ont.
111,937	Alfred..	Lindsay.....	1895	Lindsay, Ont.....	48 5	19 0	4 6	89	61	35 pa... A. L. Davis, Peterboro', Ont.

* Foreign name "George J. Stevens." † Formerly "Sunbeam." ‡ Formerly "Richelieu."

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80,771	Alfred Wilson.....	Sarnia.....	1879	Port Franks, Ont.....	45 0	12 7	3 5	33	22	8 sc...	D. Sutherland, Chatham, Ont.
122,578	Alfreda.....	Yamouth.....	1907	Tusket Wedge, N.S.....	44 0	12 3	6 0	15	10	6 sc...	Louis A. LeBlanc, M.O., Tusket Wedge, N.S.
16,67	Algoma.....	Kenora.....	1904	Port Frances, Ont.....	56 0	14 0	5 5	69	47	3 sc...	The Rat Portage Lumber Co., Ltd., Kenora, Ont.
111,763	Algona.....	Kingston.....	1901	Kingston, Ont.....	36 6	8 4	3 4	5	3	10 sc...	John H. Davis, Kingston, Ont.
111,803	Algona.....	Sault Ste. Marie...	1901	Toronto, Ont.....	104 0	26 3	11 0	157	107	54 sc...	Robt. A. Lyon, Sault Ste. Marie, Ont.
95,651	Algonquin.....	Port Arthur.....	1888	Yoker, G.B.....	245 0	40 1	20 6	1,806	1,172	150 sc...	The St. Lawrence & Chicago Steam Nav. Co., Ltd., Toronto, Ont.
122,076	Algonquin.....	Toronto.....	1906	Huntsville, Ont.....	120 0	23 8	6 5	305	200	32 sc...	The Huntsville Lake of Bays & Lake Simcoe Navigation Co., Ltd., Huntsville, Ont.
103,236	Alice.....	Montreal.....	1894	Sorel, Que.....	70 7	17 5	7 6	67	46	15 sc...	Simcoes McNaughton Line, Ltd., Montreal, Que.
116,610	Alice.....	Montreal.....	1902	Three Rivers, Que.....	41 0	10 9	3 6	15	8	2 sc...	Théophile Lemyre, Grandes Piles, Que.
103,883	Alice.....	Ottawa.....	1896	Aylmer, Que.....	31 0	8 3	3 0	3	2	3½ sc...	A. Whelan, Aylmer, Que.
111,862	Alice.....	".....	1901	Kippewa, Que.....	70 8	13 4	5 0	48	34	10 sc...	Patrick Kelly, Kippewa, Que.
122,260	Alice.....	Quebec.....	1907	Toronto, Ont.....	125 5	25 8	10 8	403	239	54 sc...	The Minister of Agriculture, Ottawa, Ont.
107,723	Alice.....	Vancouver.....	1900	Vancouver, B.C.....	66 8	12 6	4 2	35	24	2½ sc...	S. K. Champion, et al., Vancouver, B.C.
117,001	Alice A.....	Vancouver.....	1895	Portland, Ore., U.S.A.....	38 0	7 6	2 6	9	6	1 sc...	Marlin Monk and Chas. Christianson, New Westminster, B.C.

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80,909	Alice Brooks.....	Owen Sound.....	1882	Port Elgin, Ont.....	40 6	11 5	5 1	17	11	12 se...	Edward Brooks, Port Elgin, Ont.
167,169	Alice G.....	Collingwood.....	1902	Collingwood, Ont.....	60 0	12 0	6 3	36	25	5 se...	Dominion Fish Co., Ltd., Winnipeg, Man.
129,292	Alice Mattes.....	Prince Albert.....	1907	Prince Albert, Sask.....	72 0	18 0	4 0	121	41	4 pa...	Prince Albert Lumber Co., Ltd., Prince Albert, Sask.
116,659	Alice Maud.....	Yarmouth.....	1901	Shelburne, N.S.....	65 0	14 3	6 6	45	30	16 se...	Thomas N. McGrath, Tussock, N.S.
59,223	Alida.....	Halifax.....	1861	Philadelphia, Pa., U.S.A.	79 4	18 0	6 2	61	30	50 se...	Ed. Brownell, Porter's Lake, N.S.
100,757	Aligator.....	Toronto.....	1893	Pine Lake, Ont.....	31 0	11 5	3 1	6	1	25 pa...	F. Baker, Barrie, Ont.
129,321	Alkali.....	Vancouver.....	1904	Vancouver, B.C.....	26 5	8 4	2 7	7	5	$\frac{1}{2}$ se...	John A. McMillan, North Vancouver, B.C.
116,729	Allan Sewell.....	St. John, N.B.....	1904	Margerville, N.B.....	12 2	8 2	4 1	12	8	1 se...	A. H. Sewell, Gibson, N.B.
167,367	Allena May.....	Toronto.....	1897	Walker's Point, Ont.....	47 5	7 6	3 1	16	11	2 se...	H. Walker and Chas. J. Smith, J.O., Walker's Point, Ont.
100,414	Allie.....	Ottawa.....	1890	Brockville, Ont.....	40 0	8 0	3 0	11	8	15 se...	A. W. Jones and D. M. Jones, J.O., Ottawa, Ont.
112,274	Alma.....	Montreal.....	1903	Sorel, Que.....	54 7	12 3	6 0	43	29	3 se...	Chas. Marcoux, Berthier, Que.
116,599	Alma.....	".....	1895	Dorby, Vt., U.S.A.....	29 7	8 6	3 6	6	4	1 se...	Charles J. Lorimer, Stanstead, Que.
100,369	Alma.....	Quebec.....	1891	Portneuf, Que.....	36 0	10 0	5 0	12	8	20 se...	A. LeMay, Portneuf, Que.
122,415	Alma C.....	Midland.....	1906	Midland, Ont.....	60 0	8 2	3 2	19		6 se...	The Turner Lumber Co., Ltd., Toronto, Ont.
121,917	Alma V.....	Kenora.....	1906	Kenora, Ont.....	68 0	13 5	3 5	56	38	2 se...	S. Villeneuve and L. Villeneuve, J.O., Kenora, Ont.
74,211	Almeda Covell.....	Toronto.....	1898	Buffalo, N.Y., U.S.A.....	32 5	9 0	1 3	9	6	12 se...	Nathaniel Dickey and John Ginty, J. O., Toronto, Ont.
107,176	Amida.....	Port Arthur.....	1899	Port Arthur, Ont.....	30 0	10 0	3 7	8	4	1 se...	A. W. Nuttal, Port Arthur, Ont.
107,924	Alpha.....	New Westminster.....	.....	Juneau, Alaska, U.S.A.....	30 0	8 5	6 0	10	7	1 se...	Lewis McLachlan, White Horse, Y.T.
100,750	Alpha.....	Quebec.....	1898	Cheverie, N.S.....	72 6	18 2	7 2	61	42	20 se...	Cie Maritime et Commerciale du Bas St. Laurent, L'Ac., Anticosti, Que.
111,495	Alpha.....	Quebec.....	1900	Lewis, Que.....	47 5	12 2	4 9	20	7	12 se...	Minister of Marine and Fisheries, Ottawa, Ont.
122,617	Alpha.....	St. Andrews.....	1906	St. Andrews, N.B.....	43 0	12 0	4 6	15	10	20 se...	Landon G. Guphill, Grand Manan, N.B.
116,945	Alpha.....	Kenora.....	1902	Winnipeg, Man.....	30 0	6 2	2 2	2	2	1 se...	Young Men's Christian Association, Winnipeg, Man.
122,603	Alpha.....	Kenora.....	1906	Hamilton, Ont.....	23 0	6 3	3 8	2	2	1 se...	John Alexander Johnston, Ignace, Ont.
116,692	Alphonse Racine.....	Montreal.....	1904	Sorel, Que.....	79 2	18 6	10 1	121	69	42 se...	Harbour Commissioners, Montreal, Que.
116,790	Alta.....	Vancouver.....	1904	San Francisco, Cal., U.S.A.	32 0	7 7	2 8	9	6	3 se...	Britannia Copper Syndicate, Ltd., Vancouver, B.C.

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111,447	Alva	Ottawa	1901	Ottawa, Ont.	50 0	13 2	4 6	27	22	12 sc ..	Papineauville Lumber Co., Ltd., Papineauville, Que.
116,319	Alva W.	Amherstburg ..	1908	Collingwood, Ont.	65 0	16 0	6 9	32	27	10 sc ..	Brayton G. Westcott and Freeman S. Wright, J. O., Leamington, Ont.
103,211	Amable du Fond ..	Ottawa	1894	Amprior, Ont.	41 6	16 4	3 3	17	11	20 pa. ..	McLachlin Brothers, Ltd., Amprior, Ont.
59,926	Ananda	Quebec	1868	Island of Orleans, Que. ..	32 0	11 0	5 0	11	7	10 sc ..	Hyacinthe Beaulieu, Lévis, Que.
101,069	Amelia	Magdalen Islands ..	1894	Ayr, G. B.	145 0	22 8	9 9	337	103	70 sc ..	The Magdalen Islands Steamship Co., Ltd., Halifax, N.S.
121,844	Amenda	Toronto	1903	Almie Harbour, Ont.	36 0	7 5	3 2	6	4	$\frac{1}{2}$ sc ..	William Stewart, Dist. Muskoka, Ont.
100,662	América	Kingston	1895	Kingston, Ont.	153 2	33 2	6 4	521	266	200 pa. ..	The St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
*79,042	Amethyst	Halifax	1878	Stockton-on-Tees, G. B. ..	240 2	32 0	16 7	1357	872	123 sc ..	Rev. P. Fiset, and P. J. L. Fiset, Eastern Harbour, N.S.
†78,142	Amherst	Port Medway	1877	Preston, G. B.	113 0	18 5	10 5	138	94	60 sc ..	James R. Hyde, Montreal, Que.
100,400	Ampere	Hamilton	1894	Hamilton, Ont.	31 3	7 0	4 6	5	3	5 sc ..	Allen Marshall, Hamilton, Ont.
112,121	Amphitrite	Lunenburg	1903	Madone Bay, N.S.	111 2	25 6	10 2	149	84	24 sc ..	Clarence A. Lardier, New Ross, N.S.
98,073	Amur	Victoria	1890	Sunderland, G. B.	216 0	28 1	17 9	907	579	150 sc ..	Canadian Pacific Railway Co., Mont- real, Que.
111,916	Amy	Toronto	1901	Cornwall, Ont.	55 2	15 7	7 2	40	27	10 sc ..	Randolph Macdonald, Toronto, Ont.
121,723	Amy	Vancouver	1906	Vancouver, B.C.	40 5	10 4	5 0	25	17	4 sc ..	Philip Hiltz, Vancouver, B.C.

* Foreign name "Santiago de Cuba." † Formerly "Lady Glover."

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96,551	Annie Molle.....s	Sarnia	1865	East Saginaw, Mich., U.S.A.	81 0	17 0	7 7	71	49	75 sc. . .	The Pontelle Towing & Wrecking Co., Ltd., Sarnia, Ont.
122,636	Anona.....	Kingston	1903	Kingston, Ont.	32 3	6 2	2 6	5	3	2½ sc. . .	Albert W. Winnett, Kingston, Ont.
92,398	Antelope.....	Kingston.....	1889	Kingston, Ont.	60 5	11 5	4 8	20	11	15 sc. . .	George A. Davis, Smith's Falls, Ont.
92,532	Antelope.....	Montreal.....	1887	Montreal, Que.	82 4	18 4	7 2	83	57	13 sc. . .	Dickson Anderson, Montreal, Que.
107,153	Antic.....	Vancouver.....	1894	Seattle, Wash., U.S.A.	30 8	7 0	3 0	4	3	1 sc. . .	R. H. Gardner, Vancouver, B.C.
96,969	Anticosti.....	Halifax.....	1891	Sable River, N.S.	54 0	13 6	5 6	19	16	9 sc. . .	Mrs. Rosanna Neville, Halifax, N.S.
116,994	Anticosti.....	Ottawa.....	1904	Toronto, Ont.	121 3	24 7	19 0	396	269	17 sc. . .	The Minister of Marine and Fisheries, Ottawa, Ont.
122,650	Anticosti II....	Liverpool.....	1907	Liverpool, N.S.	59 4	13 5	5 8	35	21	8 sc. . .	Mrs. Rosanna Neville, Halifax, N.S.
100,394	Arabian.....	Hamilton.....	1892	Hamilton, Ont.	178 6	31 0	13 6	1,073	770	400 sc. . .	J. B. Fairgrieve, Hamilton, Ont.
92,642	Arbutus.....	Owen Sound.....	1887	Wallaceburg, Ont.	63 0	14 8	7 0	49	34	4 sc. . .	Owen Sound Tug, Lighter & Barge Line, Owen Sound, Ont.
85,555	Arcadia.....	Pictou, N.S.	1884	Yarmouth, N.S.	68 0	16 7	6 4	62	42	30 sc. . .	Fred. Magee, Port Elgin, N.B.
103,912	Archer.....	Victoria.....	1897	Arrowhead, B.C.	49 5	13 0	4 0	15	10	3 sc. . .	The Fred. Robinson Lumber Co., Ltd., Revelstoke, B.C.
117,196	Archibald.....	Kenora.....	1904	Gold Rock, Ont.	46 0	10 0	5 5	20	14	2 sc. . .	Mike Noonan, Gold Rock, Ont.
122,512	Archie.....	Vancouver.....	1907	Vancouver, B.C.	36 0	10 3	3 6	17	11	2½ sc. . .	William J. Bruce, Vancouver, B.C.

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107,823	Archie.	Victoria	1909	Victoria, B.C.	27 0	7 4	3 8	4	3	3 se...	Thomas E. Wood, Victoria, B.C.
96,718	Archie Stewart	Ottawa	1890	Ottawa, Ont	81 5	18 8	7 3	80	50	75 se...	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,992	Arctic	Ottawa	1901	Kiel, Germany	165 4	37 2	20 2	762	518	44 se...	The Minister of Marine and Fisheries, Ottawa, Ont.
94,930	Arctic	Pictou, Ont	1893	Grindstone Island, N.Y. U.S.A.	96 3	19 3	7 0	101	83	5 se...	The Rathbun Co., Deseronto, Ont.
107,825	Argentina	Victoria	1900	Kaslo, B.C.	92 2	20 3	4 2	206	130	4 pa...	A. H. MacNeill, Rossland, B.C.
116,953	Argo	Samia	1906	Wallaceburg, Ont.	50 4	11 6	4 8	20	13	2 se...	David Foster, Fort Coldwell, Ont.
103,696	Argo	Sault Ste. Marie	1895	Owen Sound, Ont.	27 0	10 0	4 0	7	4	— se...	Catherine Bell, Owen Sound, Ont.
92,722	Argosy	Toronto	1883	Toronto, Ont.	21 5	5 3	2 5	1	1	1 se...	John E. Thompson, Toronto, Ont.
185,489	Argus	Ottawa	1884	Lockeport, N.S.	55 0	13 0	6 1	27	19	50 se...	The Minister of Customs, Ottawa Ont.
94,926	Argyle	Pictou, Ont	1899	Pictou, Ont	185 1	26 0	9 7	700	374	274 pa...	Lake Ontario Navigation Co., Ltd. Pictou, Ont.
107,220	Argyle	Kenora	1900	Keewatin, Ont	59 5	16 0	5 4	78	53	11 se...	James Fraser, Keewatin, Ont.
96,859	Argyle	Samia	1891	Buffalo, N.Y., U.S.A.	68 0	15 3	7 0	41	28	30 se...	Samia Bay Towing & Salvage Co. Ltd., Samia, Ont.
116,454	Ariadne	Vancouver	1903	Vancouver, B.C.	34 9	8 7	3 9	14	9	3 se...	James W. Hall, Vancouver, B.C.
85,708	Ariadne	Wallaceburg	1885	Wallaceburg, Ont	63 0	13 6	5 2	38	26	7 se...	Asa Ribble, Dresden, Ont.
103,234	Ariel	Montreal	1890	Lachine, Que.	56 5	8 2	2 8	11	7	2 se...	B. J. Cairns, St. Alphonse de Chicoutimi, Que.
111,570	Ariel	Toronto	1900	Harrison, N.J., U.S.A.	25 0	6 2	2 8	3	2	5 se...	John H. Mason, Toronto, Ont.
121,673	Ariel	Vancouver	1905	Vancouver, B.C.	40 0	8 2	3 6	12	8	2 se...	George E. Bower, Vancouver, B.C.
71,263	Arlington	Toronto	1878	Harwood, Ont.	61 0	13 0	4 0	23	16	25 se...	The Toronto Ferry Co., Ltd., Toronto, Ont.
71,209	Armenia	Deseronto	1876	Pictou, Ont	100 0	18 0	7 0	110	85	50 se...	The Rathbun Co., Deseronto, Ont.
74,388	Armenia	Kingston	1873	Chatham, Ont.	176 2	25 0	11 5	467	318	150 se...	Adolf Leuner, Montreal, Que.
122,537	Armoco	Vancouver	1907	Vancouver, B.C.	56 5	14 5	7 2	46	32	10½ se...	William H. Armstrong, Vancouver, B.C.
121,850	Armour	Toronto	1906	Burk's Falls, Ont.	87 5	17 5	6 2	191	115	16 se...	A. A. Agar, Burk's Falls, Ont.
122,352	Arrah Wama	Kingston	1880 1899	Panrapo, N.J., U.S.A } Alexia Bay, N.Y., " }	54 8	9 4	2 7	20	16	1 se...	Peter Cavanagh, Perth, Ont.
74,088	Arrow	Halifax	1876	Halifax, N.S.	42 5	9 4	5 0	10	8	10 se...	Roderick Macdonald, Halifax, N.S.
122,602	Arrow	Kenora	1907	Kenora, Ont.	24 0	6 0	3 0	3	2	1½ se...	J. W. Stone Post Manufacturing Co., Ltd., Kenora, Ont.

*Foreign name "(Gauss)."

+Formerly "Mabel Freeman," +Formerly "Genl. Wm. P. Franklin."

Ltd., Kenora, Ont.

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116,822	Arrow	Kingston	1901	Kingston, Ont.	35 1	7 2	2 8	4	3	½ sc ...	The Minister of Marine and Fisheries, Ottawa, Ont.
100,689	Arrow	New Westminster ..	1893	Revelstoke, B.C.	36 6	9 4	3 1	5	3	2 sc ...	C. W. Vanderberg, Nakusp, B.C.
122,160	Arrow	Vancouver	1906	Vancouver, B.C.	15 5	5 0	2 0	1	1	½ sc ...	William H. Archer, Vancouver, B.C.
112,071	Arthemise	Peterborough	1902	Peterborough, Ont.	34 0	7 8	2 9	11	9	7 sc ...	N. T. Laplante, Peterborough, Ont.
103,582	Arthur	Chatham, N.B.	1895	Chatham, N.B.	40 0	8 3	4 8	5	3	3 sc ...	J. P. M. Ruddock, Chatham, N.B.
108,098	Arthur	Montreal	1890	Sorel, Que.	90 3	19 4	4 8	78	36	17 ½ sc ...	Tourville Lumber Mills Co., Montreal, Que.
103,367	Arthur	Quebec	1895	Roberval, Que.	43 5	10 6	3 8	15	12	6 sc ...	Joseph Levesque, Roberval, Que.
116,843	Arthur Mac	Owen Sound	1904	Owen Sound, Ont.	70 0	15 4	6 0	68	46	11 sc ...	Wm. A. Thomson, Dyers Bay, Ont.
100,667	Aryan	Kingston	1895	Kingston, Ont.	30 4	6 1	2 5	2	2	10 sc ...	M. R. Davis, Kingston, Ont.
122,155	Asabe	Vancouver, B.C.	1906	Vancouver, B.C.	32 4	10 3	4 0	12	8	1 sc ...	Takido Nakata, Vancouver, B.C., and Kitaro Asari, Flumme, B.C.
126,321	Asawalgit	Vancouver	1908	Port Simpson, B. C.	32 3	9 2	3 3	16	11	1 sc ...	Fred. G. Dudoward, Port Simpson, B. C.
125,984	Assimiboia	Montreal	1907	Govan, G. B.	336 5	43 8	23 6	3,880	2,486	298 sc ...	Canadian Pacific Railway Co., Montreal, Que.
85,764	Athabaska	Montreal	1883	Kelvinhaugh, G.B.	262 8	38 2	23 3	2,269	1,545	300 sc ...	Canadian Pacific Railway Co., Montreal, Que.
116,944	Athendune	Kenora	1904	Kenora, Ont.	33 0	7 0	3 2	4	3	2 sc ...	James H. Ashdown, Winnipeg, Man.

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111,934	Bancroft.....	Lindsay.....	1903	Lindsay, Ont.....	37 5	8 5	3 0	10	7	7 pa... R.C. Carter, M.O., Deseronto, Ont.	
111,939	Baptiste.....	".....	1902	".....	37 4	6 7	3 0	8	5	6 pa... " " " "	
111,825	Barbara.....	Vancouver.....	1901	Vancouver, B.C.....	32 0	11 7	4 8	15	10	3 sc... Geo. C. McDonald, Vancouver, B.C.	
122,373	Barnet.....	Vancouver.....	1907	Barnet, B.C.....	36 8	8 7	4 5	12	8	2 sc... Gilbert A. Ward and Albert E. Barnett, Barnet, B.C.	
103,634	Baskatong.....	Ottawa.....	1895	Baskatong, Que.....	36 5	16 0	3 4	13	8	20 pa... John Gilhincour, Ottawa, Ont.	
*96,049	Bayfield.....	Ottawa.....	1889	Meadowside, G.B.....	140 0	24 1	11 3	276	86	160 sc... Minister of Marine and Fisheries, Ottawa, Ont.	
121,807	Pear River.....	Digby.....	1905	Shelburne, N.S.....	90 0	20 0	8 4	104	71	16 sc... John E. Woodworth, Bear River, N.S.	
122,499	Beat The Wind.....	Chatham, N.B.....	1908	Bay du Vin, N.B.....	37 0	10 8	4 9	12	10	1 sc... Thomas B. Williston, Bay du Vin, N.B.	
471,118	Beatrice.....	Collingwood.....	1877	Collingwood, Ont.....	63 0	12 3	5 6	31	21	25 sc... Wm. J. Keays, M.O., Sarnia, Ont.	
95,326	Beatrice.....	Pictou, N.S.....	1889	Stockton on Tees, G.B.....	208 0	29 1	13 4	712	353	99 sc... John Vorston and James Vorston, J.O., Pictou, N.S.	
100,865	Beatrice.....	Quebec.....	1893	Three Rivers, Que.....	64 5	13 9	5 2	40	27	12 pa... A. Baptiste, Three Rivers, Que.	
107,949	Beatrice.....	St. Catharines.....	1900	Dunnville, Ont.....	35 8	6 6	5 0	7	5	5 sc... Daniel Dashwood, Dunnville, Ont.	
122,374	Beatrice.....	Vancouver.....	1907	Vancouver, B.C.....	44 8	11 8	5 6	26	18	5 sc... Henry O. Bell-Irving, Vancouver, B.C.	
100,194	Beatrice.....	Victoria.....	1891	Vancouver, B.C.....	64 5	19 6	8 0	77	37	22 sc... Albert Berquist, Sydney, B.C.	

*Formerly "DS + ley." Formerly "Sanford Davis."

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03,886	Beatrice B.	Ottawa.	1897	Ottawa, Ont.	61 8	16 5	7 0	59	43	T. G. Brigham, Ottawa, Ont.
107,167	Beatrice M.	Port Arthur	1902	Collingwood, Ont.	60 0	12 0	6 3	36	25	John Bowman, Rosport, Ont.
433,476	Beauharnois	Ottawa	1845	Montreal, Que.	130 5	18 3	7 1	167	87	Jos. A. A. Desrochers, Beauharnois, Que.
124,160	Beaumont	Midland	1907	Kirkintilloch, G.B.	69 0	16 6	8 5	58	...	John Stewart and Walter Fulton, Glasgow, G.B.
**	Beaupré	Montreal	1868	Montreal, Que.	262 0	33 3	9 2	2,068	1,070	The Richelieu & Ontario Nav. Co., Montreal, Que.
83,157	Beaver	Belleville	1892	Belleville, Ont.	64 3	15 3	7 3	41	24	Frank Gilbert, Montr
100,408	Beaver	Hamilton	1896	Kingston, Ont.	32 0	6 0	3 0	3	2	Edward Porter, Hamilton, Ont.
107,464	Beaver	Lindsay	1897	Lindsay, Ont.	78 0	14 5	4 5	92	58	John Carew, Lindsay, Ont.
100,428	Beaver	Ottawa	1893	Simcoe, Ont.	36 0	16 0	3 2	13	6	A. Lausden, Ottawa, Ont.
117,109	Beaver	Ottawa	1901	Kingston, Ont.	36 0	9 0	3 0	2	2	The O'Connor Steamboat & Hotel Co., Ltd., Toronto, Ont.
122,479	Beaver	Ottawa	1907	Simcoe, Ont.	49 6	18 3	3 3	31	14	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
83,416	Beaver	Peterboro'	1883 1908	Gore's Landings, Ont. Lakefield, Ont.	78 4	13 1	4 9	34	23	The Peterboro' Fuel & Cartage Co., Ltd., Peterboro', Ont.
107,691	Beaver	Toronto	1899	Midland, Ont.	54 0	11 0	5 2	29	12	George Chew and Thos. Chew, J.O., Midland, Ont.
100,678	Beaver	Vancouver	1892	New Westminster, B.C.	26 0	6 8	3 0	3	2	London & Pacific Gold Fields Co., Ltd., London, Eng.
117,119	Beaver	"	1905	Vancouver, B.C.	46 5	11 0	4 5	20	14	A. M. Edwards, Vancouver, B.C.
122,367	Beaver	Vancouver	1892	Ballard, Wash, U.S.A.	51 4	13 7	5 7	38	26	Jordan River Lumber Co., Ltd., Victoria, B.C.
107,096	Beaver	Victoria	1898	Victoria, B.C.	140 0	28 0	5 1	545	341	Canadian Pacific Railway Co., Montreal, Que.
100,748	Beaver	Windsor, N.S.	1897	Canning, N.S.	80 0	21 0	7 4	85	43	The Gloucester Navigation Co., Ltd., Caraquet, N.B.
126,035	Bedeque	Liverpool	1908	Liverpool, N.S.	62 6	14 9	7 4	50	34	Henry A. Rhynard, et al., Pictou, N.S.
* 111,986	Belcarra	Vancouver	1902	Vancouver, B.C.	89 2	29 0	8 0	253	172	Terminal Steam Navigation Co., Ltd., Vancouver, B.C.
115,782	Belfast	Vancouver	1904	Vancouver, B.C.	91 3	18 0	7 0	165	72	Thomas G. McBride, Vancouver, B.C.
80,719	Bella	Paspebiac	1900	Cross Point, Que.	52 6	22 1	5 0	43	29	J. L. MacDonald, Cross Point, Que.
94,802	Bella	Victoria	1888	Victoria, B.C.	34 5	8 1	3 8	8	6	John Clayton, Bella Bella, B.C.
83,415	Bella Fair	Port Hope	1881	Bobaygon, Ont.	50 0	7 0	4 0	7	5	W. D. Kelley, Bridgenorth, Ont.
111,770	Bella Vister	Kingston	1902	Kingston, Ont.	46 5	8 0	3 1	8	6	John H. Wilnott, Peaumaris, Ont.

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116,335	Belle.....	Ottawa.....	1903	Carleton Place, Ont.....	29 0	6 6	3 0	3	3	6 sc ..	Abner Nichols, Carleton Place, Ont.
71,181	Belle.....	Owen Sound.....	1876	Meaford, Ont.....	37 0	9 5	4 0	7	5	8 sc ..	William Pilgrim, Meaford, Ont.
97,103	Belle.....	Port Burwell.....	1896	Port Burwell, Ont.....	44 0	11 5	5 0	16	8	6 sc ..	G. A. Brown, Port Burwell, Ont.
85,746	Belle.....	Quebec.....	1883	Quebec, Que.....	68 3	16 0	6 6	51	35	140 sc ..	William Price, Quebec, Que.
117,013	Belle.....	Vancouver.....	1905	Vancouver, B.C.....	84 5	18 7	8 0	91	64	16 sc ..	British Columbia Mills, Timber & Trading Co., Vancouver, B.C.
121,752	Belle.....	Vancouver.....	1906	Vancouver, B.C.....	31 6	8 3	3 2	11	7	3 sc ..	C. A. McKinnon and W. T. Norton, Vancouver, B.C.
100,624	Belle (The).....	Port Dover.....	1899	Port Dover, Ont.....	66 5	13 1	6 5	31	18	13 sc ..	Alexander Kennedy, Meaford, Ont.
90,817	Belle Amelia.....	Port Hope.....	1883	Cobourg, Ont.....	39 0	8 0	3 2	4	3	8 sc ..	G. W. Dench, Trenton, Ont.
103,237	Belle Drummond.....	Montreal.....	1894	Montreal, Que.....	56 0	12 0	5 4	30	20	3 sc ..	Mrs. Arabella D. Drummond, Radnor Forge, Que.
122,017	Belle of Tenagami.....	Ottawa.....	1906	Tenagami, Ont.....	100 0	22 6	6 2	169	102	16 sc ..	The O'Connor Steamboat & Hotel Co. Ltd., Toronto, Ont.
111,576	Belletta.....	Toronto.....	1901	St. Joseph, Mich., U.S.A.....	21 0	5 0	2 0	2	1	1 sc ..	Alfred G. Peasey, Toronto, Ont.
* 122,070	Belleville.....	Montreal.....	1865 1905	Montreal, Que..... Kingston, Ont.....	200 8	28 0	11 0	1,233	607	58 pa..	Richelieu & Ontario Navigation Co., Montreal, Que.
126,262	Bellwood.....	Toronto.....	1908	Bellwood's Siding, Ont.....	44 0	11 6	5 8	23	13	1 sc ..	Charles Mickle, Gravenhurst, Ont.
116,730	Ben Hur.....	St. John, N.B.....	1903	St. John, N.B.....	44 8	8 3	3 5	14	9	1½ sc ..	H. J. Fleming, M.O., St. John N.B.

* Formerly 'Spartan.'

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111,532	Bernuda	Vancouver	1900	Vancouver, B.C.	77 4	17 9	7 0	72	49	16 se	A. R. Bissett, <i>et al.</i> , Vancouver, B.C.
111,806	Berry	Sault Ste. Marie	1902	Providence Bay, Ont.	62 0	15 0	7 6	57	27	— se	Sylvester Berry, Providence Bay, Ont.
96,513	Bertha	Kingston	1891	Kingston, Ont.	51 4	10 0	3 1	18	12	10 se	F. Montgomery, Parry Sound, Ont.
112,014	Bertha	Port Arthur	1901	Rosport, Ont.	35 0	10 0	3 0	11	7	1 se	Frank Dompier, Rosport, Ont.
111,828	Bertha	Vancouver	1901	Vancouver, B.C.	35 0	10 2	4 5	11	8	1 se	J. P. Roberts, Vancouver, B.C.
71,229	Bertha Hindress	Sault Ste. Marie	1876	Two Rivers, Wis., U.S.A.	42 0	11 0	5 0	32	2	.....	H. A. Duncan, Sault Ste. Marie, Ont.
91,720	Bertha L. Cockell	Port Stanley	1884	Pentwater, Mich., U.S.A.	65 8	13 2	5 7	24	16	6 se	Frank Jackman, Toronto, Ont.
90,578	Bertha May	Toronto	1886	Gravenhurst, Ont.	43 5	11 0	4 5	20	14	3 se	Harper Walker, Walker's Point, Muskoka, Ont.
.....	Berthier	Montreal	1870	Sorel, Que.	184 2	28 1	8 6	934	139	— pa	The Richelieu & Ontario Nav. Co., Montreal, Que.
71,079	Bertie E.	Ankersburg	1891	Wyandotte, Mich., U.S.A.	29 0	7 0	4 0	8	5	12 se	F. S. Wright, Leamington, Ont.
107,391	Beryl Essie	Stuckville	1898	Tidnish, N.S.	42 2	14 0	6 1	21	17	20 se	G. A. Chappell, Tidnish Bridge, N.S.
92,401	Bessie	Chatham, N.B.	1886	Newcastle, N.B.	35 0	7 5	4 0	5	4	8 se	Timothy W. Crocker, Newcastle, N.B.
111,589	Bessie	Peterborough	1901	Racine, Wis., U.S.A.	18 3	4 3	2 3	1	1	3 se	James R. Dodsworth, Lakefield, Ont.
100,697	Bessie	Pictou, N.S.	1896	Pictou, N.S.	35 4	8 2	4 0	10	6	6 se	Newcomb N. Bentley, Wolfville, N.S.
94,840	Bessie Ardella	St. Andrews	1891	West Isles, N.B.	51 5	11 7	4 6	17	12	10 se	G. C. Pendleton, West Isles, N.B.
116,982	Bessie B.	Kenora	1904	Tp. of Siplon, Ont.	60 0	13 0	5 0	53	36	2 se	Jos. E. Budreau, Rainy River, Ont.
122,564	Bessie Butler	Peterboro	1907	Peterboro, Ont.	78 0	17 6	7 5	77	52	20 se	The Minister of Railways and Canals, Ottawa, Ont.
121,272	Bessie Dollar	Victoria	1905	Port Glasgow, G.B.	369 7	50 0	26 7	4,329	2,798	211 se	M. S. Dollar Co., Ltd., Victoria, B.C.
122,348	Bessie F.	Toronto	1907	Gravenhurst, Ont.	26 0	6 1	2 5	3	2	$\frac{3}{4}$ se	Herbert Ditchburn, Gravenhurst, Ont.
117,087	Bessie M.	Collingwood	1907	Collingwood, Ont.	69 6	15 0	6 5	44	30	13 $\frac{1}{2}$ se	James P. McDonald, Blind River, Ont.
77,846	Bessie & Harry	Halifax	1880	Halifax, N.S.	46 0	12 8	6 2	22	13	25 se	Peter Judge, <i>et al.</i> , Halifax, N.S.
122,604	Beta	Kenora	1906	Hamilton, Ont.	23 0	6 3	3 8	2	2	1 se	John A. Johnston, Ignace, Ont.
121,746	Beth	Vancouver	1905	Vancouver, B.C.	25 0	6 0	2 7	2	2	$\frac{1}{2}$ se	Robert P. McLennan, Vancouver, B.C.
121,784	Bickerdike	Ottawa	1873	Buffalo, N.Y., U.S.A.	233 0	34 5	14 2	1,515	861	124 se	The Montreal & Great Lakes Steamships Co., Ltd., Ottawa, Ont.
73,034	Bienvenu	Quebec	1875	Pointe aux Trembles, Que	141 0	25 0	8 0	648	373	50 pa	Zéphirin Arpin, Lanoraie, Que.

* Formerly 'Arabia.'

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built. — Construit en.	Where built. — Lien de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
103,851	Bijou.....	Halifax.....	1895	Pictou, N.S.....	25 0	5 5	2 3	2	1	3 sc ..	Col. H. B. Kingscote, Halifax, N.S.
116,833	Bill.....	Kingston.....	1900	Gananoque, Ont.....	21 6	6 2	2 0	2	1	½ sc ..	Manley Cross, Gananoque, Ont.
† 59,954	Bird.....	Quebec.....	1870 1900	Levis, Que..... Quebec, Que.....	132 5	21 9	9 2	280	177	60 pa..	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
92,665	Birdie Jones.....	Ottawa.....	1885	Hull, Que.....	28 3	5 4	2 7	2	2	2 sc ..	A. W. Jones, Ottawa, Ont.
64,608	Bisnarek.....	St. John, N.B.	1872	St. Mary's, N.B.	65 3	12 0	4 0	49	10	16 pa..	Archibald Fitz Randolph, Fredericton, N.B.
111,608	Blair of Athol	New Westminster...	1900	Athl, B.C.....	54 0	9 0	4 5	11	7	1 sc ..	The Northern Lumber Co., Ltd., Athl, B.C.
117,107	Blanche	Ottawa.....	1904	New Liskeard, Ont.....	66 0	11 6	5 6	30	18	4 sc ..	F. W. Hendry and F. S. Buckenden, J. O., New Liskeard, Ont.
97,124	Blandford	Quebec.....	1890	Quebec, Que.....	67 3	14 3	4 6	65	27	40 pa..	Nazaire Lefendre, Sorel, Que.
121,936	Elitz	Halifax.....	1905	Dartmouth, N.S.....	28 5	4 6	3 0	3	2	½ sc ..	A. Robie Cogswell, Halifax, N.S.
96,989	Blonde	Vancouver	1891	New Westminster, B.C.....	56 0	12 2	5 6	33	23	7 sc ..	Lamb-Watson Lumber Co., Ltd., Winnipeg, Man.
121,849	Blue Bell	Toronto	1906	Toronto, Ont.....	150 0	30 0	7 2	752	451	48 pa..	The Toronto Ferry Co., Ltd., Toronto, Ont.
97,033	Blue Hill	Halifax	1887	E. Boston, Mass., U.S.A.	135 0	18 0	7 0	196	98	38 sc ..	Victoria Steamship Co., Ltd., Baddeck, N.S.
122,263	Blue Peter III.	Montreal	1906	West Mystic, Conn., U.S.A.	35 4	6 8	3 3	5	5	2 sc ..	Francis R. Redpath, Montreal, Que.
80,960	Bluebell	Pictou, Ont.....	1888	Kingston, Ont.....	48 5	8 9	3 6	12	8	5 sc ..	Hiram A. Calvin, Garden Island, Ont.

† Formerly 'Anglesea.'

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	1908	Vancouver	1908	Vancouver, B.C.	31 0	8 2	4 4	9	6	2 se	William Mason, Nanaimo, B.C.
126,035/Boaz	1907	Peterboro	1907	Peterboro, Ont.	49 0	12 6	6 0	27	19	16 se	The Minister of Railways and Canals, Ottawa, Ont.
122,563/Bob Hall	1900	Owega Sound	1900	Toronto, Ont.	66 0	10 5	5 0	38	26	6 se	The Teanagami Navigation Co., Ltd. Toronto, Ont.
107,599/Bobs.	1904	Peterborough	1904	Peterborough, Ont.	28 5	9 0	3 7	11	8	1/2 se	James L. Rogers, Peterborough, Ont.
111,887/Bobs.	1900	St. John, N.B.	1900	St. Joseph, Mich., U.S.A.	45 2	4 8	1 8	1	1	— se	Wm. Walker, Fredericton, N.B.
111,506/Bobs.	1900	Toronto	1900	Toronto, Ont.	36 0	9 0	4 0	9	6	3 se	George Gooderham, Toronto, Ont.
111,563/Bobs.	1901	Vancouver	1901	Vancouver, B.C.	36 0	8 0	2 0	4	3	1 pa.	Miss Lucy Fader, Vancouver, B.C.
111,542/Bobs.	1905	Vancouver	1905	Vancouver, B.C.	24 0	6 6	3 0	6	4	1/2 se	Walter Pincock, Vancouver, B.C.
122,331/Bobs.	1902	Sault Ste. Marie	1902	Manitowoc, Wis., U.S.A.	105 0	24 5	8 0	245	142	24 se	St. Joe Island & Sault Line Ltd., Sault Ste. Marie, Ont.
**122,436/Bon Ami	1875	Vancouver	1875	Victoria, B.C.	92 0	26 0	6 3	109	74	5 se	S. K. Clampton, Vancouver, B.C.
* 72,666/Bonanza	1898	Dawson	1898	Dutch Harbour, Alaska, U.S.A.	140 3	31 3	5 8	466	260	77 pa.	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
+ 107,851/Bonanza King	1884	Montreal	1884	Newcastle-on-Tyne, G.B.	240 4	33 5	18 3	1,366	837	160 se	Dominion Coal Co., Ltd., Montreal, Que.
87,966/Bonavista	1893	Ottawa	1893	Simcoe, Ont.	35 0	16 0	3 0	13	6	20 se	H. F. McLachlin and Claude McLachlin, J. O. Armprior, Ont.
100,425/Bonnechère	1908	St. John, N.B.	1908	Shelburne, N.S.	35 9	7 6	3 0	6	4	1 se	George E. C. Gaudy and Harold A. Allison, St. John, N.B.
122,449/Bonsell	1899	Chatham, N.B.	1899	Dalhousie, N.B.	106 0	19 0	6 8	96	60	30 pa.	Wm. E. Starratt, St. John, N.B.
103,945/Borriboola-Gha	1896	New Westminster	1896	Nanaimo, B.C.	38 5	11 0	5 1	17	12	1 se	Tsarmuatsu Nakanishi, Vancouver, B.C.
121,724/Boss	1890	Yarmouth	1890	Lighthouse, Glasgow, G.B.	245 0	36 1	20 0	1,695	734	550 se	Dominion Atlantic Ry. Co., London, Eng.
98,585/Boston	1895	Kingston	1895	Garden Island, Ont.	178 1	37 8	12 3	833	478	200 se	Montreal Transportation Co., Ltd., Montreal, Que.
+ 100,661/Bothnia	1903	Montreal	1903	Three Rivers, Que.	50 6	9 7	2 9	18	12	2 se	J. N. Godin, Three Rivers, Que.
122,224/Botrel	1886	Montreal	1886	Sorel, Que.	178 9	26 3	9 2	419	256	85 pa.	Richelieu & Ontario Navigation Co., Montreal, Que.
|| 90,546/Boucherville	1892	Quebec	1892	Three Rivers, Que.	108 0	20 0	5 8	94	59	20 pa.	The Corporation of the City of Three Rivers, Que.
100,370/Bourgeois	1904	Montreal	1904	Bout de Lile, Que.	61 0	14 2	2 3	15	10	2 pa.	Alex. Chatelet, L'Original, Ont.
116,537/Bout de Lile	1884	Hamilton	1884	Hamilton, Ont.	21 0	5 4	2 0	9	6	1 se	Joseph Brace, Hamilton, Ont.
88,527/Brace	1899	Ottawa	1899	Charlottetown, P.E.I.	100 4	19 1	8 5	142	58	33 se	Minister of Marine and Fisheries, Ottawa, Ont.
107,788/Brant	1905	Quebec	1905	New York, N.Y., U.S.A.	31 4	8 0	3 4	6	5	11 se	Joseph K. Boswell, Quebec, Que.
122,256/Brant											

**Foreign name "Mariposa." * Formerly a sailing vessel. + Formerly "Governor Pingree." † Formerly "Jack." ‡ Formerly "Hochelaga."

8-9 EDWARD VII., A. 1909

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

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116,875	Brant	St. Catharines	1906	Pt. Robinson, Ont.	55 0	15 3	7 8	49	33	8 sc ..	Wm. E. Phin, Welland, Ont.
100,681	Brant	Vancouver	1892	New Westminster, B.C.	34 0	7 0	3 0	19	13	1 sc ..	E. French and T. F. Paterson, Vancouver, B.C.
96,722	Bridgetown	Chatham, N.B.	1889	Chatham, N.B.	42 3	9 4	4 5	14	10	6 sc ..	James D. Johnston, Chatham, N.B.
96,681	Bridgewater	Halifax	1889	Dumbarton, G.B.	120 0	20 0	9 0	208	119	54 sc ..	Charles Brister, Halifax, N.S.
111,495	Britannia	Vancouver	1902	Vancouver, B.C.	104 8	22 4	6 9	326	222	33 sc ..	Terminal Steam Navigation Co., Ltd., Vancouver, B.C.
* 100,188	Britannic	Collingwood	1886 1892	Sorel, Que. Rebuilt	150 8	25 6	9 2	428	228	41 pa ..	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
121,915	British Lion	Kenora	1903	Simcoe, Ont.	36 0	10 0	4 0	22	15	2 pa ..	Rainy River Lumber Co., Ltd., Rainy River, Ont.
107,421	Brockville	Brockville	1898	Toronto, Ont.	105 0	21 5	5 7	191	88	14 sc ..	D. B. Christie, <i>ad. a.</i> , J. O., Pictou, Ont.
+ 101,254	Brockville	Montreal	1892 1901	Chester, Pa., U.S.A. Sorel, Que.	175 0	33 5	9 0	944	597	188 sc ..	The Richelieu & Ontario Navigation Co., Montreal, Que.
92,615	Brothers	Port Arthur	1886	Port Arthur, Ont.	39 4	9 8	5 8	18	12	6 sc ..	E. T. Morrow, Fort William, Ont.
116,274	Bruce	Halifax	1889	Dartmouth, N.S.	59 5	20 5	5 6	56	38	12 sc ..	Wm. K. McKean, St. Omer, Que.
122,253	Brulot	Quebec	1903	Salmon Lake, Que.	32 0	10 5	3 5	8	6	1 pa ..	George J. Paradis, Salmon Lake, Que.
94,902	Brunette	New Westminster	1890	New Westminster, B.C.	60 0	13 5	6 0	37	25	5 sc ..	Brunette Saw Mills Co., Ltd., New Westminster, B.C.
112,056	Brunswick	Windsor, N.S.	1901	Canning, N.S.	110 0	23 0	8 7	184	73	42 sc ..	Minas Basin SS. Co., Ltd., Canning, N.S.

* Formerly "Rocket," + Formerly "Columbian."

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		1898	Toronto, Ont.	45 6	9 5	2 6	9	6	1 pa.
107,157	Burpee.....	Vancouver.....	Toronto, Ont.	45 6	9 5	2 6	9	6	Isaac Burpee, St. John, N.B.
117,018	Burrard.....	".....	Vancouver, B.C.	63 6	14 2	6 5	56	38	10 se... J. D. Foreman, Vancouver, B.C.
97,155	Burt.....	Vancouver.....	Victoria, B.C.	66 3	13 8	5 7	50	34	4 se... Wm. R. Jones, Vancouver, B.C.
322,612	Butcher Boy.....	Port Arthur.....	Bay City, Mich., U.S.A.	95 6	20 6	6 6	215	146	18 se... Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,195	Bute.....	Vancouver.....	New Westminster, B.C.	28 6	6 7	2 6	4	3	3 se... E. E. Evans, Vancouver, B.C.
111,785	Bute.....	Victoria.....	Sidney, B.C.	29 0	8 4	2 9	7	3	1 se... Cowichan Lumber Co., Ltd., Sidney, B.C.
116,407	Bute.....	Victoria.....	Sidney, B.C.	60 5	14 4	7 0	49	26	3 se... Albert Berquist, Sidney, B.C.
*85,445	C. A. Boone.....	Collingwood.....	Waukegan, Ont.	63 6	15 5	7 4	44	30	75 se... Charles S. Boone, Toronto, Ont.
322,644	C. B. Powell.....	Ottawa.....	Pembroke, Ont.	139 0	36 0	7 2	272	172	21 pa... The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,670	C. C. Martin.....	Midland.....	Twelve Mile Bay, Ont.	71 0	16 0	8 0	70	45	15 se... Mrs. Mary Martin, Midland, Ont.
107,485	C. E. Ainsworth.....	Sault Ste. Marie.....	Sault Ste. Marie, Mich., U. S. A.	81 6	18 4	7 4	76	48	60 se... Dominion Fish Co., Ltd., Winnipeg, Man.
116,243	C. E. Benham.....	".....	Cleveland, O., U.S.A.	102 4	19 0	7 0	140	93	— se... W. J. McMenamy, Bruce Mines, Ont.
103,214	C. E. Read.....	Ottawa.....	Simeoe, Ont.	42 0	16 2	3 4	13	8	20 se... W. H. Hurdman, Ottawa, Ont.
103,806	C. E. Tanner.....	Pictou, N.S.	Pictou, N.S.	40 6	10 5	5 0	18	6	14 se... Wm. McLure, Pictou, N.S.
322,657	C. F. Dunbar.....	St. Catharines...	Erie, Pa., U.S.A.	47 3	13 0	5 0	33	22	20 se... James Prendergast, Cornwall, Ont.
112,189	C. F. Eddy.....	Toronto.....	Blind River, Ont.	45 5	10 0	3 8	16	11	1 se... Blind River Towing Co., Ltd., Sarnia, Ont.
78,039	C. H. Merritt.....	".....	Chatham, Ont.	85 0	24 0	6 5	122	83	75 se... A. M. Clark, M.O., Marysburgh, Ont.
122,646	C. J. Booth.....	Ottawa.....	Latchford, Ont.	75 4	18 0	5 2	86	50	8 pa... John R. Booth, Ottawa, Ont.
69,530	C. J. Brydges.....	Montreal.....	Buffalo, N.Y., U.S.A.	62 2	16 0	8 0	39	21	110 se... Minister of Public Works, Ottawa, Ont.
107,191	C. M. Bowman.....	Southampton.....	Port Elgin, Ont.	92 0	18 5	9 0	88	60	32 se... C. M. Bowman and W. J. Strong, J. O., Southampton, Ont.
122,398	C. R. Lamb.....	Victoria.....	Kamloops, B.C.	91 3	19 9	4 0	192	121	34 pa... Arrow Lakes Lumber Co., Ltd., Arrowhead, B.C.
97,132	C. S. Parnell.....	Quebec.....	Quebec, Que.	44 9	11 9	4 3	17	9	28 se... Etienne Dussault, Lévis, Que.
117,062	C. W. Bangs.....	Ottawa.....	Ottawa, Ont.	36 0	8 7	3 0	4	4	5 se... John F. Hurdman, Ottawa, Ont.

† Formerly "Howard B. Payne."

‡ Formerly "G. B. Pattee."

* Formerly "A. H. Morrison." † Formerly "Severn."

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80,574	C. W. Chamberlain	Windsor, Ont.	1881	Walkerville, Ont.	127 0	25 6	9 7	385	243	120 se ..	Clas. Beck, Penetanguishene, Ont.
116,547	C. W. Cole.	Kingston	1903	Kingston, Ont.	49 5	11 0	4 5	16	11	12 se ..	Claude W. Cole, Milford, Ont.
107,733	C. Here.....	Kingston	1899	Kingston, Ont.	49 3	8 2	3 7	7	5	.8 se ..	Mrs. Barbara Davis, Kingston, Ont.
125,988	Cabot.....	Montreal	1907	Grangemouth, G. B.	155 1	25 1	9 7	465	162	63 se ..	Steamship Cabot Co., Ltd., Sydney, N. S.
87,993	Cacouna.....	Montreal	1884	Newcastle-on-Tyne, G. B.	250 0	35 4	16 4	1,451	931	142 se ..	Steamship Cacouna Co., Ltd., Sydney, N. S.
107,145	Caledonia.....	Vancouver.	1898	New Westminster, B. C.	142 4	30 4	4 0	569	359	17 pa ..	Caledonia Trading Co., Ltd., Prince Rupert, B. C.
97,144	Calla.....	St. Andrews.	1891	West Isles, N. B.	32 0	9 6	4 5	10	7	12 se ..	Fred. W. Richardson, West Isles, N. B.
100,040	Callender.....	Toronto	1892	North Bay, Ont.	20 0	6 6	2 4	2	1	1½ se ..	Isaac Dollery, Fairbank, Ont.
103,921	Calumet.....	Peterborough.	1895	Bobcaygeon, Ont.	54 0	8 1	4 0	22	15	6 se ..	Mossom M. Boyd, Bobcaygeon, Ont.
100,024	Camilla.....	Toronto	1890	Roch's Point, Ont.	68 0	12 5	6 8	54	37	75 se ..	Joseph Roques, Killarney, Ont.
51,646	Campara.....	Quebec.	1873	Glasgow, G. B.	240 8	35 3	20 7	1,697	1,154	225 se ..	The Quebec Steamship Co., Ltd., Quebec, Que.
100,803	Campania.....	"	1893	Lake Megantic, Que	48 4	13 2	5 0	23	16	4 se ..	G. M. Stearns, Lake Megantic, Que.
*117,146	Canada.....	Halifax	1892	Kinghorn, G. B.	185 5	27 2	19 5	704	419	131 se ..	The Halifax & Cape Breton Steamship Co., Ltd., Halifax, N. S.
100,392	Canada.....	Hamilton.	1872	Hamilton, Ont.	135 2	24 2	11 5	557	346	20 se ..	J. S. Nesbit, Sarnia, Ont.

|| Formerly "C. N. Pratt." *Formerly "Pro Patria,"

SESSIONAL PAPER No. 21b

116,870	Canada	Ottawa	1904	Barrow-in-Furness, G.B.	206 0	25 1	13 3	411	136	299	se	The Minister of Marine and Fisheries, Ottawa, Ont.
471,101	Canada	Toronto	1874	Wallaceburg, Ont.	123 2	24 1	8 7	312	209	129	se	Owen Sound Park Co., Ltd., Owen Sound, Ont.
90,605	Canada Transfer.	Ottawa	1881	Coteau Landing, Que.	171 0	70 0	8 6	619	395	270	pa.	Montreal Lighterage Co., Ltd., Mon- treal, Que.
122,533	Canadian	Vancouver	1907	New Westminster, B. C.	62 7	14 2	8 8	64	44	12	se	John C. McNair and Herman Wil- bur, Vancouver, B. C.
107,094	Canadian	Victoria	1898	Victoria, B.C.	146 5	33 4	4 7	716	455	15	pa.	British Yukon Navigation Co., Ltd. Vancouver, B.C.
103,245	Canadian	Montreal	1883	Sorel, Que.	61 3	9 7	3 9	22	15	11	se	Reni Godin, Sorel, Que.
107,088	Canard	Ottawa	1896	Ottawa, Ont.	21 7	4 4	2 0	1	1	1	se	P. J. B. Belanger, Ottawa, Ont.
122,524	Canpac.	Vancouver	1907	New Westminster, B. C.	58 8	14 0	8 8	56	38	9	se	Canadian Pacific Sulphite Pulp Co., Ltd., Vancouver, B. C.
107,808	Cannek.	St. John, N.B.	1900	Racine, Wis., U.S.A.	16 3	4 3	1 8	1	—	1	se	W. H. Holder and W. M. Barlow, St. John, N.B.
80,707	Cape Blanc Boy.	Quebec	1881	St. Laurent, Isle d'Or- leans, Que.	37 8	11 0	5 2	11	7	10	se	E. Huot, Montreal, Que.
97,808	Cape Breton	Montreal	1890	Hylton, G.B.	258 0	37 0	16 8	1,764	1,109	160	se	Steamship Cape Breton Co., Ltd., Sydney, N.S.
100,203	Capitano	Vancouver	1892	Vancouver, B.C.	120 0	22 2	9 6	231	157	28	se	G. T. Legg, Vancouver, B.C.
107,266	Capital	Ottawa	1898	Ottawa, Ont.	30 0	6 0	2 6	2	1	3	se	John Harper, <i>et al.</i> , Ottawa, Ont.
100,026	Capouanung	Toronto	1888	French River, Ont.	41 6	11 1	5 0	18	12	2	se	The Ontario Lumber Co., Ltd., To- ronto, Ont.
107,425	Caprice	Brockville	1903	Middleton, Conn. U.S.A.	35 2	7 8	3 3	9	6	4	se	Arthur C. Hardey, Brockville, Ont.
64,585	Captain	St. John, N.B.	1871	Indiantown, N. B.	72 0	16 6	8 2	68	21	100	se	Daniel F. Tapley, St. John, N.B.
107,139	Captain Jim	Goderich	1902	Goderich, Ont.	78 6	17 8	7 2	58	39	22	se	Dominion Fish Co., Ltd., Winnipeg, Man.
116,285	Captot.	Halifax	1903	Lunenburg, N.S.	52 6	12 2	6 2	22	17	27	se	Frank Roberts, Halifax, N.S.
116,692	Caraboo	Kenora	1902	Fort Smith, N. W. T.	50 0	10 2	5 0	29	19	4	se	James Hislop, Fort Rae, N.W.T. and Edmund Nagle, Resolution, N.W.T. J. O.
112,293	Carberry	Winnipeg	1903	Westbourne, Man.	69 8	16 5	5 0	62	42	6	se	The Minister of Marine and Fisheries Ottawa, Ont.
*92,681	Cardinal	Prescott	1875	Montreal, Que.	121 2	24 0	10 9	237	140	21	se	The Edwardsburg Starch Co., Ltd., Montreal, Que.
122,159	Cariad	Vancouver	1906	Vancouver, B.C.	22 5	7 0	3 0	3	2	1	se	Henry C. Layard, Salt Spring Island, B.C.
116,249	Caribou	Sault Ste. Marie	1904	Goderich, Ont.	144 8	26 6	10 5	597	371	43	se	The Dominion Fish Co., Ltd., Winni- peg, Man.
122,330	Carl	Vancouver	1907	Vancouver, B. C.	16 4	5 4	2 6	1	1	2	se	James S. Bear, Vancouver, B. C.

+ Formerly "Queen City" and "J. W. Steinhoff," * Formerly "Mayflower,"

+ Formerly "Queen City" and "J. W. Steinhoff."

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122,416	Carlotta	Midland.	1908	Midland, Ont.	87 0	18 5	7 7	114	49	31 se ..	James Playfair, Midland, Ont.
92,388	Carlton.	Hamilton.	1878	Westport, Ont.	40 0	8 2	2 3	8	6	6 se ..	W. F. Thomson, Parry Sound, Ont.
192,559	Carmana	Belleville	1889	Sorel, Que.	90 0	15 5	5 3	56	38	17 se ..	T. S. Carman, Belleville, Ont.
122,638	Carnel C.	Kingston.	1900	Alexandria Bay, U.S.A.	36 8	7 1	3 4	4 9	66	2 se ..	William C. Cirtwell, Kingston, Ont.
112,261	Carmilia.	Montreal.	1902	Sorel, Que.	66 4	17 5	8 2	63	39	28 se ..	The Minister of Public Works, Ot- tawa, Ont.
111,863	Carmita.	Ottawa.	1901	Carden Place, Ont.	39 0	9 8	3 6	9	8	7 se ..	Mrs. Eliza J. McCluskey and Geo. W. Leach, North Bay, Ont.
107,238	Carolina	Sorel.	1897 1905	Three Rivers, Que.	69 4	15 4	4 9	44	28	2 se ..	Louis Dugre, Three Rivers, Que.
122,513	Carolina	Vancouver.	1907	Vancouver, B. C.	31 5	9 5	4 1	13	9	1½ se ..	Arthur Blumel, Vancouver, B. C.
111,912	Caroline	Toronto.	1900	Moon River, Ont.	38 5	9 7	4 0	12	8	— se ..	Charles Martin, Midland, Ont.
100,648	Caroline.	Victoria.	1887	Victoria, B. C.	26 0	7 2	3 0	3	3	1 se ..	Reuben Mason and John Sinclair, J. O., Comox, B. C.
88,536	Carrie	Hamilton.	1889	Hamilton, Ont.	29 0	6 6	3 2	3	2	6 se ..	G. Crawford, Hamilton, Ont.
111,756	Carrie L.	Kenora.	1900	Bell City, Ont.	50 0	12 8	3 5	16	9	1 pa.	Sam. Lounsbury, Bell City, Ont.
.....	Carriella.	Toronto.	1869	Barrie, Ont.	70 0	12 0	4 5	35	24	D. Long, Orillia, Ont.
103,919	Casca	Victoria.	1898	Victoria, B. C.	140 0	30 5	5 0	580	364	17 pa.	The British Yukon Navigation Co., Ltd., Vancouver, B. C.

† Formerly "Dan."

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112,243	Cascade.....	Victoria.....	1902	Vancouver, B.C.....	95 0	22 6	7 6	119	81	16 se...	Leeming Bros., Ltd., Victoria, B.C.
112,142	Caspian.....	Kingston.....	1846	Kingston, Ont.....	177 6	43 4	6 7	957	543	58 pa...	Lake Ontario & Bay of Quinte Steam- boat Co., Ltd., Kingston, Ont.
*103,472	Cassiar.....	{ Vancouver.....	{ 1890 1901	{ Ballard, Wash. U.S.A. Vancouver, B.C.....	{ 120 6 66 0	{ 29 0 22 0	{ 6 9 5 2	{ 597 88	{ 384 23	{ 43 se... 3½ pa...	{ Gordon T. Legg, Vancouver, B.C. The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
122,474	Castor.....	Ottawa.....	1907	Toronto, Ont.....	66 0	22 0	5 2	88	23	2½ se...	Myles Transportation Co., Ltd., Hamilton, Ont.
477,438	Cataract.....	Hamilton.....	1882	Hamilton, Ont.....	175 0	33 6	14 6	957	598	4 se...	The Minister of Public Works, Ottawa, Ont.
116,864	Catharine C.....	Ottawa.....	1903	Sturgeon Falls, Ont.....	48 0	13 0	5 0	19	16	2 se...	Henry Schaeke, New Westminster, B.C.
103,654	Catherino S.....	Winnipeg.....	1896	Kenora, Ont.....	66 0	13 5	5 5	67	45	328 se...	Niagara Navigation Co., Ltd., Toronto, Ont.
122,192	Canco.....	New Westminster.....	1896	New Westminster, B.C.	33 3	6 3	4 3	5	3	1 se...	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.
122,219	Cayuga.....	Toronto.....	1907	Toronto, Ont.....	305 0	36 6	14 2	2,196	1,168	½ se...	Archibald Campbell, Midland, Ont.
92,432	Cecche.....	Toronto.....	1886	Burl's Falls, Ont.....	31 7	7 2	3 3	11	8	16½ se...	Coast S.S. Co., Ltd., Vancouver, B.C.
116,666	Celt.....	Midland.....	1900	Toronto, Ont.....	34 0	8 0	2 8	6	4	2 se...	Mrs. F. A. Price, Massamaga, Ont.
122,538	Celtic.....	Vancouver.....	1907	Vancouver, B.C.....	89 4	24 5	8 6	239	163	9 se...	A. Bonflier, et al., Centreville, N.S.
112,072	Conego.....	Peterborough.....	1903	Detroit, Mich, U.S.A.....	15 6	4 6	1 9	1	1	1 se...	U. E. Dickenson, Nanoose Bay, B.C.
60,549	Centreville.....	Digby.....	1898	Centreville, N.S.....	67 4	18 4	7 0	60	32	22 se...	Frederick Foubert, Valleyfield, Que.
97,153	Chaco.....	Victoria.....	.....	Norway.....	23 0	6 0	2 4	3	2	86 se...	The Minister of Agriculture, Ottawa, Ont.
71,083	Chaffey.....	Montreal.....	1875	Portsmouth, Ont.....	59 0	14 0	6 0	42	29	— pa...	The Richelieu & Ontario Navigation Co., Montreal, Que.
92,331	Challenger.....	Quebec.....	1886	Lévis, Que.....	88 8	20 2	9 7	108	73	Geo. Crandell, Lindsay, Ont.	
.....	Chambly.....	Montreal.....	1871	Sorel, Que.....	153 1	24 3	7 8	535	247	30 pa...	La Cie Maritime et Industrielle de Lévis, Lévis, Que.
.....	Champion.....	Port Hope.....	1868	Lindsay, Ont.....	94 5	15 1	5 3	142	89	42 pa...	Daniel F. Tapley, St. John, N.B.
103,975	Champion.....	Quebec.....	1897	Lévis, Que.....	143 5	25 6	7 8	482	304	8 se...	Thomas W. Wood, Orillia, Ont.
80,017	Champion.....	St. John, N.B.....	1880	Portland, N.B.....	121 6	24 1	6 2	190	120	87 se...	The Minister of Marine and Fisheries, Ottawa, Ont.
116,756	Champion.....	Toronto.....	1904	Orillia, Ont.....	69 0	12 7	5 0	42	28	23 se...	The Majestic Steamship Co., Ltd. St. John, N.B.
116,999	Champlain.....	Ottawa.....	1904	Paisley, G.B.....	120 0	30 3	17 6	522	225	12 se...	The O'Connor Steamboat Co., Toron- to, Ont.
*103,956	Champlain.....	{ St. John, N.B.....	{ 1897 1904	{ alloyfield, Que..... St. John, N.B.....	{ 110 8 43 1	{ 22 4 7 1	{ 7 9 3 6	{ 392 5	{ 267 2		
103,443	Chance.....	Ottawa.....	1895	Ottawa, Ont.....	43 1	7 1	3 6				

*Formerly "J. R. McDonald." †Formerly "Myles." *Formerly "Queen" and "Robinault."

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

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100,180	Charlemaigne.....	Montreal.....	1891	Montreal, Que.....	87 3	19 6	7 6	76	52	67 sc..	The Charlemaigne & Lac Ouaran, Lumber Co., Ltd., Montreal, Que.
97,008	Charles E. Arm- strong.....	St. Catharines.....	1894	St. Catharines, Ont.,	56 0	13 8	7 5	49	33	40 sc..	Charles E. and Edward Armstrong, Port Colborne, Ont.
94,713	Charles F.....	Port Stanley.....	1905	Port Stanley, Ont.	31 5	10 4	3 4	8	5	1 sc..	Harley Taylor, Port Stanley, Ont.
125,975	Charles Lyon.....	Prescott.....	1908	Toronto, Ont.	289 0	40 0	19 9	1,658	1,127	161 sc..	Canadian Pacific Car & Passenger Transfer Co., Ltd., Prescott, Ont.
122,450	Charley M. Scott.	St. John, N.B.	1908	Victoria Mills, N.B.	44 2	10 0	4 6	17	11	6 sc..	Scott Lumber Co., Ltd., Fredericton, N.B.
126,173	Charlie Gilley.....	New Westminster....	1908	New Westminster, B.C.	33 9	10 0	4 7	10	6	6 sc..	George D. Brynner, New Westminster, B.C.
111,860	Charlie Jones.	Owen Sound.....	1904	Owen Sound, Ont.	43 9	12 0	4 0	16	12	2 sc..	T. H. Morgan and James Rose, Port Stanley, Ont.
103,676	Charlie M.....	Toronto.....	1897	Gravenhurst, Ont.	51 5	11 0	5 0	50	30	8 sc..	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
.....	Charlotte.....	Montreal.....	1870	Montreal, Que.....	68 1	14 4	6 1	59	36	— pa..	Thos. Gauthier, Montreal, Que.
103,909	Charlotte.....	Victoria.....	1896	Quesnelle, B.C.	111 4	20 6	4 6	217	77	10 pa..	John Irving, Victoria, B.C.
*88,622	Charlton.....	Windsor, Ont.	1862	Chicago, Ill., U.S.A.	135 0	19 4	10 4	389	265	77 sc..	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,793	Charner.....	Victoria.....	1886	San Francisco, Cal., U.S.A.	200 0	42 0	12 9	1,044	497	150 sc..	Canadian Pacific Railway Co., Montreal, Que.
103,099	Chateauguay.....	Montreal.....	1894	Montreal, Que.....	133 8	20 2	7 1	222	119	20 sc..	The Chateauguay & Beauharnois Navigation Co., Chateauguay Basin, Que.
117,153	Cheam.....	New Westminster....	1905	Harrison River, B.C.	105 0	22 0	4 3	286	180	21 pa..	The Chilliwack Shingle Manufacturing Co., Ltd., Harrison River, B.C.

* Formerly "Charles Kellogg."

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108,683	Chubucto.	Halifax.	1897	Kelvinhaugh, Glasgow, G.B.	125 0	48 0	12 7	578	184	40 se.	The Dartmouth Ferry Commission, Dartmouth, N.S.
125,973	Cherokee.	Toronto.	1907	Toronto, Ont.	120 0	23 0	7 2	328	160	41 se.	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
106,859	Cheronea.	St. John, N.B.	1897	Port Glasgow, G.B.	324 7	47 9	22 6	3,189	2,060	294 se.	Steamship Cheronea Co., Ltd., Rodhesay, N.B.
94,738	Chester.	Windsor, N.S.	1890	Hantsport, N.S.	80 5	17 0	9 0	80	36	16 se.	Daniel Murray, Windsor, N.S.
53,588	Chicora.	Halifax.	1864	Liverpool, G.B.	221 0	26 0	10 9	931	540	180 pa.	Niagara Navigation Co., Ltd., Toronto, Ont.
410,355	Chicoutimi.	Montreal.	1891	Sorel, Que.	219 0	28 4	11 0	992	593	159 pa.	Richelieu & Ontario Navigation Co., Ltd., Montreal, Que.
80,756	Chicoutimi.	Toronto.	1881	Bienville, Lévis, Que.	92 9	19 5	6 3	110	70	23 pa.	Victoria Park Steamboat Co., Ltd., Toronto, Ont.
94,820	Chiefcan.	Victoria.	1890	Victoria, B.C.	79 5	16 5	7 8	65	39	22 se.	R. Cunningham & Son, Ltd., Port Essington, B.C.
111,458	Chiefcan.	Winnipeg.	1901	Selkirk, Man.	80 5	16 0	7 4	61	28	6 se.	Dominion Fish Co., Ltd., Winnipeg, Man.
92,698	Chiefcan.	Winnipeg.	1889	Big Forks, Rainy River, Ont.	52 0	12 0	5 4	40	27	2 se.	F. W. Coates, Fort Frances, Ont.
117,129	Chiefcan III.	Kingston.	1906	Garden Island, Ont.	142 4	39 4	9 3	355	147	48 pa.	The Calvin Co., Ltd., Garden Island, Ont.
125,963	Chignecto.	Parrishoro.	1908	Port Greville, N.S.	78 6	17 8	7 2	86	36	16 se.	J. Newton Pugsley, Parrishoro, N.S.
117,158	Chinook.	New Westminster.	1889	Astoria, Ore., U.S.A.	59 0	14 5	4 3	34	23	3 se.	Kilbala Packing Co., Ltd., Vancouver, B.C.
107,726	Chinook.	Vancouver.	1900	Vancouver, B.C.	46 8	12 3	6 9	22	15	15 se.	Max. Macgowan, et al., Vancouver, B.C.
122,372	Chipmunk.	Vancouver.	1907	Vancouver, B.C.	23 0	5 9	2 5	2	1	14 se.	Allan Purvis, Vancouver, B.C.
100,753	Chippewa.	Toronto.	1893	Hamilton, Ont.	308 5	36 3	12 5	1,514	764	188 pa.	Niagara Navigation Co., Ltd., Toronto, Ont.
83,103	Christina.	Richibucto.	1886	Mission Point, Que.	70 3	17 2	5 5	57	36	29 pa.	W. Glover and K. Shieves, Campbellton, N.B.
107,089	Chummy.	Ottawa.	1898	Hull, Que.	46 0	9 2	3 0	5	4	25 se.	Wm. E. Beaton, Ottawa East, Ont.
96,713	Circassian.	"	1886	Aylmer, Que.	46 5	9 0	2 5	8	5	6 se.	Alfred Bourgeau, Aylmer, Que.
97,117	Circe.	Collingwood.	1889	Collingwood, Ont.	28 0	7 0	3 0	3	2	2 se.	C. W. Tobey, Collingwood, Ont.
111,561	City Queen.	Toronto.	1900	Midland, Ont.	70 5	15 7	4 5	69	42	11 se.	A. L. Nickerson and C. T. Nickerson, J.O., Midland, Ont.
111,919	City of Bala.	Toronto.	1901	Bala, Ont.	76 3	12 7	4 8	74	47	3 se.	Huntsville & Bracebridge Tanning Co., Ltd., Huntsville, Ont.
71,094	City of Belleville.	Prescott.	1878	St. Catharines, Ont.	89 7	15 4	7 0	101	69	50 se.	Can. Pacific Car & Passenger Transfer Co., Ltd., Prescott, Ont.
92,734	City of Chatham.	Toronto.	1888	Toronto, Ont.	125 6	31 5	9 0	362	246	150 se.	Chatham Navigation Co., Ltd., Chatham, Ont.
.....	City of Dresden.	Windsor, Ont.	1872	Windsor, Ont.	93 0	21 0	8 9	194	124	Chas. D. Shirley, Blenheim, Ont.

† Formerly "Saguenay."

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63,145	City of Ghent....	Halifax....	1871	Great Grimsby, G.B....	135 9	20 4	9 7	199	119	40 sc... c.v. et mode de propulsion.	Robert Pickford, Halifax, N.S.
107,942	City of Ladysmith	St. Catharines....	1900	Hamilton, Ont.....	69 6	16 0	5 2	35	24	12 sc... c.v. et mode de propulsion.	Chas. Ross, Port Maitland, Ont.
*92,390	City of London....	Quebec.....	1888 1892	Kingston, Ont.....	120 0	27 0	7 8	516	294	37 sc... c.v. et mode de propulsion.	Michael Connolly, Montreal, Que.
117,082	City of Meaford...	Collingwood....	1906	Meaford, Ont.....	111 0	24 0	8 5	328	223	28 sc... c.v. et mode de propulsion.	J. Perkins, F. Perkins and E. Perkins, J.O., Meaford, Ont.
97,111	City of Midland..	".....	1890	Owen Sound, Ont.....	176 4	28 3	10 7	974	662	38 sc... c.v. et mode de propulsion.	Northern Navigation Co., of Ontario. Ltd., Collingwood, Ont.
†117,073	City of Montreal..	Toronto..	1871	Buffalo, N.Y., U.S.A....	220 0	32 5	14 0	1,551	868	80 sc... c.v. et mode de propulsion.	Montreal & Lake Erie Steamship Co., Ltd., Toronto, Ont.
90,638	City of Mount Cle- mens.	St. Catharines....	1880	Mount Clemens, U.S.A....	95 0	21 8	6 0	102	69	85 sc... c.v. et mode de propulsion.	Jas. W. Steinloff, Wallaceburg, Ont.
96,995	City of Nanaimo..	Victoria.....	1891	Vancouver, B.C.....	159 0	32 0	9 4	761	518	58 sc... c.v. et mode de propulsion.	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
116,383	City of New York	Cobourg....	1863	Cleveland, O., U.S.A....	136 0	27 6	11 6	292	199	19 sc... c.v. et mode de propulsion.	Geo. Plunkett, et al., Cobourg, Ont.
*122,018	City of Ottawa....	Ottawa....	1871	Buffalo, N.Y., U.S.A....	220 0	32 5	14 0	1,529	838	80 sc... c.v. et mode de propulsion.	Montreal & Lake Erie Steamship Co., Ltd., Toronto, Ont.
122,291	City of Prince Al- bert.	Prince Albert, Sask.	1906	Prince Albert, Sask.....	96 0	20 0	4 5	141	89	6 pa... c.v. et mode de propulsion.	Prince Albert Lumber Company, Ltd., Prince Albert, Sask.
100,134	City of Selkirk....	Winnipeg.....	1892	Selkirk, Man..	143 7	23 9	9 1	458	311	32 sc... c.v. et mode de propulsion.	The Dominion Fish Co., Ltd., Winni- peg, Man.
100,029	City of Stratford..	Toronto.....	1874	Port Dalhousie, Ont.....	32 4	8 8	2 7	4	3	1 se... c.v. et mode de propulsion.	Andrew J. Jeffrey, Stratford, Ont.
94,769	City of Toronto...	Owen Sound.....	1895	Owen Sound, Ont.....	150 0	24 0	9 2	782	492	34 pa... c.v. et mode de propulsion.	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.

* Formerly "Kathleen." † Formerly "China." * Formerly "India."

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122,400	City of Vernon	1903	Long Lake, B. C.	50 0	11 2	4 7	19	13	5 se	Charles C. Pilkey, Vernon, B. C.
494,843	City of Windsor	1883	Detroit, Mich., U.S.A.	117 0	24 8	11 0	511	316	34 se	D. L. McKinnon, Sudbury, Ont.
96,762	Clansman	1890	Port Hawkesbury, N.S.	59 0	10 9	6 6	23	16	12 se	Robert Stevenson, Wallace, N.S.
107,711	Clansman	1899	Vancouver, B.C.	82 0	17 2	6 8	72	49	5 se	Coast Steamship Co., Ltd., Vancouver, B.C.
74,382	Clara	1877	Barrie, Ont.	44 0	8 0	...	12	8	8 se	William P. Jaynes, Barrie, Ont.
111,859	Clara May	1902	Tobemury, Ont.	39 0	10 0	3 6	9	6	½ se	Thomas B. Fitzpatrick, Meldrum Bay, Ont.
90,798	Clara W. Young	1888	New Westminster, B.C.	54 5	13 2	5 2	31	21	4 se	Harry Levis, Vancouver, B.C.
116,551	Clare	1903	Princeport, N.S.	79 0	24 7	6 9	88	59	— se	R. L. Putnam, Onslow, N.S.
116,776	Clarence	1904	Vancouver, B.C.	40 2	9 5	4 7	13	9	2 se	Le Page Liquid Fish Glue, Oil & Fertilizer Co., Ltd., Vancouver, B.C.
94,984	Clark Bros.	1890	Toronto, Ont.	80 0	16 2	5 5	92	38	11 se	Lawrence Schuan, Toronto, Ont.
*116,465	Claxton	1900	Ballard, B.C.	72 1	18 6	7 1	84	57	10 se	Wallace Bros., Packing Co., Ltd., Vancouver, B.C.
121,741	Clayburn	1906	Vancouver, B.C.	73 0	17 9	8 4	76	51	26 se	Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.
112,248	Claymore	1902	"	29 4	7 0	2 3	7	5	1 se	W. McCarthy, <i>et al.</i> , Vancouver, B.C.
111,679	Clayton	1902	Parrsboro', N.S.	62 8	15 2	5 6	43	24	5 se	J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
103,170	Cleave	1897	New Westminster, B.C.	56 6	12 1	6 3	36	24	9 se	Packers Steamship Co., Ltd., Vancouver, B.C.
100,755	Cleopatra	1893	Hamilton, Ont.	113 5	16 9	9 2	104	71	32 se	A. E. Gooderham, Toronto, Ont.
112,380	Clio	1904	North Sydney, N.S.	39 5	10 5	5 1	13	13	3 se	J. Owen James, Wine Harbour, N.S.
83,031	Clipper	1880	Brockville, Ont.	31 8	7 0	2 8	4	3	5 se	A. Thompson, Ottawa, Ont.
116,260	Clipper	1903	Midland, Ont.	62 0	13 3	6 6	46	20	17 se	The Sable & Spanish Boon & Slide Co. of Algoma, Ltd., Spanish River, Ont.
107,197	Clipper	1897	Kenora, Ont.	69 5	12 0	4 3	53	32	8 se	C. G. Pennock, <i>et al.</i> , Kenora, Ont.
111,993	Clive	1902	New Westminster, B.C.	54 0	13 0	5 3	35	24	9 se	Mrs. Annie G. Croll, New Westminster, B.C.
126,213	Clouston	1908	Vancouver, B.C.	29 0	8 5	3 2	7	4	1 se	Wm. J. Davidson, Vancouver, B. C.
126,232	Clovelly	1908	Vancouver, B.C.	37 0	9 3	3 8	7	5	1 se	Leonard A. Hayman, Kelowna, B. C.
77,779	Clucas	1882	Goderich, Ont.	60 0	13 8	5 7	28	19	19 se	Dominion Fish Co., Ltd., Winnipeg, Man.
111,957	Clutha	1903	New Westminster, B.C.	45 0	11 4	4 1	28	19	2 se	The St. Mango Canning Co., Ltd., New Westminster, B.C.

† Formerly "E. K. Roberts." * Formerly "Queen of Pacific."

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94,848	Clyde	New Westminster...	1889	Vancouver, B.C.	80 0	16 0	6 0	68	46	5 sc ...	J. B. Newcomb, M.O., Vancouver, B.C.
96,714	Clyde	Ottawa	1888	Baies des Péres, Que. ...	61 5	13 5	3 4	29	26	17 sc ...	A. Lumsden, Ottawa, Ont.
59,863	Clyde	Quebec	1868	Lévis, Que.	141 7	23 5	9 4	592	373	60 pa...	John S. MacLean, Halifax, N.S.
111,520	Glyncene	St. John. N.B.	1901	St. John, N.B.	39 7	8 0	3 5	10	7	1 sc ...	H. R. Roberts, St. John, N.B.
116,651	Coast Guard	Barrington	1904	Shelburne, N.S.	72 0	24 2	7 0	72	49	17 sc ...	The Provincial Wrecking Co., Ltd., Barrington, N.S.
116,315	Coaster	Amherstburg. ...	1889	Toledo, Ohio, U.S.A.	98 0	22 0	6 7	120	91	6 sc ...	J. Stockwell, Leamington, Ont.
86,071	Coban	Montreal	1882	Sunderland, G.B.	230 0	33 1	16 0	1,063	689	130 sc ...	Black Diamond Steamship Co., Ltd., Montreal, Que.
114,938	Cobocouk	Lindsay	1902	Cobocouk, Ont.	30 7	12 4	3 1	9	6	8 pa...	Mrs. C. McFadden, Fenelon Falls, Ont.
165,271	Cobocouk	Port Hope	1876	Fenelon Falls, Ont. ...	80 8	15 8	5 0	163	86	40 pa...	Wm. Shields, Cobocouk, Ont.
111,431	Cock O' the North.	Halifax	1902	Dartmouth, N.S.	31 5	5 5	3 3	3	3	8 sc ...	James A. Calder, Halifax, N.S.
116,404	Colby	Victoria	1902	Seattle, Wash., U.S.A. ...	35 1	9 4	3 1	11	7	12 sc ...	Samuel W. Inckuan, <i>et al.</i> , Victoria, B.C.
96,803	Collector	Halifax	1891	Dartmouth, N.S.	63 8	20 8	5 5	52	35	25 sc ...	Louis Heller, <i>et al.</i> , Halifax, N.S.
112,253	Calleen Ordre	Vancouver	1903	Vancouver, B.C.	28 6	9 0	3 9	5	3	1 sc ...	Frederick Keding, Vancouver, B.C.
117,089	Collingwood	Collingwood	1907	Collingwood, Ont.	386 0	50 0	23 0	4,529	3,480	163 sc ...	The Farrar Transportation Co., Ltd., Collingwood, Ont.

80,911	Colonel By.....	Prescott.....	1868	Ogdensburg, N.Y., U.S.A.	45 0	9 2	3 9	9	6	9 se ..	P. Eligh, Burritt's Rapids, Ont.
112,385	Colonge	Ottawa	1901	Sand Point, Ont	47 7	17 9	3 6	18	12	20 pa..	Gillies Bros. Co., Ltd., Braeside, Ont.
122,012	Colonial.....	"	1906	Kippewa Lake, Que....	52 0	12 3	4 4	47	25	9 se ..	Colonial Lumber Co., Ltd., Pembroke, Ont.
103,892	Columbia.....	New Westminster...	1896	Nakusp, B.C	77 0	14 5	6 4	50	34	17 se ..	Canadian Pacific Railway Co., Montreal, Que.
117,017	Columbia.....	Vancouver	1905	Vancouver, B.C	60 0	14 0	4 5	40	27	4 se ..	Rev. John Andle, Vancouver, B.C.
117,639	Columbus.....	Sault Ste. Marie....	1874	Detroit, Mich., U.S.A.	136 3	25 0	11 8	439	230	60 se ..	Joseph Ganley, Sault Ste. Marie, Ont.
71,165	Comet.....	Chatham, Ont	1876	Chatham, Ont.....	55 0	11 0	4 6	22	15	20 se ..	R. E. Moore, Harrison, Ont., and W. Vandusen, Tara, Ont., J.O.
94,939	Comet.....	Port Hope	1895	Lake Scugog, Ont.	45 0	8 0	1 2	8	3	7 se ..	Josiah Hall, Fesserton, Ont.
94,799	Comet.....	Richibucto.....	1901	Bas River, N.B.....	51 0	9 5	3 7	21	14	15 se ..	John D. Walker, Bas River, N.B.
92,450	Comet	Toronto	1887	Milford Bay, Ont.....	60 0	11 5	5 0	20	14	2 se ..	The Rathbun Co., Deseronto, Ont.
*90,523	Comfort.....	Chatham, Ont	1891	Rondeau, Ont	43 0	13 0	3 3	14	12	10 se ..	Peter Baechler, Garmia, Ont.
97,067	Commodore	Halifax.....	1891	Charlottetown, P.E.I.	48 2	9 8	5 0	13	8	20 se ..	William N. Wickwire, Halifax, N.S.
103,450	Commodore	Ottawa	1895	Carleton Place, Ont.....	36 2	8 2	3 0	3	3	6 se ..	John Moore, Carleton Place, Ont.
.....	Commodore	Port Hope	1867	Lindsay, Ont	96 0	16 8	5 0	175	110	.....	George Crandell, Lindsay, Ont.
107,487	Commodore	Sault Ste. Marie....	1885	Manitowac, Wis., U.S.A.	59 0	14 5	7 3	40	22	— se ..	Joseph Ganley, Sault Ste. Marie, Ont.
122,363	Commodore	Vancouver	1907	Vancouver, B.C	119 6	26 1	14 5	318	216	52 se ..	The British Columbia Mills Timber & Trading Co., Vancouver, B.C.
75,699	Commodore Holiwell.....	Quebec.....	1878	Quebec, Que	31 4	9 3	4 2	10	3	10 se ..	The Sherbrooke Lumber Co., Sherbrooke, Que.
116,267	Commodore Jarvis.....	Toronto	1903	Bronté, Ont	109 0	27 0	6 0	287	97	11 se ..	Sand & Dredging, Ltd., Toronto, Ont.
7,015	Commodore McRae.....	Vancouver	1905	Vancouver, B.C	22 7	6 2	3 0	2	2	3 se ..	R. Hamilton, Vancouver, B.C.
71,614	Como	Montreal	1875	Sorel, Que.....	95 0	17 2	5 2	75	47	16 pa..	The La Farriere Lumber Co., Ltd., Montreal, Que.
100,202	Conox.....	Vancouver	1891	Vancouver, B.C	101 0	18 1	5 2	101	60	24 se ..	G. T. Legg, Vancouver, B.C.
52,630	Conqueror.....	Quebec	1865	Renfrew, G.B.....	136 5	20 2	11 6	199	15	120 pa..	Frank Ross, Quebec, Que.
90,570	Conqueror.....	Toronto	1886	Toronto, Ont	60 0	13 8	5 5	25	17	25 se ..	Ira Hill, Midland, Ont.
94,899	Constance.....	New Westminster...	1890	Victoria, B.C	66 0	14 4	6 9	50	29	22 se ..	Alex. Ewen, New Westminster, B.C.
100,412	Constance.....	Ottawa	1891	Owen Sound, Ont.	115 6	19 6	11 2	185	126	50 se ..	The Minister of Customs, Ottawa, Ont.

* Formerly "Vera."

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103,686	Constance.....	Toronto.....	1898	Gravenhurst, Ont.....	82 0	13 6	5 0	52	35	2 sc ..	J. L. Fern, <i>et al.</i> , Bracebridge, Ont.
116,463	Constance	Vancouver.....	1903	Vancouver, B.C.....	35 8	9 5	3 8	11	8	2 sc ..	Arthur R. Barrow, Hills Island, B.C.
117,016	Constance	"	New Westminster, B.C..	50 0	11 0	5 5	23	16	10 sc ..	T. C. Wasson, Vancouver, B.C.
64,996	Contest.....	{ Quebec..... 1872 1895	{	{ Quebec, Que..... Lévis, Que.....	132 3	23 0	10 5	274	104	100 pa..	Julien Chabot, Lévis, Que.
100,205	Coquitlam.....	Vancouver.....	1892	Vancouver, B.C.....	120 0	22 0	9 6	256	166	28 sc ..	G. T. Legg, Vancouver, B.C.
111,933	Cora	Lindsay	1902	Port Perry, Ont.....	55 3	9 9	4 6	23	16	1 sc ..	J. B. Bowerman, Port Perry, Ont.
92,445	Cora.....	Toronto	1887	Toronto, Ont	32 3	7 5	3 2	4	3	1 sc ..	Oliver B. Sheppard, Toronto, Ont.
116,220	Corinne	Montreal.....	1903	St. Joseph de Lévis, Que.	48 5	12 3	5 0	23	9	4 sc ..	W. J. Poupore, Montreal, Que.
*71,609	Cornwall.....	Montreal	1874	Kingston, Ont.....	175 3	27 1	9 9	914	576	88 pa..	Richelieu & Ontario Navigation Co., Montreal, Que.
103,673	Corona	Toronto	1896	Toronto, Ont.....	270 3	32 4	12 5	1,274	649	310 pa..	Niagara Navigation Co., Ltd., Toronto, Ont.
88,240	Corrella	Brockville	1889	Brockville, Ont	30 8	7 2	3 4	4	3	5 sc ..	M. Kenville, Brockville, Ont.
126,177	Corsande	New Westminster...	1907	New Westminster, B.C..	29 6	8 0	3 6	8	6	1 sc ..	Joseph Crane, New Westminster, B.C.
107,890	Courier	Montreal.....	1900	Montreal, Que.....	36 9	9 3	6 2	12	8	3 sc ..	Harbour Commissioners of Montreal, Montreal, Que.
116,775	Coutli	Vancouver..	1904	Vancouver, B. C.....	71 4	18 8	9 8	99	68	28 sc ..	Coutli Shipping Co., Ltd., Vancouver, B. C.

* Formerly "Alger an."

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103,907	Czar.....	Victoria.....	1897	Victoria, B.C.....	101 0	21 5	11 0	152	93	56 sc ..	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
122,029	D. F. Co. 4.....	Liverpool.....	1907	Lunenburg, N.S.....	22 6	9 8	4 5	7	6	1 sc ..	John F. Seldon, Liverpool, N.S., and William H. Doggett, Whitepoint, N.S., J.O.
116,482	D. A. Gordon.....	Wallaceburg.....	1902	Wallaceburg, Ont.	115 3	23 2	7 0	148	94	32 sc ..	John Lee, Wallaceburg, Ont.
103,887	D. B. Mulligan....	Ottawa.....	1897	Pembroke, Ont.....	81 3	22 7	5 6	77	46	50 sc ..	John Ryan, et al., Pembroke, Ont.
72,575	D. C. West.....	Kingston.....	1874	Clayton, N.Y., U.S.A....	80 4	13 8	5 0	60	32	30 sc ..	J. Fleming, Toronto, Ont.
122,435	D. C. Whitney....	Sault Ste. Marie....	1882	St. Clair, Mich., U.S.A....	240 0	40 0	22 0	1,490	1,290	88 sc ..	Joseph Ganley, et al., Sault Ste. Marie, Ont.
83,298	D. D. Calvin.....	Kingston.....	1883	Garden Island, Ont.....	166 0	32 0	15 1	750	483	300 sc ..	The Calvin Co., Ltd., Garden Island, Ont.
122,283	D. D. Mann.....	Shelburne.....	1907	Shelburne, N.S.....	73 0	21 6	4 3	130	89	13 sc ..	The Town of Lockport, Lockport, N.S.
71,134	D. P. Dey.....	Montreal.....	1866	Buffalo, N.Y., U.S.A....	35 1	11 0	4 1	11	6	6 sc ..	Lyon Cohen, Montreal, Que.
71,104	D. R. Van Allen....	Toronto.....	1874	Chatham, Ont.....	136 0	26 0	10 0	318	216	87 sc ..	Peter Payette, Penetanguishene, Ont.
90,530	D. W. Crow.....	Chatham, Ont.....	1902	Chatham, Ont.....	63 0	13 0	6 0	31	18	6½ sc ..	H. E. Crow, Chatham, Ont.
116,361	D. McLeod.....	Goderich.....	1903	Goderich, Ont.....	69 3	15 0	6 5	36	25	11 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.

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97,119	D'Alton McCarthy	Collingwood	1893	Collingwood, Ont.	66 0	14 0	6 4	54	37	3 se	Wm. G. Goodchild, Tp. of Malden, Ont.
*107,682	Daek	Prescott	1898	Clayton, N.Y., U.S.A.	46 5	9 3	3 3	18	12	5 se	Wm. and W. G. Black, Belleville, Ont.
112,222	Dahinda	St. John, N.B.	1902	St. Joseph, Mich., U.S.A.	25 5	6 0	2 3	2	1	4½ se	R. S. FitzRandolph, Fredericton, N.B.
103,049	Daisy	Ottawa	1890	Carleton Place, Ont.	30 2	6 2	2 0	2	1	3 se	Claude McLachlin, Arnprior, Ont.
100,637	Daisy	"		Alexandria Bay, N.Y., U.S.A.	39 0	6 1	3 1	2	2	5 se	G. B. Magee, Merrickville, Ont.
100,465	Daisy	Quebec	1893	Quebec, Que.	41 6	11 0	4 5	15	10	12 se	Minister of Public Works, Ottawa, Ont.
112,245	Daisy	Vancouver	1902	Vancouver, B.C.	35 8	9 8	4 2	13	9	8 se	W. R. Jones and S. Pallen, J.O., Vancouver, B.C.
88,375	Daisy	Victoria	1885	Comox, B.C.	71 0	14 4	5 6	60	41	11 se	F. Anderson and J. Dixon, Victoria, B.C.
111,457	Daisy	Winnipeg	1901	Selkirk, Man.	57 5	12 0	6 0	27	8	3 se	Dominion Fish Co., Ltd., Winnipeg, Man.
103,658	Daisy Moore	"	1884 1900	Ohio, U.S.A. Kenora, Ont.	57 0	12 0	5 2	38	21	3 se	Thomas Robinson, Kenora, Ont.
94,881	Dana	Quebec	1889	Sorel, Que.	91 8	13 2	4 4	55	37	45 se	A. N. Mercer, Les Escoumains, Que.
116,805	Dandy	Sorel	1905	Hull, Que.	72 0	17 0	8 0	77	36	19 se	J. Larivière, Ste. Anne de Bellevue, Que.
116,726	Daniel	St. John, N.B.	1904	St. John, N.B.	50 8	12 9	5 8	29	20	12 se	Daniel F. Tapley, M.O., St. John, N.B.
117,058	Dannie Goodwin	Canso	1907	Dartmouth, N.S.	48 8	14 9	6 0	21	21	4 se	Fish Limited, Canso, N.S.
122,028	Daphne	Liverpool		U.S.A.	44 0	10 4	4 6	11	7	5 se	Vincent J. Paton and Fred. W. Clark, Bridgewater, N.S.
122,361	Daphne	Vancouver	1906	Lund, B.C.	26 0	7 3	2 9	9	6	1 se	William R. Aruison, Lund, B.C.
122,375	Daring	"	1907	Vancouver, B.C.	72 0	17 8	8 0	81	55	16 se	William W. White, Vancouver, B.C.
116,948	Dart.	Kenora	1904	Kenora, Ont.	21 0	6 0	2 3	2	1	4 se	The Scott Hudson Building Co., Ltd., Kenora, Ont.
90,880	Dartmouth	Halifax	1888	Yarmouth, N.S.	136 0	28 4	10 7	311	196	75 pa.	The Dartmouth Ferry Commission, Dartmouth, N.S.
111,599	Dauntless	New Westminster	1901	New Westminster, B.C.	92 0	20 5	9 5	128	89	27 se	Westminster Towing & Fishing Co., Ltd., New Westminster, B.C.
121,952	Dauntless	Port Stanley	1906	Port Bruce, Ont.	47 6	11 9	6 0	23	16	3 se	Ervin and Edwin Snaile, J.O., Port Bruce, Ont.
90,579	Dauntless	Toronto	1884	Gravenhurst, Ont.	44 6	8 0	4 5	8	5	1 se	S. C. Macdonald, Dunnville, Ont.
122,361	Dauntless	Vancouver	1902	Bellingham, Wash., U.S.A.	32 1	7 3	3 5	10	7	3 se	James S. Emerson, Vancouver, B.C.
85,306	David G. Thomson	Montreal	1883	Kingston, Ont.	103 3	17 3	9 8	182	75	200 se	Montreal Transportation Co., Ltd., Montreal, Que.
116,368	David Marwick	Goderich	1905	Tobermory, Ont.	60 0	13 8	6 2	1	20	13 se	Wm. Leslie, A. Leslie and Geo. Belrose, Tobermory, Ont.

* Formerly "Dean."

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112,168	David Ritchie	Chatham, N.B.	1903	Chatham, N.B.	61 0	14 0	5 1	25	16	14 se	Allan Ritchie, Newcastle, N.B.
90,820	Dawn	Port Hope	1888	Lakefield, Ont.	48 0	10 4	6 5	20	16	10 se	S. Purser, Hall's Bridge, Ont.
121,823	Dawn	St. John, N.B.	1902	St. John, N.B.	26 0	7 0	3 0	5	3	1½ se	Simeon Wellington Conrad, St. Croix, N.B.
112,174	Dawn	Toronto	1900	Toronto, Ont.	27 0	6 5	2 0	3	2	1 se	Jos. Cooper, Bracebridge, Ont.
116,445	Dawson	Shelburne	1903	Shelburne, N.S.	58 0	13 4	5 7	37	17	12 se	Freeman Payzant, Lockeport, N.S.
107,836	Dawson	Victoria	1901	White Horse, Y.T.	167 0	34 0	4 5	779	491	19 pa.	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,695	Day Star	Kenora	1903	Kenora, Ont.	34 0	8 5	4 0	13	9	½ se	Foreign Mission Committee of the Presbyterian Church, Kenora, Ont.
107,494	De St. Juste	Quebec	1893	St. Laurent, Isle of Orleans, Que.	37 5	7 7	3 3	5	4	8 se	Jean Baptiste E. Letellier, Quebec, Que.
116,744	Defiance	Halifax	1904	Shelburne, N.S.	64 7	13 7	6 5	38	26	13½ se	Frank Roberts, Halifax, N.S.
107,717	Defiance	Vancouver	1897	Tacoma, Wash., U.S.A.	62 0	16 0	5 1	90	61	5 se	Terminal Steam Navigation Co., Ltd., Vancouver, B.C.
96,856	Delila	Sarnia	1896	Port Huron, Michigan, U.S.A.	32 0	6 2	3 4	4	3	2 se	Jos. David, Carmanah, Ont.
61,134	Delisle	Montreal	1869	Buffalo, N.Y., U.S.A.	62 4	14 8	7 4	46	17	50 se	Minister of Public Works, Ottawa, Ont.
117,004	Delphia	Vancouver	1902	Tacoma, Wash., U.S.A.	16 0	5 2	1 7	1	4 se	Hugh P. Smith, Vancouver, B.C.
90,618	Delta	Moncton	1889 1895	Hillsboro, N.B.	34 5	12 8	4 8	20	12	15 se	Edward Kinnie, Albert, N.B.

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00,644	Delta.....	Vancouver.....	1889	Victoria, B.C.....	47 5	9 5	4 4	15	10	6 se...	Abernethy & Loughheed, Ltd., Port Haney, B.C.
90,805	Delta.....	Victoria.....	1886	Ladner's Landing, B.C....	54 0	14 0	4 3	25	17	1 se...	J. A. Goodall, Nanaimo, B.C.
121,669	Deusa.....	Quebec.....	1905	Portneuf, Que.....	55 8	14 8	6 4	38	26	6 se...	Joseph Alphonse Lemay, Portneuf, Que.
103,310	Denver.....	Vancouver.....	1896	New Westminster, B.C....	36 0	8 5	3 8	9	6	2 se...	Canadian Pacific Ry. Co., Montreal, Que.
78,042	Derby.....	Chatham, N.B.....	1878	Chatham, N.B.....	50 5	7 7	3 1	12	9	14 pa...	J. C. Miller, Derby, N.B.
103,889	Derby.....	Ottawa.....	1897	Ottawa, Ont.....	35 8	9 1	3 0	3	3	4 se...	Basil Tessier, Pembroke, Ont.
107,422	Derry Carue.....	Brockville.....	1900	Racine, Wis., U.S.A....	15 5	4 5	2 8	3	2	1 se...	W. D. Morris, Ottawa, Ont.
71,150	Despatch.....	Godrich.....	1878	Buffalo, N.Y., U.S.A....	71 5	15 3	5 6	33	22	25 se...	W. J. Pulling, Windsor, Ont.
96,986	Despatch.....	New Westminster.....	1888	Revelstoke, B.C.....	54 0	10 8	4 5	37	23	2 pa...	Columbia & Kootenay Steam Nav. Co., Ltd., Nelson, B.C.
103,297	Despatch.....	New Westminster.....	1889	Seattle, Wash., U.S.A....	33 6	9 0	2 9	7	5	1 se...	The Alberta & B.C. Exploration Co., Ltd., London, Eng.
112,302	Despatch.....	Winnipeg.....	1904	Selkirk, Man.....	42 6	9 6	4 0	14	10	1 se...	The Dominion Fish Co., Ltd., Sel- kirk, Man.
92,729	Devenish.....	Toronto.....	1886	Toronto, Ont.....	32 8	6 3	3 3	3	2	6 se...	W. Packer, Wood Township, Simcoe Co., Ont.
100,635	Diamond.....	Sydney.....	1894	Pictou, N.S.....	43 3	12 4	5 6	23	15	10 se...	Burpee Tupper, Parisboro, N.S.
100,594	Diane.....	Montreal.....	1891	Sorel, Que.....	65 3	10 0	4 8	23	16	10 se...	H. Beauchemin, Sorel, Que.
122,254	Dick.....	Quebec.....	1906	Montmagny, Que.....	71 4	16 0	4 4	42	27	8 pa...	Price Bros. & Co., Ltd., Quebec, Que.
103,930	Dickson.....	Peterborough.....	1890	Simcoe, Ont.....	28 6	10 0	3 3	16	10	20 pa...	The Dickson Co., Peterborough, Ont.
64,645	Dirigo.....	St. John, N.B.....	1872	Carleton, N.B.....	66 2	17 5	9 1	70	48	35 se...	G. S. Mayes, St. John, N.B.
122,393	Distributor.....	Victoria.....	1908	Victoria, B.C.....	136 6	30 4	5 4	607	379	15 pa...	The Grand Trunk Pacific Railway Co., Montreal, Que.
59,906	Diver.....	Quebec.....	1869	St. Thomas, Que.....	72 5	23 5	8 4	86	59	22 se...	Pierre Bégin, Quebec, Que.
126,214	Dodger.....	Vancouver.....	1908	Port Moody, B.C.....	30 5	8 7	3 0	5	3	3 se...	Raymond Woodbridge, Port Moody, B.C.
122,517	Dolan.....	Vancouver.....	1907	Vancouver, B.C.....	96 3	21 8	10 9	176	120	39 se...	Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.
100,604	Dolce.....	Kingston.....	1894	Gananoque, Ont.....	42 3	7 4	2 9	5	3	8 se...	J. W. Church, Gananoque, Ont.
107,219	Dolly.....	Winnipeg.....	1900	Winnipeg, Man.....	24 0	7 0	3 0	3	1	8 se...	A. J. McPherson, Dauphin, Man.
111,928	Dolly Gray.....	Toronto.....	1900	Dorset, Ont.....	35 5	7 0	2 8	5	3	1 se...	William Howard, Raysville, Ont.
116,304	Dolphin.....	Charlottetown.....	1904	Charlottetown, P.E.I....	34 2	9 4	3 9	7	7	1 se...	E. S. Kerry, Charlottetown, P.E.I.

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90,714	Dolphin.....	Halifax.....	1886	Dartmouth, N.S.....	39 6	12 0	4 5	13	9	12 sc... The Maritime Clay Works, Ltd., Pugwash, N.S.	
90,710	Dolphin.....	Montreal.....	1887	Port Dalhousie, Ont.....	37 0	6 1	3 0	6	5	6 sc... John T. Nicholson, Montreal, Que.	
80,680	Dolphin.....	Ottawa.....	1881	Montreal, Que.....	74 4	18 5	8 1	70	37	32 sc... Ottawa Transportation Co., Ltd., Ottawa, Ont.	
107,596	Dolphin.....	Owen Sound.....	49 0	12 5	5 1	24	17	33 sc... Jas. Playfair and D. L. White, Jr., J.O., Midland, Ont.	
92,441	Dolphin.....	Toronto.....	1871	E. Coves, I. of W., Eng.	50 0	10 0	4 3	13	9	4 sc... The Savanagh Lumber Co., Ltd., Penetanguishene, Ont.	
122,349	Dolphin.....	".....	1906	Toronto, Ont.....	24 0	4 8	2 7	2	1	½ sc... George M. Henry, Gregory, Muskoka, Ont.	
111,952	Dolphin.....	Vancouver.....	1902	Land, B.C.....	47 4	11 0	5 8	20	14	9 sc... McFadon Logging Co., Ltd., Van- couver, B.C.	
111,922	Dolphin E.....	Toronto.....	1901	Bayonne City, N. J., U.S.A.	36 0	6 8	2 2	6	4	— sc... Miss Minnie McVicar, Paris, Ont.	
83,419	Dominion.....	Port Hope.....	1884	Lindsay, Ont.....	79 0	14 0	4 5	46	29	40 pa... Francis Burke, Lindsay, Ont.	
116,414	Dominion.....	Victoria.....	1904	Victoria, B.C.....	57 5	11 8	4 4	18	10	6 sc... J. J. Goodwin, Victoria, B.C.	
107,108	Don.....	".....	1898	".....	27 8	7 8	3 5	4	3	1 sc... John T. Braden, Victoria, B.C.	
111,788	Don.....	Victoria.....	1902	Victoria, B.C.....	28 0	8 0	3 8	4	3	2 sc... Edwin Dickinson, Victoria, B.C.	
126,147	Don de Dieu.....	Sorel.....	1907	Sorel, Que.....	31 0	6 8	2 2	3	2	1 sc... Jean A. Chapdelaine, Sorel, Que.	
111,963	Donald.....	Pictou, Ont.....	1907	Napanee, Ont.....	36 0	8 7	3 2	10	7	½ sc... John Thompson, South Bay, Ont.	

+ Formerly "City of Stratford."

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94,988	Donnelly.....	Toronto.....	1863	Montreal, Que.....	142 0	24 7	3 8	319	90	43 pa...	The Donnelly Salvage & Wrecking Co., Ltd., Kingston, Ont.
96,710	Dora.....	Ottawa.....	1889	Opemican Lake, Que...	61 6	13 0	5 5	48	44	30 se...	The Minister of Public Works, Ottawa, Ont.
111,764	Doreas.....	Brockville.....	1897	Kingston, Ont.....	31 2	5 6	3 0	3	2	$\frac{1}{3}$ se...	Dr. W. F. Jackson, Brockville, Ont.
116,263	Doric.....	Toronto.....	1903	Toronto, Ont.....	260 0	43 2	25 2	2,359	1,452	106 se...	The Northern Navigation Co. of Ontario, Ltd., Toronto, Ont.
111,562	Dorothe.....	Toronto.....	1900	Penetanguishene, Ont....	33 0	8 4	3 3	8	6	1 se...	W. F. Thomson, Rose Point, Ont.
117,110	Dorothy.....	Ottawa.....	1903	Cache Bay, Ont.....	48 0	9 0	3 0	12	8	6 se...	R. Booth, R. W. Gordon and G. Gordon, J. O. Penbrooke, Ont.
122,016	Dorothy.....	".....	1906	North Bay, Ont.....	35 6	10 2	3 6	5	3	$\frac{3}{4}$ se...	Jno. M. and Herbert Wallace, Cobalt, Ont.
122,370	Dorothy.....	Vancouver.....	1907	Vancouver, B.C.....	31 8	8 6	4 1	10	7	3 se...	Duncan Bell-Irving, Vancouver, B.C.
111,980	Dorothy.....	Vancouver.....	1902	Vancouver, B.C.....	42 5	10 2	4 8	20	13	9 se...	W. H. Armstrong, Vancouver, B.C.
116,878	Dorothy J.....	St. Catharines.....	1907	Dunnville, Ont.....	34 0	10 0	4 5	10	7	3 se...	John F. Crawford and Saunders Hoover, Twp. Dunn, Haldimand, Ont.
122,497	Dorothy N.....	Chatham, N.B.....	1907	Newcastle, N.B.....	60 0	17 8	5 3	46	29	12 se...	Finlay R. McD. Russell, Vancouver, B.C.
100,397	Dorthea.....	Brockville.....	1894 1908	Hamilton, Ont..... Huntsville, Ont.....	77 4	19 0	5 0	102	83	8 se...	The Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
88,292	Dot.....	Quebec.....	1884	Quebec, Que.....	33 8	9 5	4 0	10	7	5 se...	D. Champoux, D'Israeli, Wolfe Co., Que.
103,212	Dottie.....	Ottawa.....	1888	Carleton Place, Ont.....	25 4	5 2	2 1	1	1	3 se...	Mrs. Jeannie F. Ferguson, North Bay, Ont.
92,733	Douglas.....	Toronto.....	1888	Midland, Ont.....	30 4	7 9	4 2	5	4	6 se...	The Georgian Bay Consolidated Lumber Co., Ltd., Wabashene, Ont.
98,030	Douglas.....	Victoria.....	1881	Reulfrew, G.B.....	214 0	25 0	14 7	741	459	100 se...	John J. Alexander, Mazatlan, Mexico.
101,291	Douglas H. Thomas.....	Sydney.....	1892	Maryland, U.S.A.....	116 5	21 0	13 0	212	98	57 se...	The Dominion Coal Co., Ltd., Montreal, Que.
88,935	Dream.....	Ottawa.....	1886	Kingston, Ont.....	50 6	10 3	4 2	12	9	10 se...	The Minister of Customs, Ottawa, Ont.
116,219	Dream.....	Quebec.....	1903	Grandes Piles, Que.....	56 5	10 8	3 8	27	19	2 se...	W. S. Coté, Grandes Piles, Que.
92,356	Dream.....	St. John, N.B.....	1881	Newark, N.J., U.S.A.....	63 9	14 1	5 0	45	30	12 se...	W. H. Thorne, St. John, N.B.
100,209	Drone.....	Vancouver.....	1892	Vancouver, B.C.....	40 0	16 0	3 5	29	18	10 pa...	William Braid, Vancouver, B.C.
112,393	Druid.....	Ottawa.....	1902	Paisley, G.B.....	160 0	30 1	12 5	503	149	59 se...	Minister of Marine and Fisheries, Ottawa, Ont.
116,981	Dryden Bell.....	Kenora.....	1903	Dryden, Ont.....	35 0	10 0	3 5	15	10	1½ se...	W. Keith and J. M. Stockleton, J.O., Dryden, Ont.
103,342	Duchess of York.....	Montreal.....	1895	Montreal, Que.....	156 8	25 3	9 4	490	262	39 pa...	Ottawa River Navigation Co., Montreal, Que.

*Formerly "Kurydice" and "Hastings."

+ Formerly "Tadousac."
+ Formerly "Horsa."

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Official Number. — Numéro officiel.	Name of Ship — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built. — Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
116,896	Dufferin	Halifax.....	1905	Shelburne, N.S.....	108 0	25 0	8 6	211	99	42 sc ...	Wm. A. Murdoch, M.O., Sherbrooke, N.S.
111,442	Dundaff	Ottawa.....	1899	Hull, Que.....	30 5	6 9	3 6	2	1	4 sc ...	P. Waters, Hull, Que.
† 112,207	Dundurn	Hamilton...	1882	Detroit, Mich., U.S.A...	150 0	30 2	12 2	1,120	600	61 sc ...	Hamilton & Montreal Navigation Co., Ltd., Hamilton, Ont.
83,068	E. B. Eddy	Quebec.....	1881	Hull, Que	98 0	20 7	8 0	78	38	15 sc ...	La Compagnie de Pulpe de Chicoutimi, Ltée., Chicoutimi, Que.
125,977	E. B. Osler	Toronto	1908	Bridgeburg, Ont	491 3	56 0	26 5	6,787	4,361	203 sc ...	The St. Lawrence & Chicago Steam Navigation Co., Ltd., Toronto, Ont.
96,705	E. G. Laverdure	Ottawa.....	1889	Ottawa, Ont	66 6	13 7	5 0	54	49	22 sc ...	E. A. D. Morgan, Montreal, Que.
103,445	E. H. Bronson	"	1895	Peabroke, Ont.....	140 7	43 7	7 7	285	180	70 pa...	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,883	E. Ross	St. John, N.B.....	1894	St. John, N.B	41 9	15 3	5 1	30	20	7 sc ...	J. Leonard, St. John, N.B.
92,304	Eagle	Collingwood ..	1887	Collingwood, Ont..	44 0	9 0	4 6	12	9	3 sc ...	Sarnia Log Towing Co., Ltd., Sarnia, Ont.
116,986	Eagle	Kenora.....	1905	Kenora, Ont	32 0	9 6	4 0	12	8	8 sc ...	Dominion Fish Co., Ltd., Winnipeg, Man.
80,778	Eagle	Sarnia.....	1875	Buffalo, N.Y., U.S.A...	43 8	12 3	5 0	14	9	25 sc ...	A. Miller, Port Elgin, Ont.
107,694	Eagle	Toronto	1898	Port Severn, Ont	34 5	8 3	3 5	10	7	8 sc ...	James Moreau, Port Severn, Ont.

† Foreign name "Pere Marquette II."

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111,549	Eagle	Vancouver	1901	Vancouver, B.C.	48 5	14 5	6 0	35	24	11 se ..	The Gulf Lumber Co., Ltd., Vancouver, B.C.
111,454	Eagle	Winnipeg	1900	Selkirk, Man.	32 0	10 5	3 6	7	6	8 se ..	Nelson River Packing Co., Ltd., Selkirk, Man.
94,906	Earl	New Westminster	1890	Vancouver, B.C.	72 0	16 0	7 0	75	50	21 se ..	Minister of Agriculture, Ottawa, Ont.
122,334	Eau Claire	Vancouver	1906	North Vancouver, B.C.	32 0	8 7	3 0	6	4	1 se ..	Gifford R. Thomson, Vancouver, B.C.
111,587	Echo	Peterborough	1901	Peterborough, Ont	27 0	6 7	3 0	5	3	4 se ..	John S. M. Alexander, Peterborough, Ont.
122,536	Echo	Vancouver	1902	Anacortes, Wash., U.S.A	31 5	9 3	3 6	12	8	1 se ..	John West, Nelson Island, B.C.
80,656	Ed. Arpin	Montreal	1879	St. Johns, Que.	38 0	8 2	3 5	6	4	5 se ..	Ed. Arpin, St. Johns Que.
116,253	Eddie B.	Toronto	1902	Victoria Harbour, Ont.	29 5	10 0	2 9	9	6	1 se ..	David Baker, Midland, Ont.
96,815	Edgar P. Sawyer	Sault Ste. Marie	1886	Buffalo, N.Y., U.S.A.	49 0	13 8	5 0	52	41	— se ..	W. J. McMenemy, Bruce Mines, Ont.
103,933	Edith	Chatham, N.B.	1897	Chatham, N.B.	56 0	12 3	5 9	22	15	12 se ..	The Miramichi Pulp & Paper Co., Ltd., Chatham, N.B.
85,515	Edith	Toronto	1883	Toronto, Ont.	22 0	5 4	2 2	2	1	1 se ..	J. P. Clark, Toronto, Ont.
122,511	Edith	Vancouver	1907	Vancouver, B.C.	56 9	14 6	6 8	47	32	13 se ..	Bernhard M. Jorgenson and W. A. McPhaden, Vancouver, B.C.
103,901	Edith	Victoria	1897	Victoria, B.C.	67 0	14 0	5 5	42	26	9 se ..	The P. C. Canning Co., Ltd., London, Eng.
116,541	Edith Ann	Kingston	1903	Kingston, Ont.	43 4	8 9	3 9	11	7	5 se ..	John Davis, Kingston, Ont.
121,908	Edith C.	Barrington	1906	Clarke's Harbour N.S.	39 0	13 4	6 3	16	15	½ se ..	Eugene Wilcox, Grand Manan, N.B.
77,635	Edmond	Kingston	1879	Bedford Mills, Ont	56 4	12 1	6 8	39	23	40 se ..	B. Tett, Bedford Mills, Ont.
100,406	Edna	Hamilton	1899	Hamilton, Ont	36 6	9 3	3 9	12	8	6 se ..	Thomas H. Lawry, Hamilton, Ont.
103,698	Edna	Sault Ste. Marie	1891	Collingswood, Ont.	31 0	10 0	3 0	9	7	— se ..	Robt. Douglas, Sault Ste. Marie, Ont.
107,368	Edna	Toronto	1898	Parry Sound, Ont.	64 0	11 5	5 7	55	30	3 se ..	Mrs. Carrie E. Pratt, Parry Sound, Ont.
117,009	Edna	Vancouver	1905	Vancouver, B.C.	38 3	11 0	5 2	18	12	5 se ..	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
111,789	Edna Grace	Victoria	1903	Victoria, B.C.	58 0	14 5	6 7	42	22	8 se ..	A. G. McGregor, <i>et al.</i> , Victoria, B.C.
107,135	Edna Ivan	Goderich	1900	Goderich, Ont.	79 2	16 0	7 2	54	36	21 se ..	James Purvis, Gore Bay, Ont.
116,873	Edna K	St. Catharines	1903	Youngstown, N. Y., U.S.A.	48 0	12 3	4 5	22	15	2 se ..	Roy Grabell, Port Colborne, Ont.
100,321	Edna R	Yarmouth	1892	Yarmouth, N.S.	67 0	15 6	5 6	50	24	40 se ..	The Mud Island Lobster Co., Ltd., Yarmouth, N.S.
112,249	Edna W	Vancouver	1903	Vancouver, B.C.	40 0	9 1	4 9	15	10	— se ..	Packers' Steamship Co., Ltd., Vancouver, B.C.

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85,426	Edward Blake....	St. Catharines....	1884	Welland, Ont.....	48 7	12 2	4 9	22	15	12 sc...	William Birmingham, Ottawa, Ont.
116,389	Edward Fisk....	Port Arthur.....	1883	Buffalo, N.Y., U.S.A. ..	66 0	16 0	9 0	69	47	10 sc...	Canadian Towing & Wrecking Co. Ltd., Port Arthur, Ont.
103,213	Eileen.....	Ottawa.....	1893	Moose Creek, Ont.....	41 8	9 8	3 2	11	9	15 sc...	Mrs. Stella Ann Kelly, Montreal, Que.
111,156	Elaine.....	St. John, N.B.....	1888	112 7	23 8	7 8	272	156	31 sc...	The St. John River Steamship Co., Ltd., South Bay, N.B.
126,084	Elaolite.....	Vancouver.....	1908	Vancouver, B.C.....	31 7	8 3	4 0	10	7	1 sc...	William H. R. Collister, Vancouver, B.C.
92,462	Eldon.....	Pictou, N.S.....	1887	Pictette, P.E.I.....	49 3	15 9	5 7	38	21	20 sc...	W. H. Paint, Port Hawkesbury, N.S.
122,445	Eldred.....	St. John, N.B.....	1907	The Range, N.B.....	51 4	12 6	5 4	25	17	13 sc...	J. F. Bridges Tug Boat Co., Ltd., Cagetown, N.B.
97,017	Eleanor	St. Catharines.....	1895	Port Maitland, Ont.....	56 0	12 0	5 8	26	18	12 sc...	Frank Ross, Port Maitland, Ont.
117,080	Eleanor.....	Toronto.....	1905	Parry Sound, Ont.....	71 0	14 1	6 6	84	57	13 sc...	Mrs. Carrie E. Pratt, Parry Sound, Ont.
69,114	Eleanor M. Cates.	Sydney.....	1869	Wilmington, Del, U.S.A.	73 0	16 5	7 9	59	46	23 sc...	W. W. Lewis, Louisburg, N.S.
90,878	Electra.....	Charlottetown.....	1887	Arcadia, N.S.....	85 9	16 9	8 2	107	78	25 sc...	Wm. A. Beattie, Pictou, N.S.
121,712	Electra.....	Vancouver.....	1905	Vancouver, B.C.....	36 6	7 4	3 5	12	8	8 sc...	R. H. Sperling, M.O., Vancouver, B.C.
100,877	Electric	St. John, N.B.	1889	St. John, N.B.....	34 0	6 8	3 0	4	3	2 sc...	Frank B. Carvell, Woodstock, N.B.
92,449	Electric.....	Toronto.....	1887	Toronto, Ont.....	69 9	12 4	7 2	49	29	1 sc...	John J. Wright, Toronto, Ont.

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	Toronto	Orillia, Ont.	70 0	12 3	5 0	50	30	6 se	The Trailer's Bank of Canada, Toronto, Ont.
116,752 Elgin L. Lewis	1891	Goderich, Ont.	60 6	11 8	4 8	22	16	24 se	Seth Chapman, Gore Bay, Ont.
96,880 Elite	1872	Buffalo, N.Y., U.S.A.	62 0	14 0	7 5	50	34	10 se	Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
116,888 Eliza Williams	1902	Vancouver, B.C.	26 2	6 4	3 1	3	2	1 se	Wm. Rae, et al., Vancouver, B.C.
111,994 Elk			30 8	7 7	3 6	11	8	2 se	John W. Stewart, Vancouver, B.C.
122,153 Elk			49 2	12 0	4 5	15	10	13 se	J. A. Dease and F. H. Pearsall, Port Rowan, Ont.
107,843 Ella	1900	Quebec, Que.	22 2	5 1	2 5	2	1	2 se	Pierre A. Guay, Chicoutimi, Que.
111,492 Ella	1906	Dresden, Ont.	37 0	9 1	3 9	9	5	$\frac{5}{8}$ se	Daniel McVicker, Deseronto, Ont.
121,954 Ella C.	1884	Buffalo, N.Y., U.S.A.	50 9	11 1	5 2	18	13	3 se	Wm. P. Dixon, Niagara Falls, N.Y., U.S.A.
116,871 Ella H.	1879	Montreal, Que.	99 2	27 8	6 4	228	125	85 pa.	The Rathbun Co., Deseronto, Ont.
*77,589 Ella Ross	1883	Chatham, Ont.	60 0	14 0	6 0	34	23	70 se	R. Leeson, Merriton, Ont.
78,038 Ella Taylor	1907	Shelburne, N.S.	50 5	16 6	7 0	29	25	2 se	Ivin Ingalls and William J. Ingalls, Grand Manan, N.B.
125,215 Ella & Jennie	1907	Victoria, B.C.	25 6	8 0	3 0	7	5	$\frac{5}{8}$ se	Frederick L. Smith and John H. Smith, Victoria, B.C.
121,989 Ellwood	1907	Vancouver, B.C.	32 0	10 6	4 5	12	8	1 se	Curtis A. Davidson, Vancouver, B.C.
122,505 Elsa-May	1904	Georgeville, Que.	37 4	9 0	3 3	7	5	4 se	N. A. Beach, Georgeville, Que.
116,606 Elsie	1892	New Glasgow, N.S.	56 1	10 3	5 6	22	15	12 se	Nova Scotia Lumber Co., Ltd., Sherbrooke, N.S.
92,689 Elsie	1906	Trenton, Ont.	69 0	16 3	5 4	48	33	10 se	Mrs. Margaret A. Clark, Toronto, Ont.
122,071 Elsie	1905 1908	Vancouver, B.C. Vancouver, B.C.	50 2	12 0	4 8	33	22	1 se	James W. Hackett, Vancouver, B.C.
117,012 Elsie	1908	Collingwood, Ont.	54 0	11 7	7 0	28	19	8 se	Donald Melness, Meaford, Ont.
122,550 Elsie M	1889	Carleton Place, Ont.	34 6	7 5	3 0	10	8	18 se	David Gillies, Carleton Place, Ont.
96,897 Elsie Ross	1865	Bedford Mills, Ont.	49 1	11 8	5 9	39	17		Neal Macdonald, Montreal, Que.
Eliswood	1900	San Francisco, Cal., U.S.A.	25 0	6 7	2 5	6	4	$\frac{1}{3}$ se	Horace E. Sims, Vancouver, B.C.
121,716 Emelie	1903	Cornwall, Ont.	140 0	21 7	6 8	385	195	30 pa.	The Montreal & Cornwall Navigation Co., Ltd., Cornwall, Ont.
†112,270 Emerald	1903	Collingwood, Ont.	108 0	23 0	14 0	276	188	94 se	Montreal Transportation Co., Ltd., Montreal, Que.
116,592 Emerson									

* Formerly "Gipsy." † Formerly "Garnet."

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96,900	Emile.....	Ottawa.....	1892	Ottawa, Ont.....	50 0	13 0	5 2	12	8	20 sc ..	Elie Dufresne, Three Rivers, Que.
117,083	Emily May.	Collingwood.....	1906	Collingwood, Ont.....	59 0	14 0	6 0	30	20	9 sc ..	Malcolm McInnes, Menford, Ont.
107,260	Enna.....	New Westminster...	1898	Lake Bennett, B.C.....	54 0	16 0	3 0	82	52	3 pa ..	Wm. J. Kant, Lake Bennett, B.C.
111,444	Emma.....	Ottawa.....	1897	Ottawa, Ont.....	28 0	7 2	2 4	2	1	3 sc ..	W. O. Spearman, Ottawa, Ont.
100,946	Emma.....	{ Toronto.....	{ 1894 1901	{ Collingwood, Ont..... Parry Sound, " ..	{ 89 3 24 4	{ 18 0 5 1	{ 6 6 2 5	{ 146 1	{ 94 1	{ 2 sc .. 3 sc ..	{ Mrs. Carrie E. Pratt, Parry Sound, Ont. L. J. Counsles, Ottawa, Ont.
100,430	Emma C.....	Ottawa.....	1890	Ottawa, Ont.....	68 4	14 8	7 8	56	22	40 sc ..	The Sincennes McNaughton Line, Ltd., Montreal, Que.
*116,543	Emma L.....	Montreal.....	1903	Farran's Point, Ont.....	29 4	7 9	3 4	5	4	2 sc ..	Michael Kanano, Alert Bay, B.C.
163,163	Emmeline.....	Vancouver.....	1896	Vancouver, B.C.....	235 0	34 2	20 0	1,342	612	365 sc ..	The Charlottetown Steam Navigation Co., Ltd., Charlottetown, P.E.I.
116,309	Empress	Charlottetown.....	1906	Newcastle-on-Tyne, G.B.....	185 3	27 6	8 1	678	372	152 pa ..	Ottawa River Navigation Co., Mon- treal, Que.
473,086	Empress.....	{ Montreal.....	{ 1873 1886	{ Ottawa, Ont..... Montreal, Que.....	{ 63 0 93 0	{ 14 3 15 8	{ 5 6 5 4	{ 36 84	{ 28 57	{ 40 sc .. — sc ..	{ The French River & Nipissing Nav. Co., Ltd., Sturgeon Falls, Ont. Trent Valley Navigation Co., Bobcay- geon, Ont.
100,422	Empress	Ottawa.....	1891	Sturgeon Falls, Ont.....	33 8	7 9	3 6	3	2	1 sc ..	George Cassidy, Vancouver, B.C.
107,815	Empress	Peterborough.....	1899	Lakefield, Ont.....	27 6	7 6	3 6	7	5	2½ sc ..	O. P. Marshall, Vancouver, B.C.
100,679	Empress	Vancouver.....	1894	Vancouver, B.C.....	1897	Hong-Kong, China.....					
107,448	Empress	Vancouver.....	1897	Hong-Kong, China.....							

* Formerly "D. S. Walker." † Formerly "Peerless."

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82,000	Empress	Winnipeg	1883	Kenora, Ont.	95 4	20 0	7 0	129	73	150 sc	A. F. D. MacGachon, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J. O. The Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
100,766	Empress	Toronto	1894	Huntsville, Ont.	76 0	17 0	6 0	106	72	5 sc	
100,022	Emulator	"	1890	Magnetawan, Ont.	49 7	10 2	4 6	25	17	2 sc	A. Walton, Magnetawan, Ont.
121,748	Ena	Vancouver	1906	Vancouver, B.C.	22 6	6 4	2 7	3	2	$\frac{1}{2}$ sc	William H. R. Collister, Vancouver, B.C.
88,704	Energy	Wallaceburg	1883	Wallaceburg, Ont.	81 0	20 0	6 5	116	70	40 sc	J. Hackett, Amherstburg, Ont.
126,326	English Bay Rower	Vancouver	1908	Vancouver, B.C.	45 9	10 8	4 6	18	12	3 sc	William Simpson, Vancouver, B.C.
121,829	Eno	Montreal	1906	St. Henry, Que.	32 5	8 3	5 8	7	5	2 sc	Charles O. Clark, Montreal, Que.
122,460	Enterprise	Charlottetown	1907	Shelburne, N.S.	108 0	25 0	8 6	211	98	42 sc	The Three Rivers SS. Co., Ltd., Georgetown and Montague, P.E.I.
116,271	Enterprise	Halifax	1903	Ship Harbour, N.S.	58 2	12 3	6 6	24	14	27 sc	Frank Roberts, Halifax, N.S.
103,240	Enterprise	Montreal	1893	Beauharnois, Que.	49 9	11 5	4 4	13	9	2 sc	W. J. Poupore, Montreal, Que.
94,714	Enterprise	Port Stanley	1892	Port Bruce, Ont.	58 0	12 0	5 5	18	13	3 sc	Levi Young, Port Bruce, Ont.
85,514	Enterprise	Toronto	1869	Rana, Ont.	81 4	23 0	6 2	148	99	60 sc	Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
103,160	Enterprise	Vancouver	1896	Vancouver, B.C.	34 0	9 3	4 7	12	8	2 sc	Geo. H. Deighton, Vancouver, B.C.
116,926	Enterprise	Victoria	1905	Pilot Bay, B.C.	47 0	10 0	5 0	20	14	2 sc	F. Cogle, Pilot Bay, B.C.
100,023	Equal Rights	Toronto	1890	Penetanguishene, Ont.	36 0	9 3	3 8	6	4	1 sc	Griaves Robson, Tp. of Franklin, Ont.
116,691	Era	Kenora	1900	Resolution, N.W.T.	53 0	11 5	5 0	50	28	6 sc	Jas. Hislop, Fort Rae, N.W.T., and Edmund Nagle, Resolution, N.W.T.
100,021	Erastus Wiman	Toronto	1890	Huntsville, Ont.	65 0	13 3	3 4	51	36	6 sc	Mrs. Mary Denton and Lorenzo McHardy, J. O., Huntsville, Ont.
113,473	Eretria	St. John, N.B.	1901	Port Glasgow, G.B.	341 0	47 6	23 5	3,464	2,255	30 sc	Steamship Bretia Co., Ltd., Rotherham, Kings Co., N.B.
116,831	Erie	Kingston	1902	Kingston, Ont.	30 3	6 1	2 8	3	2	$\frac{1}{2}$ sc	F. F. Millar, Napanee, Ont.
12,048	Erie	St. Catharines	1902	St. Joseph, Mich., U.S.A.	18 1	4 6	3 7	2	2	2 sc	Mrs. Edna R. Price, St. Catharines, Ont.
117,194	Erin	Kenora	1905	Fort Frances, Ont.	33 0	8 0	3 3	14	9	1 sc	Rat Portage Lumber Co., Ltd., Kenora, Ont.
111,827	Erin II.	Vancouver	1891	New Westminster, B.C.	34 5	6 7	2 8	3	2	1 sc	C. A. Elliott and Wm. Payne, J.O., Harrison Hot Springs, B.C.
103,153	Ermine	"	1893	"	30 3	7 8	3 2	9	6	4 sc	Alexander Grierson, Vancouver, B.C.
100,087	Ernest	St. John, N.B.	1892	Oromocto, N.B.	37 6	9 5	3 6	13	9	7 sc	A. Fitz Randolph, Fredericton, N.B.

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97,010	Escort.....	St. Catharines.....	1894	Port Colborne, Ont.....	44 8	15 5	9 7	40	27	24 sc..	The Welland Canal Tug Co., Ltd., Port Colborne, Ont.
116,424	Escort No. 2.....	Vancouver.....	1882	Coos Bay, Ore., U.S.A.....	95 0	24 0	13 5	192	131	61 sc..	MacKenzie Bros., Ltd., Vancouver, B. C.
126,000	Escoumains.....	Québec.....	1907	Escoumains, Que.....	76 0	16 0	6 0	74	42	17 sc..	Arthur Mercier, Les Escoumains, Saguenay Co., Que.
112,176	Espanola.....	Toronto.....	1897	Toronto, Ont.....	36 0	9 0	3 5	7	5	1 sc..	Spanish River Paper & Pulp Co., Ltd., Toronto, Ont.
97,113	Estella.....	Collingwood.....	1891	Parry Sound, Ont.....	38 0	6 0	3 2	9	6	2 sc..	Edwin S. Pratt, Parry Sound, Ont.
112,066	Estelle.....	Peterborough.....	1887	New York, U.S.A.....	31 0	7 0	3 5	8	6	8 sc..	Charles H. Grylls, Lakefield, Ont.
116,387	Estelle.....	Port Arthur.....	1874	Watkins, N.Y., U.S.A.....	66 0	13 0	7 0	51	35	6 sc..	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
103,923	Esturiah.....	Peterborough.....	1897	Babeygeon, Ont.....	94 0	19 0	5 5	139	85	38 pa..	The Trent Valley Navigation Co., Babeygeon, Ont.
85,527	Esturion.....	Toronto.....	1884	".....	96 0	17 0	6 2	118	75	31 pa..	"
92,301	Ethel.....	Collingwood.....	1887	Collingwood, Ont.....	42 0	10 0	4 4	13	9	8 sc..	Henry Sims, Sudbury, Ont.
103,332	Ethel.....	Montreal.....	1895	Sorel, Que.....	64 0	19 2	9 0	72	49	39 sc..	Sineames McNaughton Line, Ltd., Montreal, Que.
103,656	Ethel.....	Winnipeg.....	1896	Kenora, Ont.....	39 3	9 4	3 6	10	7	1 sc..	The Cameron Islands Mining & Development Co., Ltd., Kenora, Ont.
92,710	Ethel Banning.....	Winnipeg.....	1890	Fort Frances, Ont.....	50 2	13 3	4 9	38	26	3 sc..	A. F. D. MacGachan, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J. O., The Grand River Pulp & Lumber Co., Ltd., Halifax, N. S.
116,737	Ethel Jean.....	Halifax.....	1904	Ship Harbour, N. S. ..	59 4	13 8	6 5	48	33	16 sc..	

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103,677 Ethel May.	Toronto	1897	Mortimer's Point, Muskoka, Ont.	46 5	7 0	3 3	13	9	1 se...	John Fleming, Mortimer's Point, Ont.
103,898 Ethel Ross.	New Westminster.	1897	Kamloops, B.C.	84 0	14 0	4 0	82	52	15 se...	Claude R. Doxat, M. O., Ashcroft, B. C.
126,325 Ethelda	Vancouver.	1908	Vancouver, B.C.	35 4	9 7	5 0	15	10	3 se...	Albert R. Baker, Vancouver, B.C.
98,584 Ethelwold	Montreal.	1890	Belfast, Ireland	208 1	28 1	12 7	956	533	130 se...	The Ethelwold SS. Co., Ltd., Montreal, Que.
121,755 Ethola.	Vancouver	1906	Vancouver, B.C.	41 3	10 0	4 9	16	11	3 se...	John M. Atkins, Vancouver, B.C.
112,334 Ethyll Reid.	Collingwood.	1904	Collingwood, Ont.	63 0	13 6	6 6	36	25	10 se...	W. A. Clark, Collingwood, Ont.
77,874 Etoile.	Quebec.	1879	Sorel, Que.	142 0	25 0	7 4	560	317	120 pa...	Deschamault & Lothiniere Steam ship Co., Quebec, Que.
122,069 Etta.	Montreal.	1906	Maisonneuve, Que.	40 3	10 2	3 9	13	9	4 se...	Naveisse E. Picotte, Montreal, Que.
122,116 Etta.	Sydney.	1907	Sydney, C.B.	30 0	8 5	4 0	7	5	10 se...	Albert Ahum, Sydney, C.B.
64,154 Etta White.	Vancouver.	1871	Freeport, Wash., U.S.A.	93 0	19 6	9 0	97	82	120 se...	John Hendry, Vancouver, B.C.
122,194 Ettie.	New Westminster.	1907	Galiano Island, B.C.	32 0	9 4	3 3	9	6	$\frac{3}{4}$ se...	Alexander J. Kolosoff, M.O., Ebanne, B.C.
116,367 Eu Jennie.	Goderich.	1905	Goderich, Ont.	52 0	12 0	5 3	22	15	8 se...	John Lepointe, Spanish River, Ont.
111,906 Eugenie.	Arichat.	1901	Detroit, Mich., U.S.A.	35 0	8 0	2 1	5	5	8 se...	Frederick Perin, McNabs Island, N.S.
112,054 Euphemia.	St. Catharines.	1903	Port Dalhousie, Ont.	47 0	13 6	6 1	29	20	18 se...	William Hand, Port Dalhousie, Ont.
93,940 Eureka.	Quebec.	1893	Glasgow, G.B.	94 7	22 0	11 9	170	19	40 se...	The Minister of Marine and Fisheries, Ottawa, Ont.
103,581 Eva.	Chatham, N.B.	1895	Douglastown, N.B.	43 0	12 5	5 0	18	12	3 se...	R. Loggie, M.O., Loggieville, N.B.
122,358 Eva.	Kingston.	1906	Kingston, Ont.	28 0	5 8	2 9	3	2	2 se...	Francis Blake, Barriefield, Ont.
85,304 Eva.	Montreal.	1882	Montreal, Que.	42 0	7 7	3 6	6	4	10 se...	Geo. Bothwell, Buckingham, Que.
103,041 Eva.	Ottawa.	1891 1902	Montebello, Que.	55 0	21 7	3 0	21	14	2 se...	Joseph Nadon, Montebello, Que.
83,411 Eva.	Port Hope.	1881	Bobcaygeon, Ont.	72 0	13 5	4 7	34	12	30 se...	Irene Crandell, Lindsay, Ont.
96,991 Eva.	Vancouver.	1891	New Westminster, B.C.	56 0	13 5	4 6	35	24	3 se...	F. Martinolich, Vancouver, B.C.
94,689 Eva Belle.	Collingwood.	1890	Midland, Ont.	34 0	9 0	3 6	10	7	3 se...	William White, Midland, Ont.
100,652 Eva Belle.	Kingston.	1892	Kingston, Ont.	39 8	7 8	2 7	10	7	6 se...	The Commissioner of Fisheries, Toronto, Ont.
100,552 Eva Boat.	Dorchester.	1900 1905	Hopewell Cape, N.B.	27 9	7 4	3 6	4	3	10 se...	Samuel Dunnville, Hopewell Cape, N.B.
80,606 Eva Johnson.	St. John N.B.	1880	Yarmouth, N.S.	42 5	12 0	4 8	16	7	21 se...	A. Fitz Randolph, Fredericton, N.B.

*Formerly a sailing vessel.

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122,154	Evangel.	Vancouver	30 0	10 0	3 2	11	8	1 sc ..	Herbert Ford, Vancouver, B.C.
*58,826	Evangeline.	Montreal.	1869	Cowes, I. of W., G.B.	60 6	11 5	5 6	24	16	12 sc ..	Ch. Sims and Thos. C. Sims, Little Creek, Algona, Ont.
77,979	Evangeline.	Victoria.	1881	Victoria, B.C.	45 0	19 5	5 6	14	9	20 sc ..	Rt. Rev. Bishop of Caledonia, Metlakada, B.C.
83,216	Evangeline.	Windsor, N.S.	1882	Hantsport, N.S.	81 2	16 8	7 5	69	28	50 sc ..	T. C. Marsters and T. A. Marsters, J. O. Hantsport, N.S.
122,533	Eve.	Vancouver	1907	Vancouver, B.C.	45 0	12 0	5 7	24	16	5 sc ..	H. Bell-Irving Co., Ltd., Vancouver, B.C.
96,876	Evelyn.	Goderich	1893	Goderich, Ont.	61 0	13 8	5 3	32	22	10 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
111,888	Evelyn.	Peterboro.	1906	Lakefield, Ont.	30 0	6 8	2 8	4	3	$\frac{1}{2}$ sc ..	J. Blewett, Lakefield, Ont.
117,161	Evelyn.	Windsor, N.S.	1905	Falmouth, N.S.	51 0	12 4	5 4	14	9	9 sc ..	W. H. McKinlay, Falmouth, N.S.
100,301	Evelyn.	Windsor, Ont.	1892	Sandwich, Ont.	67 5	17 1	9 3	85	46	33 sc ..	French River Tug Co., Windsor, Ont.
97,003	Evelyno Hodgkins	St. Catharines	1888	Thorold, Ont.	29 2	7 0	3 6	4	3	5 sc ..	Freeman Hodgkins, Toronto, Ont.
107,484	Everard.	Sault Ste. Marie.	1900	Gore Bay, Ont.	51 0	13 0	6 0	25	17	12 sc ..	M. Graham, Kagawong, Ont.
122,544	Evergreen.	Vancouver	1901	Ballard, Wash., U.S.A.	49 0	13 5	9 0	39	27	8 sc ..	James S. Emerson, Vancouver, B.C.
116,453	Evolvo.	Vancouver	1903	Vancouver, B.C.	32 5	9 5	4 1	13	9	1 sc ..	Albert Quinn, Broughton Island, B.C.
92,438	Express	Toronto	1887	Toronto, Ont.	35 9	7 3	3 6	4	3	1 sc ..	John B. Bowerman, Port Perry, Ont.

*Formerly "Zenobia."

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103,151	F. R. M. & D. Co. Vancouver.	1894	Lytton, B.C.	133 6	30 0	6 3	715	486	13	pa.	Mrs. Rachael M. McFarlane, Vancouver, B.C.
103,633	F. W. Avery.	1895	Simcoe, Ont.	37 0	16 0	3 6	14	9	20	sc.	F. W. Avery, Ottawa, Ont.
113,782	F. W. Roebling.	1890	Milford, Del., U.S.A.	102 2	23 1	12 7	162	78	40	sc.	The Halifax Tow Boat Co., Ltd., Halifax, N.S.
116,593	F. Dupré.	1904	Sorel, Que.	73 6	20 1	9 9	114	70	54	sc.	Sinennes McNaughton Line, Ltd., Montreal, Que.
100,852	Fabiola.	1893	Anse St. Jean, Que.	70 2	21 9	8 5	81	55	3	sc.	Andrew Nickle, Montreal, Que.
112,276	Fairmount.	1903	Walsand, G.B.	248 6	42 0	20 6	1,895	1,184	230	sc.	Montreal Transportation Co., Ltd., Montreal, Que.
71,294	Fairy.	1878	Harwood, Ont.	52 6	10 1	7 7	23	15	20	sc.	F. B. Polson, Toronto, Ont.
80,764	Fairy.	1881	Quebec, Que.	37 1	11 2	5 3	16	9	8	sc.	Geo. M. Fraser, Edwardsville, N.S.
71,175	Falcon.	1874	Kingston, Ont.	40 0	8 8	3 1	13	7	8	sc.	J. G. Richardson, Brockville, Ont.
*111,984	Falcon.	1902	Port Moody, B.C.	70 7	17 8	7 4	71	48	1	sc.	Minister of Marine and Fisheries, Ottawa, Ont.
100,700	Falmouth.	1898	New Glasgow, N.S.	54 2	15 1	7 3	43	29	17	sc.	S. P. Benjamin Co., Ltd., Wolfville, N.S.
100,060	Fanchon.	1891	Mill-dgeville, N.B.	83 4	21 0	4 7	111	70	33	pa.	H. J. Olive, St. John, N.B.
96,943	Fannie.	1875	Philadelphia, Pa., U.S.A.	55 6	12 5	6 3	34	23	8	sc.	J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
85,322	Fanny Arnold.	1882	Owen Sound, Ont.	89 0	18 0	9 0	73	50	75	sc.	Spanish River Co., Spanish River, Ont.
126,205	Farquhar.	1908	Vancouver, B.C.	63 3	16 8	8 0	72	49	16	sc.	Edmund R. Seaton, Vancouver, B.C., and Daniel H. Seaton, New Westminster, B.C.
121,711	Farragut.	.....	Tacoma, Wash., U.S.A.	27 5	7 1	2 7	8	5	3	sc.	The Tacoma Steel Company (Incorp.), Vananda, B.C.
128,019	Fashion.	1893	West Bay City, Mich., U.S.A.	60 8	16 6	6 0	43	27	24	sc.	The Dominion Dredging Co., Ltd., Ottawa, Ont.
122,197	Faultless.	1907	New Westminster, B.C.	102 0	21 0	10 5	145	95	39	sc.	Westminster Towing & Fish Co., Ltd., New Westminster, B.C.
111,941	Favorite.	1901	New Westminster, B.C.	100 0	20 0	3 8	257	162	9	sc.	G. Harvey, M.O., New Westminster, B.C.
71,243	Favorite.	1874	Buffalo, N.Y., U.S.A.	67 5	14 0	6 9	51	24	70	sc.	John Grey, North Sydney, N.S.
121,760	Favorito.	1881	Chinook, Ore., U.S.A.	40 0	11 3	5 7	25	17	2	sc.	Wm. A. Rammie, et al., Vancouver, B.C.
103,308	Fawn.	1896	Kamloops, B.C.	62 0	11 0	4 0	33	22	—	sc.	Mrs. Amelia C. Ward, Kamloops, B.C.
116,863	Fay.	1904	Ottawa, Ont.	37 0	9 0	3 0	7	6	6	sc.	E. T. Edwards, et al., Ottawa, Ont.
107,247	Fearless.	1898	New Westminster, B.C.	64 0	15 0	6 5	53	36	13½	sc.	Jos. Meyer, M.O., New Westminster, B.C.

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92,422	Fearless ..	Prescott	1886	Iroquois, Ont.	56 0	12 0	5 0	46	32	10 sc ..	Mrs. Sarah M. Carman, Iroquois, Ont.
100,466	Fearless ..	Quebec	1893	Quebec, Que	35 8	8 5	4 1	10	7	7 sc ..	Jas. King, Quebec, Que.
122,221	Ferdinand ..	Montreal	1905	St. Antoine, Que	87 0	17 6	5 4	76	48	28 sc ..	Ferdinand Fectean, St. Antoine, Que.
107,504	Fern	Quebec	1895	Quebec, Que	22 2	5 5	1 8	2	1	1½ sc ..	T. Magnan, Ste. Thècle, Que.
111,983	Fern ..	Vancouver	1902	Vancouver, B.C.	47 4	11 6	4 5	24	17	3½ sc ..	Mrs. Charlotte A. Gardner, Victoria, B.C.
112,292	Fern	Winnipeg	1902	Winnipeg, Man.	49 0	9 5	5 5	16	12	12 sc ..	Stephen Sigurdsson, Hnaua, Man.
126,086	Fernie	Vancouver	37 6	8 4	3 3	8	6	5 sc ..	Dominic Burns, Vancouver, B.C.
107,174	Fida	Port Arthur	Collingwood, Ont. . .	24 0	6 5	2 4	2	2	1 sc ..	Ben. Alnos, Jack Fish, Ont.
103,644	Fidelia	Toronto	1897	Kingston, Ont.	38 9	7 6	4 1	9	6	5 sc ..	A. W. Blackford, Toronto, Ont.
77,591	Filgate	Montreal	1879	Montreal, Que	158 0	25 4	7 8	425	287	100 pa..	The Montreal & Cornwall Navigation Co., Ltd., Cornwall, Ont.
103,152	Fingal	Vancouver	1895	Vancouver, B.C.	85 0	19 1	6 5	91	60	3 sc ..	Coast Steamship Co., Ltd., Vancouver, B.C.
90,724	Fire Fly	Halifax	1886	Chatham, N.B.	22 5	5 0	2 5	1	1	1 sc ..	Wm. Marshall Black, Halifax, N.S.
33,438	Fire Fly ..	Montreal ..	1844 1855	Montreal, Que	108 3	17 9	6 2	214	130	— pa..	Richelieu & Ontario Nav., Co., Montreal, Que.
111,503	Fire Fly	New Westminster ..	1901	New Westminster, B.C..	56 0	17 0	4 5	46	29	4 pa..	B. C. Mills, Timber & Trading Co., Vancouver, B.C.

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121,776	Fire King	Winnipeg	1906	Winnipeg, Man.	96 0	19 0	5 0	102	69	4 pa.	Manitoba Sand & Dredging Co., Ltd., Winnipeg, Man.
100,133	Fisherman	"	1892	Selkirk, Man	66 5	15 4	5 4	44	30	5 se	Northwest Navigation Co., Ltd., Winnipeg, Man.
†112,080	Five Roses	Kenora	1902	Kenora, Ont.	54 5	12 0	4 0	43	29	2 se	Connors and Robert Ferris, J.O., Elk River, Ont.
107,326	Flash	Halifax	1898	Charlottetown, P.E.I.	38 0	8 4	3 8	8	5	8 se	m. Beazley, Halifax, N.S.
107,817	Flash	Peterborough	1899 1903	Peterborough, Ont. Lakefield, Ont.	34 0	6 4	2 5	6	4	2 se	Mrs. Margaret Broeze, Peterborough, Ont.
116,727	Fleada	St. John, N.B.	1905	St. John, N.B.	35 8	7 4	3 7	6	4	1 se	J. P. Purdy, St. John, N.B.
121,961	Fleetwing	Kingston	1905	Garnanoque, Ont.	30 6	9 8	2 4	7	5	1 se	Wm. McMaster, Amherst Is., Ont.
111,450	Fleur de Mai	Ottawa	1891	Sturgeon Falls, Ont.	34 0	8 0	3 5	7	6	8 se	Isaac Larocque, Sturgeon Falls, Ont.
72,561	Flight	Kingston	1875	Portsmouth, Ont.	57 0	12 0	10 8	37	27	8 se	C. Jones, Brockville, Ont.
100,417	Flora	Ottawa	1892	Pembroke, Ont.	42 5	8 3	3 4	5	4	12 se	W. J. Poupore, Montreal, Que.
103,811	Florence	Belleville	1894	Napanee, Ont.	28 3	7 9	3 2	3	2	5 se	John Milling, Fredericksburg, Ont.
103,770	Florence	Chatham, N.B.	1896	Newcastle, N.B.	47 5	10 1	4 6	19	13	6 se	Lazare Allard, Carleton, Que.
121,826	Florence	Montreal	1905	Verdun, Que.	35 3	6 0	2 8	3	2	3 se	R. C. Smith, K.C., Montreal, Que.
83,072	Florence	Ottawa	1881	Rockland, Ont.	81 0	18 3	7 0	62	24	34 se	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,427	Florence	"	1889	Snyder Depot, Ont.	74 5	21 4	5 0	40	32	45 pa.	Canada Lumber Co., Carleton Place, Ont.
112,361	Florence	Port Hope	1901	Brighton, Ont.	48 0	9 0	3 2	7	5	1 se	E. P. Ainsworth, Brighton, Ont.
85,453	Florence	Quebec	1883	Quebec, Que.	91 2	22 8	9 5	133	90	25 se	Eugene Launontagne, Quebec, Que.
88,309	Florence	"	1885	Levis, Que.	91 0	19 8	9 0	113	30	54 se	The Quebec Transportation & For- warding Co., Ltd., Quebec, Que.
103,143	Florence	"	1892	Three Rivers, Que.	51 6	10 8	4 1	18	12	5 se	William Ritchie, Three Rivers, Que.
85,529	Florence	Toronto	1884	Huntsville, Ont.	54 0	10 1	3 0	27	18	3 se	Lorenzo McKenny, Huntsville, Ont.
92,725	Florence	"	1886	Schomberg, Ont.	36 3	6 2	3 6	3	2	4 se	Charles Elliott, Bradford, Ont.
97,163	Florence	Victoria	1891	Victoria, B.C.	51 0	14 2	5 9	30	18	3 se	C. F. Todd, M.O., Victoria, B.C.
103,905	Florence	"	1886	Point Blakely, U.S.A.	35 3	10 4	4 4	9	6	1 se	M. Ferguson, Nanaimo, B.C.
90,785	Florence	"	1886	Victoria, B.C.	64 0	18 5	4 2	59	40	5 se	H. M. Dumbleton, Victoria, B.C.
121,975	Florence, Carlin	"	1906	Knalt, B.C.	97 5	20 4	4 6	143	90	9 pa.	The Columbia River Lumber Co., Ltd., Golden, B.C.

+ Formerly "Edith."

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94,770	Florence M.....	Owen Sound.....	1897	Owen Sound, Ont.	44 0	7 2	3 5	8	6	2 sc ..	J. McDonald, Sault Ste. Marie, Ont.
111,920	Florence Main	Toronto.....	1901 1908	Mortimer's Point, Ont.) Lake of Bays, Ont.	82 4	13 2	5 0	130	83	13 sc ..	C. O. Shaw, Huntsville, Ont.
107,894	Florida.....	Montreal.....	1900	St. Thomas de Pierreville, Que	100 0	18 7	5 8	201	128	5 sc ..	Ida Niquette, Notre Dame de Pierre ville, Que.
100,034	Florissant.....	Toronto.....	1891	Toronto, Ont.	30 0	6 0	3 0	3	2	3 sc ..	C. Elford, Toronto, Ont.
116,440	Flosie... ..	Vancouver	1903	Vancouver, B.C.	30 0	8 4	3 4	12	8	2 sc ..	Geo. A. Graham, Deunam Island, B.C.
90,751	Flushing	St. John, N.B.	1882	Athens, N.Y., U.S.A.	115 9	24 0	8 2	178	73	61 sc ..	Parker Glasier, Lincoln, Sumbury Co., N.B.
121,978	Flutterby.....	Victoria.....	1906	Victoria, B.C.	20 0	5 4	3 0	2	2	2 sc ..	Arthur E. C. Lane, Duncan, B.C.
107,712	Flyer.....	New Westminster...	1899	Vancouver, B.C.	65 6	14 3	6 9	48	32	14 sc ..	Geo. E. Gilley, New Westminster, B.C.
103,674	Flyer.....	Toronto.....	1892	Kingston, Ont.	39 2	6 4	2 8	4	3	3 sc ..	John Rogers, Port Sandfield, Ont.
116,455	Flying Cloud.....	Victoria.....	1903	Vancouver, B.C. ..	36 4	10 1	4 7	16	11	1 sc ..	Henry Muench, Langley, B.C., and Samuel Roberts, Sidney, B.C.
112,028	Foam	Quebec.....	1900	Quebec, Que.	42 6	10 8	4 3	16	7	3 sc ..	John S. Thom, Quebec, Que.
116,412	Forager.....	Victoria	1904	Victoria, B.C.	84 0	18 8	6 6	90	57	13 sc ..	Budler Freighting & Towing Co., Ltd., Victoria, B.C.
122,167	Forest Queen.....	Vancouver	1906	Vancouver, B.C.	50 5	11 7	6 0	35	24	6 sc ..	Neil A. McKinnon, Vancouver, B.C.
107,178	Forester.....	Port Arthur	1899	Port Arthur, Ont.	32 0	7 8	3 0	5	3	1 sc ..	Thomas R. Woodside, Port Arthur, Ont.

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92,344	Forrest.	Quebec.	1887	Chicoutimi, Que.	58 0	11 1	7 0	26	18	15 se.	B. J. Kaine, Ha! Ha! Bay, Que.
90,772	Forrester.	Windsor, Ont.	1885	Windsor, Ont.	30 8	7 6	2 5	3	2	6 se.	J. Flintoft, Sarnia, Ont.
103,225	4 Macks	Ottawa.	1889	Kingston, Ont.	25 0	4 8	2 4	1	1	3 se.	J. C. McNie, <i>et al.</i> , Carleton Place, Ont.
121,750	Four Winds	Vancouver.	1906	Vancouver, B.C.	26 0	9 7	5 8	8	5	1 se.	James E. Macrae, Vancouver, B.C.
.	Frances	Kingston.	1864	Bedford Mills, Ont.	55 2	11 4	7 6	47	24	.....	T. H. Kirby, Ottawa, Ont.
124,051	Frances W.	Owen Sound	1908	Collingwood, Ont.	59 0	16 0	8 0	43	41	8 se.	Owen Sound Dredge & Construction Co., Ltd., Owen Sound Ont.
107,895	Frank.	Montreal.	1900	Cardinal, Ont.	40 0	10 0	3 2	16	3	25 se.	Gaspard Desroses, Montreal, Que.
92,337	Frank.	Quebec.	1886	St. Leon, Que.	65 0	16 6	4 4	58	39	30 se.	Mrs. Eliza A. Stanton, St. Leon, Que.
103,651	Frank Burton.	Winnipeg.	1896 1902	Selkirk, Man.	65 0	15 0	7 8	94	63	15 se.	Northwest Navigation Co., Limited, Selkirk, Man.
116,386	Frank C. Barnes.	Port Arthur.	1892	Manistee, Mich., U.S.A.	66 0	16 0	8 0	63	43	10 se.	Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
80,649	Frank C. Batt.	Charlottetown	1883	Yarmouth, N.S.	59 5	13 6	5 9	33	16	30 se.	Joseph Read, Summerside, P. E. I.
107,192	Frank G. McAulay	Southampton.	1898	Southampton, Ont.	67 6	15 8	7 3	43	29	60 se.	D. McAulay, Southampton, Ont.
83,390	Frank Jackman.	Toronto	1882	Oakville, Ont.	65 0	15 5	6 6	39	26	75 se.	Wm. J. Finn, Montreal, Que., and Solomon Thompson, Toronto, Ont., J.O.
117,079	Frank L.	"	1905	Parry Sound, Ont.	68 7	14 0	6 6	46	31	10 se.	Wm. H. Oldfield, Parry Sound, Ont.
112,083	Frank Marshall.	Kenora.	1903	Kenora, Ont.	52 0	12 5	5 5	30	20	— se.	Frank Marshall, Kenora, Ont.
126,122	Frank N. McCrea.	Kingston.	1908	Kingston, Ont.	47 8	11 0	5 0	19	10	3 se.	John H. Davis, Kingston, Ont.
70,587	Frank Perew.	Montreal.	1867	Buffalo, N.Y., U.S.A.	72 6	16 6	6 7	43	24	110 se.	Minister of Railways and Canals, Ottawa, Ont.
32,648	Frankie	Wallaceburg.	1888	Wallaceburg, Ont.	41 5	9 8	3 1	24	16	1 se.	John Lee, Wallaceburg, Ont.
116,223	Frankie H.	Quebec.	1903	Quebec, Que.	45 0	11 1	4 6	17	8	20 se.	Michael J. Hackett, Quebec, Que.
103,150	Fraser.	Vancouver.	1896	Vancouver, B. C.	67 2	12 4	4 8	36	25	6 se.	Wm. Hickey, Vancouver, B.C.
116,715	Fraserville.	Quebec	1904	Port Glasgow, G.B.	60 0	15 3	7 4	51	35	16 se.	D. Fraser, D. Fraser, Jr., Fredericton, N.B., and A. Fraser, Cabano, Que., J.O.
107,415	Fred	Montreal.	1899	Montreal, Que.	48 4	12 1	5 9	24	16	17 se.	Sincennes McNaughton Line, Ltd. Montreal, Que.
94,688	Fred A. Hodgson.	Collingwood.	1890	Collingwood, Ont.	83 8	16 9	6 8	63	43	6 se.	A. Lynburner, Eastnorth, Que.
92,302	Fred Davidson.	"	1887	Penetanguishene, Ont.	62 0	14 7	6 9	43	29	10 se.	Chas. L. D. Sims, Little Current, Ont.

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103,260	Fred Glasier.....	St. John, N.B.....	1896	Lincoln, N.B.....	37 9	8 8	4 1	10	7	6 sc.	Parker Glasier, Lincoln, Sunbury Co., N.B.
.....	Fred. Hotchkiss.....	Toronto.....	1870	Collingwood, Ont.....	48 6	8 6	5 0	18	13	Muskoka Mill & Lumber Co., Toronto, Ont.
111,791	Fred. L.M. Paint.	Port Hawkesbury...	1902	Port Hawkesbury, N.S...	68 0	17 9	8 9	88	39	24 sc.	W. H. Paint, Port Hawkesbury, N.S.
92,478	Fred. M. Batt ...	Charlottetown.....	1888	Mt. Stewart, P.E.I.....	67 5	18 0	7 7	60	38	14 sc.	The Island Tug Co., Ltd., Charlotte-town, P.E.I.
103,699	Freddie.....	Sault Ste. Marie....	1897	Richard's Landings, Ont.	28 0	7 6	3 4	5	3	— se ..	F. V. Rodgers, Richard's Landings, Ont.
122,080	Freddie Adams...	Toronto.....	1906	Parry Sound, Ont.....	40 0	8 7	5 0	16	11	1 se ..	George Enoch Adams, Parry Sound, Ont.
80,621	Freddie V.....	Yarmouth.....	1881	Yarmouth, N.S.....	61 0	13 2	5 6	27	13	40 sc.	Hugh Cam, Yarmouth, N.S.
112,301	Frederick.....	Winnipeg.....	1904	Selkirk, Man.....	63 8	15 0	6 4	36	27	10 sc.	The Northwest Navigation Co., Ltd., Selkirk, Man.
103,773	Frederick A....	Chatham, N.B.....	1896	Pictou, N.S.....	57 0	14 3	5 8	31	21	16 sc.	Chas. D. Watsson, M.O., St. John, N.B.
100,584	Frolic.....	Montreal.....	1890	Montreal, Que.....	47 0	9 2	5 8	16	10	2 sc.	Octave Maussette, Grand Meir, Que.
111,767	Frontenac.....	Kingston.....	1901	Garden Island, Ont.....	89 0	21 8	7 8	111	64	75 sc.	The Calvin Co., Ltd., Garden Island, Ont.
121,782	Frontenac.....	Ottawa.....	1903	Westmeath, Ont.....	34 4	9 4	3 6	11	7	$\frac{1}{2}$ se ..	Wm. J. A. Fraser, Ottawa, Ont.
107,668	Frontenac.....	Quebec.....	1899	Lévis, Que.....	119 6	28 1	9 6	304	206	48 sc.	La Compagnie Maritime et Industrielle de Lévis, Lévis, Que.
116,614	Frontiersman.....	Dawson	1908	White Horse, Y.T.....	44 8	7 0	2 5	4	4	— se ..	Thomas Smith, White Horse, Y. T.

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103,882	G. B. Greene	Ottawa	1896	Qoyon, Que.	142.4	41.8	8.0	255	218	125 pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,647	G. B. Pattee II	"	1904	"	61.5	14.7	6.1	51	38	4 se	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
66,912	G. D. Hunter	St. John, N.B.	1873	Portland, N.B.	72.0	18.5	8.1	68	13	46 se	A. B. Ruddock, St. John, N.B.
85,291	G. H. Nutter	Ottawa	1881	Buffalo, N.Y., U.S.A.	42.0	11.0	6.0	14	9	20 se	George Dansecan, Grenville, Que.
103,269	G. K. King	St. John, N.B.	1897	Gondola Point, N.B.	57.2	15.1	6.4	45	31	15 se	Mrs. C. A. Waring, <i>et al.</i> , St. John, N.B.
92,288	G. P. McIntosh	Owen Sound	1888	Meaford, Ont.	78.0	16.0	7.3	58	40	60 se	Dominion Fish Co., Ltd., Winnipeg, Man.
103,570	Gadabout	Montreal	1895	New York, N.Y., U.S.A.	30.6	6.8	2.6	3	2	1 se	C. R. Hesmer, Montreal, Que.
107,409	Gadfly	"	1898	Jersey City, N.J., U.S.A.	27.2	7.2	2.4	2	2	1 se	James Bryce Allan, Montreal, Que.
107,206	Galatia	Winnipeg	1898	Wabigoon, Ont.	69.0	12.5	3.8	46	30	6 se	L. R. Johnstone, Wabigoon, Ont.
112,679	Gale	Kenora			22.0	5.5	3.0	3	1	1 se	Foley Mines Co., Ltd., Mine Centre, Ont.
96,983	Galena	New Westminster	1888	Kootenay River, U.S.A.	79.8	16.0	5.0	73	50	3 se	M. T. Johnston, Victoria, B.C.
83,130	Gambius	Halifax	1881	Halifax, N.S.	48.0	15.2	5.5	28	19	20 se	Halifax Breweries Co., Ltd., London, Eng.
122,605	Gamma	Kenora	1906	Hamilton, Ont.	23.0	6.3	3.8	2	2	1 se	John A. Johnston, Ignace, Ont.
121,763	Ganges	Vancouver	1905	Vancouver, B.C.	47.5	11.1	5.1	22	15	2 se	J. J. Malcolm and Percy Purvis, J.O., Ganges, B.C.
100,635	Garden City	Toronto	1892	Toronto, Ont.	177.9	26.1	10.0	637	401	150 pa.	The Niagara, St. Catharines & Toronto Nav. Co., Ltd., Toronto, Ont.
96,903	Garnet	Kingston	1889	Kingston, Ont.	53.0	11.6	4.5	19	12	9 se	James P. MacDonald, Missisquoi Island, Ont.
*70,228	Gaspesian	Quebec	1874	Walsend-on-Tyne, G.B.	160.8	27.1	11.3	490	287	70 se	François Bouchard, <i>et al.</i> , Quebec, Que.
121,702	Gazeka	Vancouver	1906	Vancouver, B.C.	34.2	13.5	4.9	19	13	1 se	C. B. Macneill, Vancouver, B.C.
107,710	Geisha	Toronto	1900	Toronto, Ont.	50.9	10.0	4.2	20	13	1 se	John Hendry, Toronto, Ont.
121,749	Geisha	Vancouver		Hong Kong, China	20.0	5.5	3.0	2	1	$\frac{1}{2}$ se	Geo. Giles, Wm. Thompson and David Harkness, Vancouver, B.C.
100,546	Gem	Digby	1896	Westport, N.S.	32.0	6.5	4.6	5	2	6 se	John E. Moore, Westport, N.S.
103,684	Gem	Toronto	1897	Port Sydney, Ont.	51.4	10.0	4.0	27	18	3 se	A. S. Smith, Stephenson Township, Muskoka, Ont.
96,985	Gemini	New Westminster	1891	New Westminster, B.C.	49.0	7.6	3.8	8	6	3 se	James A. Clarke, New Westminster, B.C.
107,482	Genl. Weitzel	Sault Ste. Marie	1881	Buffalo, N.Y., U.S.A.	57.0	12.0	5.9	32	24	5 se	W. H. Plummer, Sault Ste. Marie, Ont.
85,536	General Wolseley	Toronto	1884	Oakville, Ont.	103.0	20.2	6.1	123	70	65 pa.	John Nisbet, M.O., Owen Sound, Ont.

*Formerly "Warkworth."

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116,966	Geneva.....	St. Andrews.....	1904	Belfast, Me., U.S.A.....	42 6	11 8	4 0	14	6	15 sc ..	G. D. Grimmer, West Isles, N.B.
117,071	Geneva.....	Toronto.....	1905	Orillia, Ont.....	80 7	16 3	5 3	92	58	10 sc ..	William Thomson, Orillia, Ont.
85,353	Geo. A. Harris ..	Ottawa.....	1882	Hull, Que	90 0	18 8	7 2	87	56	37 sc ..	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,335	George A. R.....	Yarmouth.....	1900	U.S.A.....	16 0	4 0	2 4	1	1	2 sc ..	George H. Robertson, Pubnico, N.S.
121,821	George Crete	Montreal.....	1905	Grandes Piles, Que.....	54 0	10 9	2 6	17	10	1 sc ..	George Crete, Grandes Piles, Que.
111,974	Geo. D. Morrison..	Southampton.....	1905	Kincardine, Ont.....	57 6	13 7	5 0	23	16	4½ sc ..	William Morrison, Kincardine, Ont.
75,644	George Douglas...	St. Catharines.....	1880	Thorold, Ont	56 6	14 6	6 3	42	18	75 sc ..	James Cannan, Owen Sound, Ont.
122,437	George Emerson..	Sault Ste. Marie....	1888	Buffalo, N.Y., U.S.A....	61 0	14 7	6 0	31	21	8 sc ..	Thomas Ganley, Sault Ste. Marie, Ont.
116,411	Geo. F. Piper.....	Victoria.....	1904	Nakusp, B.C.	78 0	16 0	6 2	70	48	16 sc ..	Empire Lumber Co., Ltd., Revel- stoke, B.C.
121,968	George H.	Kingston.....	1886	Kingston, Ont	31 4	6 0	2 6	4	3	1 sc ..	Mrs. George A. Hammond, Kings- ton, Ont.
122,643	George H. Johnson	Ottawa.....	1908	Amprior, Ont.....	50 0	15 0	6 0	56	50	5 sc ..	McLachlin Brothers, Ltd., Amprior, Ont.
121,810	George L.....	Digby.....	1906	Shelburne, N.S.....	67 0	17 6	7 4	61	42	13 sc ..	Albert J. Lutz, Moncton, N.B.
71,218	George Maytham.	Sarnia.....	1870	Buffalo, N.Y., U.S.A....	53 6	15 7	7 8	40	27	50 sc ..	D. E. McCrac, Meldrum Bay, Ont.
111,809	Geo. W. Cuyler...	Sault Ste. Marie....	1880	West Bay City, Mich., U.S.A.	64 0	14 6	5 4	56	38	— sc ..	B. H. Turner, Little Current, Ont.

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116,931	Georgia	Ottawa	1900	Victoria, B.C.	60 0	11 3	5 0	34	23	12 se	The Minister of Marine and Fisheries, Ottawa, Ont.
100,302	Georgia	Windsor, Ont.	1885	Sangatuack, Mich., U.S.A.	43 0	12 6	5 5	28	19	15 se	John Sullivan, Little Current, Ont.
80,596	Georgian	Toronto	1864	Georgian Bay, Ont.	130 0	21 8	11 5	377	227	75 se	The Canadian Pacific Ry. Co., Montreal, Que.
92,617	Georgina	Port Arthur	1893	Port Arthur, Ont.	74 0	14 8	7 0	44	30	25 se	Samuel Forrest, Fort William, Ont.
97,120	Gerakline	Collingwood	1893	Parry Sound, Ont.	66 0	14 4	6 8	65	45	6 se	John Galna, M.O., Parry Sound, Ont.
107,164	Germanic	Collingwood	1899	Collingwood, Ont.	184 0	32 0	12 1	1,014	676	63 se	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
*69,636	Gertie	Montreal	1873 1900	Buffalo, N.Y., U.S.A.) Lachine, Que.	51 6	12 3	7 3	21	14	4 se	Sincaues McNaughton Line, Ltd., Montreal, Que.
116,377	Gertie	Port Arthur	1903	Fort William, Ont.	58 0	17 0	4 5	53	37	2 se	Samuel Forrest, Fort William, Ont.
100,045	Gertrude	Brockville	1895	Brockville, Ont.	27 2	6 1	3 2	3	1	4 se	P. F. Nolan, Brockville, Ont.
90,573	Gertrude	Toronto	1886	Toronto, Ont.	75 0	16 4	6 2	76	51	5 se	The Toronto Ferry Co., Ltd., Toronto, Ont.
121,737	Gertrude	Vancouver	1905	Vancouver, B.C.	25 9	6 6	2 5	3	2	$\frac{1}{2}$ se	Alfred S. Arkley, Vancouver, B.C.
85,420	Gertrude A. Ran- ney	St. Catharines	1883	Port Colborne, Ont.	42 1	10 1	4 8	14	9	12 se	Noble Bros. Co., Ltd., Owen Sound, Ont.
103,715	Gertrude M	Barrington	1898	Liverpool, N.S.	70 0	17 0	7 5	48	25	17 se	James C. McGraw, Cape Island, N. S.
112,337	Geyser	Collingwood	1889	West Bay City, Mich. U. S. A.	60 0	16 2	8 0	47	32	17 se	C. S. Boone, Toronto, Ont.
116,462	Gi-Kenni	Vancouver	1903	Vancouver, B.C.	35 4	9 0	3 9	14	9	2 se	The Superintendent General of Indian Affairs, Ottawa, Ont.
85,712	Gilbert	Toronto	1884	Cardinal, Ont.	72 0	19 0	5 5	41	28	35 se	M. J. Haney and Roger Miller, Toronto.
*85,376	Gilphie	Ottawa	1884	Lockeport, N.S.	75 0	11 6	11 0	19	18	75 se	Walker Eldridge, Warton, Ont.
85,677	Gipsy	New Westminster	1884	New Westminster, B.C.	48 0	12 0	3 0	50	31	20 pa	B. C. Mills, Timber & Trading Co., Vancouver, B.C.
69,429	Gipsy	Pictou, N.S.	1874	Yarmouth, N.S.	42 7	12 0	5 0	17	11	20 se	Hugh McDonald, Sydney, N.S.
122,074	Gipsy	Toronto	1906	Toronto, Ont.	51 8	12 5	4 4	35	24	2 se	Frederick W. Hendry, Toronto, Ont., and Frank S. Puckkendon, New Lis- keard, Ont., J.O.
103,295	Gipsy	Vancouver	1893	Seattle, Wash., U.S.A.	32 0	9 0	3 1	10	7	1 se	J. R. H. Choyce, Vancouver, B.C.
90,536	Glacial	Montreal	1885	Sorel, Que.	103 2	24 0	7 8	109	74	38 se	The Corporation of the City of Three Rivers, Que.
111,928	Glad Tidings	Toronto	1902	Orillia, Ont.	42 0	10 0	4 0	10	7	2 se	Win. H. Miller, Twp. Morrison, Muskoka, Ont.
61,393	Gladiator	Sydney	1864	Brooklyn, N.Y., U.S.A.	74 0	18 0	8 0	70	37	150 se	J. W. Gordon, North Sydney, N.S.

* Foreign name "Champion." + Formerly "Joe."

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121,705	Gladys.....	Vancouver.....	Vancouver, B.C.....	28 7	7 4	3 2	10	7	1 sc ..	William A. Clark, Vancouver, B.C.
107,722	Gladys	Vancouver.....	1899	Jersey City, N.J., U.S.A.....	45 4	10 0	3 9	9	6	15 sc ..	Controller Northwest Mounted Police, Ottawa, Ont.
107,526	Gleaner	Victoria.....	1899	Lake Bennett, B.C.....	115 0	24 6	5 5	241	149	5 hp ..	John Irving Navigation Co., Ltd., Victoria, B. C.
111,982	Glen Rosa.....	Vancouver.....	1902	Vancouver, B.C.....	45 3	10 6	4 6	18	12	2 sc ..	Wallace Bros. Packing Co., Ltd., Vancouver, B. C.
122,067	Glen Villa.....	Montreal.....	1906	Chatham, Ont.....	36 1	8 1	3 2	8	5	2 sc ..	Geo. Albert Lefkaron, North Hatley, Que.
116,768	Glenda	Toronto.....	1904	Magnetawan, Ont.....	69 0	12 4	4 3	65	44	2 sc ..	Arthur Walton, Magnetawan, Ont.
100,006	Glencoe	Annapolis Royal.....	1891	Granville, N.S.....	52 0	19 0	4 0	3	225	3½ sc ..	W. H. Weatherspoon, Granville, N.S., ton, Ont.
40,537	Glengarry	Montreal.....	1872 1886	St. Catharines, Ont.... } Kingston, Ont..... }	170 0	26 0	11 2	732	438	300 sc ..	Henry W. Richardson, Kingston, Ont.
122,408	Glenmount.....	Montreal.....	1907	Dumbarton, G. B.....	249 1	42 6	29 6	1,957	1,246	202 sc ..	Montreal Transportation Co., Ltd., Montreal, Que.
107,941	Glenora	St. Catharines.....	1900	Fort Erie, Ont.....	45 3	10 4	4 1	17	10	12 sc ..	H. W. Saxton, Bayham, Ont.
.....	Glide	Kingston.....	1866	Brookville, Ont.....	74 2	13 2	8 1	78	37	Montreal Transportation Co., Ltd., Montreal, Que.
85,368	Glide	Ottawa.....	1884	Ottawa, Ont.....	72 6	18 8	6 4	80	59	60 sc ..	Wm. Lawlor, Hawkesbury, Ont.
126,123	Glympse.....	Kingston.....	1908	Kingston, Ont.....	38 2	8 6	3 7	9	6	8 sc ..	Francis Stanton and Albert F. Stanton, J. O., Sparrow Lake, Ont.
107,483	Glyn	Sault Ste. Marie.....	1900	Richard's Landing, Ont.....	47 0	11 5	6 0	20	12	27 sc ..	S. Shipman, Richard's Landing, Ont.

* Formerly "Argyle."

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122,632	Go Now	Kingston	1904	Gananoque, Ont.	22 2	4 9	1 9	1	1	2 se	George H. Funnell, Gananoque, Ont.
†126,191	Going	Windsor, Ont.	1881	Detroit, Mich., U.S.A.	63 7	18 9	8 4	45	31	4 se	George E. Brooks, Windsor, Ont.
71,248	Golden City	Toronto	1873	Buffalo, N.Y., U.S.A.	57 6	12 3	5 7	35	26	60 se	Jas. W. McCoppin, Port Colborne, Ont.
75,819	Goliath	Halifax	1863	Philadelphia, Pa., U.S.A.	88 4	18 4	14 7	147	100	200 se	Wm. McFatrige, jr., Halifax, N.S.
117,160	Goliath	New Westminster	1887	Victoria, B.C.	100 0	28 0	4 5	312	197	9 pa.	Walter R. Gilley, New Westminster, B.C.
116,457	Gollweg	Vancouver	1903	Vancouver, B.C.	25 0	9 0	4 2	6	4	1 se	James G. Scott, Vancouver, B.C.
121,916	Gorden	Kenora	1904	Fort Frances, Ont.	28 0	6 5	3 5	7	5	$\frac{1}{2}$ se	James Harty, Fort Frances, Ont.
94,716	Gordon Brown	Port Stanley	1901	Port Stanley, Ont.	69 1	12 2	5 1	33	22	13 se	A. C. Brown, Port Stanley, Ont.
88,625	Gordon Gauthier	Windsor, Ont.	1884	Wallaceburg, Ont.	52 7	13 9	6 4	26	18	24 se	Dominion Fish Co., Ltd., Winnipeg, Man.
88,628	Gordon Jerry	Windsor, Ont.	1884	River Roscom, Ont.	102 0	24 7	6 1	124	84	6 $\frac{1}{2}$ se	S. W. Marchmont, Toronto, Ont.
100,499	Gorge	Victoria	1892	Victoria, B.C.	29 2	7 1	3 3	3	2	5 se	James L. Kaymur, Victoria, B.C.
107,914	Gosson	St. Catharines	1888	Detroit, Mich., U.S.A.	38 6	10 2	3 2	15	10	6 se	Michael J. Hogan, Quebec, Que.
94,719	Governor Morton	Port Stanley	1893	Chicago, Ill., U.S.A.	51 8	10 4	4 4	15	10	7 se	C. A. Stanton and P. A. Courtenay, J.O., Port Stanley, Ont.
122,432	Gowanda	Sault Ste. Marie	1907	Little Current, Ont.	35 4	6 2	3 0	5	3	4 se	Norman Trotter, Little Current, Ont.
122,124	Grace	Halifax	1907	Tancook, N.S.	57 6	12 5	6 2	25	17	6 se	J. O. Galway, New Carlisle, Que.
116,714	Grace	Quebec	1899	Quebec, Que.	29 3	7 6	3 2	4	4	1 se	Robert Kowley, Lake Edward, Que.
85,498	Grace Darling	Collingwood	1886 1897	Collingwood, Ont.	50 0	13 7	5 6	28	19	25 se	A. J. Shaw, Parry Sound, Ont.
111,918	Grace Holland	Toronto	1901	Peterborough, Ont.	27 0	6 0	2 0	3	2	— se	Wm. E. Bigwood, Toronto, Ont.
121,703	Grace M.	"	1905	Gravenhurst, Ont.	68 5	14 0	5 1	61	27	10 se	C. Mickle, Gravenhurst, Ont., N. Dymont and S. Dymont, Barrie, Ont., J.O.
116,366	Gracie	Goderich	1904	Goderich, Ont.	72 5	15 1	6 8	41	28	13 se	Dominion Fish Co., Ltd., Winnipeg, Man.
103,880	Gracie	Montreal	1894	Lachine, Que.	42 1	9 0	3 1	11	7	1 pa.	Robert Smith, Cornwall, Ont.
116,636	Gracie B.	Kenora	1904	Keewatin, Ont.	41 0	9 0	5 0	20	13	1 se	Camp Bay Gold Mining Co., Ltd., Kenora, Ont.
107,213	Grahame	Winnipeg	1896	PortChippewyan,N.W.T.	140 0	24 0	4 6	360	233	10 pa.	The Hudson's Bay Co., London, Eng.
126,153	Grande Ligne	Montreal	1907	Montreal, Que.	67 3	18 1	8 3	70	38	24 se	Francis Lemoine, Montreal, Que.

† Foreign name "Grace."

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built. — Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
121,823	Grandes Piles.....	Montreal.....	1904	Grandes Piles, Que . . .	59 4	11 7	2 2	18	9	2 pa..	Adelard Mongrain, St. Severin, Que.
116,653	Granville.....	Yarmouth.....	1904	Shelburne, N.S.....	97 0	21 6	9 0	134	49	30 sc..	Valley Steamship Co., Ltd., Granville Ferry, N. S.
112,472	Gravenhurst . . .	Toronto . . .	1902	Muskoka, Ont	52 0	10 6	4 5	29	20	2 sc..	Peter Campbell, Muskoka, Ont.
*111,846	Gray Loggie	Chatham, N. B.....	1901	Loggieville, N.B.....	77 2	25 3	7 4	99	67	12 sc..	Robert Loggie, M.O., Loggieville, N. B.
80,576	Great Western....	Windsor, Ont. . . .	1866	Windsor, Ont. . . .	220 0	40 2	13 0	1080	662	700 pa..	Grand Trunk Railway Co., Montreal, Que.
116,382	Grebe.....	Port Arthur.....	1904	Sarnia, Ont	38 0	9 0	4 0	9	6	3 sc..	John Seagel, Port Arthur, Ont.
107,436	Greenwood.....	Vancouver.....	1900	New Westminster, B.C..	44 0	12 4	3 6	23	16	2 sc..	Scott Cove Lumber Co., Ltd., Vancouver, B.C.
85,711	Grenada.....	Prescott	1883	Prescott, Ont	80 0	15 3	4 0	57	43	35 sc..	Alex. Smallman, Dundee, Que.
112,241	Greta.....	Vancouver.....	1902	Vancouver, B.C.....	22 0	7 3	2 3	2	1	14 sc..	S. Maddison, Vancouver, B.C.
112,091	Grilse.....	Lunenburg.....	1902	Mahone Bay, N.S.....	109 2	25 6	11 8	126	81	85 sc..	Jos. Holloway, Glen Cove, N.Y., U.S.A.
122,510	Grit.....	Vancouver.....	1906	Britannia, B.C.....	33 0	11 0	3 8	14	10	2 sc..	Michael J. Conlin, Vancouver, B.C.
97,071	Gulhare.....	Ottawa.....	1893	Scotstoun, Glasgow, G.B.	137 0	20 5	13 6	262	106	64 sc..	Minister of Marine and Fisheries, Ottawa, Ont.
100,805	Gwendoline.....	Victoria.....	1893	Golden, B.C.....	63 5	19 0	3 2	91	57	4 pa..	Upper Columbia Navigation & Tramway Co., Ltd., Golden B.C.
111,584	Gypsite.....	Peterborough.....	1899	Peterborough, Ont.....	25 8	6 0	2 8	3	2	2 sc..	Dixon Best, Peterborough, Ont.

*Formerly a sailing vessel.

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	Toronto	1902	Toronto, Ont.	39 0	8 0	3 0	11	8	3 sc...	
112,180 Gypsy.....	Toronto	1902	Toronto, Ont.	39 0	8 0	3 0	11	8	3 sc...	The Collins Inlet Lumber Co., Ltd., Toronto, Ont.
117,120 Gypsy.....	Vancouver	1905	Vancouver, B.C.	46 2	12 5	5 3	27	18	5 sc...	The B.C. Mills Timber & Trading Co., Vancouver, B.C.
121,733 Gypsy.....	"	1905	"	18 0	5 0	2 2	1	1	1 sc...	William J. Taaffe, Vancouver, B.C.
122,509 Gypsy Queen.....	"	1907	"	21 4	6 1	3 1	2	2	1 sc...	William J. Taaffe, Vancouver, B.C.
122,290 H. O. G.....	New Westminster	1906	Surrey, B.C.	29 6	9 0	3 7	6	4	12 sc...	Cyril H. Green and Frank Hatt, J. O. Elgin, B.C.
75,686 H. C. Curtis.....	Prescott	1878	Quebec, Que.	52 4	13 8	5 6	36	25	40 sc...	W. H. Davis, Ottawa, Ont.
117,063 H. L. Hurdman.....	Montreal	1870	Montreal, Que.	91 8	18 0	7 1	137	70	.....	Montreal Transportation Co., Ltd., Montreal, Que.
85,513 H. L. Lovering.....	Ottawa	1902	Ottawa, Ont.	36 0	8 7	3 0	4	4	1 sc...	J. F. Hurdman, Ottawa, Ont.
51,687 H. M. Mixer.....	Toronto	1883	Port Severn, Ont.	62 0	16 0	6 6	55	38	60 sc...	The Georgian Bay Lumber Co., Ltd., Waukegan, Ont.
100,188 H. Bonenfant.....	Kingston	1865	Buffalo, N.Y., U.S.A.	53 0	13 1	6 6	30	9	40 sc...	John Wade, Grenville, Que.
103,096 H. Bonenfant.....	Montreal	1883	Charlemagne, Que.	63 5	28 0	3 3	22	14	2 pa...	Honore Bonenfant, Charlemagne, Que.
103,341 H. Larose.....	"	1893	"	61 0	29 6	3 4	31	21	2 pa...	Alexandre Chatelain, L'Orignal, Ont.
103,032 H. Trudel.....	Montreal	1895	Sorel, Que.	46 4	12 6	5 0	13	9	3 sc...	Thomas Gauthier, Montreal, Que.
116,764 Haddington.....	Ottawa	1890	Simcoe, Ont.	35 0	16 0	3 3	13	6	20 pa...	R. A. Klock, Klock's Mills, Ont.
121,742 Haidee.....	Toronto	1904	Toronto, Ont.	256 0	42 6	15 0	1,603	1,010	87 sc...	Mathews Steamship Co., Ltd., Toronto, Ont.
94,686 Halero.....	Vancouver	1906	Vancouver, B.C.	34 3	10 8	5 0	14	9	1 sc...	William A. Baner, Vancouver, B.C.
116,470 Haleyon.....	Collingwood	1889	Collingwood, Ont.	34 0	9 0	3 8	8	5	3 sc...	Sir John A. Boyd, Toronto, Ont.
* 96,794 Halifax.....	Vancouver	1898	Vancouver, B.C.	32 2	8 0	3 5	4	3	1 sc...	Percy W. Charleson, Vancouver, B.C.
95,099 Halifax.....	Halifax	1878	New Baltimore, U.S.A.	116 3	30 9	11 5	338	169	43 pa...	The Dartmouth Ferry Commission, Dartmouth, N.S.
96,715 Hall.....	Halifax	1880	Govan, G.B.	250 3	35 5	21 5	1,875	1,078	350 sc...	The Canada Atlantic & Plant SS. Co., Ltd., Halifax, N.S.
122,631 Hallie.....	Ottawa	1889	Montreal, Que.	102 8	25 5	7 4	247	136	50 sc...	The Ottawa Forwarding Co., Ltd., Ottawa, Ont.
107,241 Halys.....	Kingston	1906	Kingston, Ont.	25 8	6 0	2 2	2	2	2 sc...	Samuel Anglin, Kingston, Ont.
.....	New Westminster	1888	Washington Territory, U.S.A.	40 0	11 0	4 0	44	34	2 sc...	W. W. West, Kootenay, B.C.

* Formerly "Annex No. 2"

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built. — Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puisance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire géant, et adresse.
103,337	Hamilton.....	Montreal.....	1847	Niagara, Ont.....	175 2	25 2	10 8	938	477	63 pa..	The Richelieu & Ontario Navigation Co., Montreal, Que.
103,842	Hamilton.....	Ottawa.	1895	Sorel, Que.....	131 4	39 5	7 3	320	202	75 pa..	The Upper-Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,466	Hamilton H....	Lindsay.....	1894	Simcoe, Ont.....	36 5	10 4	3 6	22	14	20 pa..	George Gooderham, M.O., Toronto, Ont.
107,144	Hamlin.....	Vancouver.....	1898	Vancouver, B.C.....	146 2	30 8	4 6	515	323	17 pa..	Thomas J. Kichham, Vancouver, B.C.
100,885	Hamstead.....	St. John, N.B.....	1893	Hampton, N.B.....	94 0	17 7	7 0	235	159	20 sc..	St. John River Steamship Co., Ltd., South Bay, N.B.
121,834	Hampton.....	".....	1905	".....	100 1	21 3	5 3	183	115	34 pa..	The Kennebecasis Steamship Co., Ltd., Hampton, N.B.
107,348	Harbinger.....	Amherst, N.S.....	1901	Shelburne, N.S.....	97 0	20 0	8 4	169	46	16 sc..	The 'Harbinger' Steamship Co., Ltd., River Hebert, N.S.
122,580	Harland.....	Charlottetown... ..	1908	Shelburne, N.S.....	113 0	27 0	6 7	332	217	33 sc..	The Island Tug Co., Ltd., Charlottetown, P.E.I.
84,354	Harlaw.....	Windsor, N.S....	1881	Port Glasgow, G.B.....	165 1	24 5	11 8	451	207	71 sc..	The Halifax & Newfoundland S.S. Co., Ltd., Halifax, N.S.
117,075	Hardy.....	Toronto.....	1896	Simcoe, Ont.....	37 0	10 0	4 0	23	18	2 pa..	W. E. Bigwood, Toronto, Ont.
103,444	Harold.....	Ottawa.....	1887	Arnprior, Ont.....	17 0	4 5	1 8	1	1	2 sc..	Samuel Sunstrum, jr., Golden Lake, Ont.
116,719	Harold.....	Quebec.....	1905	St. Laurent, Que.....	31 4	9 4	3 2	7	6	1 sc..	Hon. Richard Turner, Quebec, Que.
96,857	Harold B. Phillips.	Sarnia.....	1880	Lorraine, Wis., U.S.A..	59 0	16 0	8 0	66	31	40 sc..	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
94,845	Harold Gauthier...	Windsor, Ont....	1888	Walkerville, Ont.....	36 0	9 0	4 2	9	6	2 sc..	O. E. Fleming, Windsor, Ont.

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* 61,153	Harrison..	Owen Sound	1864	Buffalo, N.Y., U.S.A.	110 0	18 5	9 3	150	94	75 se ..	E. J. Harrison, M.O., Owen Sound, Ont.
† 90,762	Harry Baird	Goderich..	1885 1896	Kincardine, Ont. . .	61 0	17 0	6 0	42	28	25 se ..	Jas. Leighton, Port Elgin, Ont.
116,484	Harvey.....	Wallaceburg	1904	Wilkesport, Ont.....	36 0	10 7	4 6	7	4	2 se ..	Harvey Arnold, Wilkesport, Ont.
73,953	Harvey Neelon	St. Catharines	1878	Port Dalhousie, Ont.	74 0	16 6	7 9	65	47	64 se ..	W. M. Carter, Fesserton, Ont.
122,560	Hattie Bell	Peterboro'	1907	Bridgeport, Ont.	40 1	8 0	3 0	8	5	1 se ..	Mrs. Hattie Bell, <i>et al.</i> , Bridgeport, Ont.
121,935	Hattie Berry	Port Stanley	1908	Collingwood, Ont.....	68 0	15 0	7 3	42	29	33 se ..	William Berry, Port Stanley, Ont.
103,636	Hawrywa	Ottawa	1896	Ottawa, Ont.....	35 3	7 3	3 6	4	3	4 se ..	J. C. Brennan, Ottawa, Ont.
100,628	Hazard	Port Dover	1892	Simcoe, Ont.....	62 7	11 7	6 7	34	23	5 se ..	E. Harris, Port Dover, Ont.
121,735	Hazel	Vancouver	1906	Vancouver, B.C.....	29 0	5 3	2 5	2	2	2 se ..	Ernest S. Wilbrand, Vancouver, B.C.
117,101	Hazel B.	Ottawa	1904	North Bay, Ont.....	65 0	12 7	3 6	27	22	2 se ..	M. C. McCaw, <i>et al.</i> , North Bay, Ont.
121,212	Hazel Dollar	Victoria	1905	Port Glasgow, G.B.	370 0	50 0	26 7	4,304	2,804	241 se ..	Hazel Dollar Steamship Co., Ltd., Victoria, B.C.
112,277	Hazel E.	Montreal	1901	Magog, Que.....	45 2	8 4	3 6	13	9	1 se ..	Thomas Morten, Newport, Vt., U.S.A.
122,045	Hazel G.	St. Andrews	1904	Grand Manan, N.B.....	35 0	11 0	5 0	10	7	1 se ..	Manning Trask, Little River, N.S.
122,433	Hazel W.	Sault Ste. Marie	1897	Marquette, Mich., U.S.A.	29 0	6 0	3 1	4	3	2 se ..	Mrs. Susan McNabb, Sault Ste. Marie, Ont.
107,834	Hazelton	Victoria	1901	Victoria, B.C.....	134 0	24 0	4 4	378	226	9 pa ..	Hudson Bay Co., London, Eng.
112,067	Hazlett	Peterborough	1902	Simcoe, Ont.	41 6	10 2	3 9	24	15	25 pa ..	The Dickson Co., Ltd., Peterborough, Ont.
85,492	Heather Belle	Collingwood	1882	Meaford, Ont.....	50 0	12 6	5 8	20	13	20 se ..	Finerson Darragh, Owen Sound, Ont.
112,181	Heather Belle	Toronto	1902	Harriston, N.J., U.S.A.	35 3	7 1	3 3	9	6	12 se ..	Sidney E. McKinnon, Toronto, Ont.
107,613	Hobron	Ottawa	1899	Ottawa, Ont.....	98 4	24 0	8 0	149	98	70 se ..	James H. Hall and Peter Eligh, J.O., Ottawa, Ont.
112,381	Hecanoga	Sydney	1902	U.S.A.....	30 0	7 0	2 8	2	2	— se ..	Dr. Horace Rhindress, North Sydney, N.S.
103,962	Hector	Montreal	1898	Sorel, Que.	53 0	15 8	5 7	21	14	12 se ..	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
112,051	Hector	St. Catharines	1903	Port Colborne, Ont.....	67 5	16 6	9 9	66	45	13 se ..	Michael J. Hogan, Montreal, Que.
77,771	Helen	Goderich	1877	Southampton, Ont.....	31 0	10 0	4 0	5	3	8 se ..	B. Mackie, Little Current, Ont.
122,476	Helen	Ottawa	1903	Midland, Ont.....	25 4	6 1	3 0	2	1	1 se ..	R. C. Argue, and Frederick McLaughlin Latelford, Ont.
122,077	Helen	Toronto	1906	Hamilton, Ont.	25 5	6 2	2 7	3	2	1 se ..	Henry Louis Bastion, Hamilton, Ont.

* Formerly "Gayfield" and "Edsall." † Formerly a sailing vessel.

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112,228	Helen Glasier.....	St. John, N.B.....	1903	St. John, N.B.....	40 2	8 9	4 2	12	8	6 sc ..	Parker Glasier, Lincoln, N.B.
121,914	Helen S.....	Kenora.....	1906	Kenora, Ont.....	38 0	8 0	4 0	13	9	1 sc ..	John William Short, Kenora, Ont.
107,695	Helen S.....	Toronto.....	1899	Collin's Inlet, Ont.....	80 0	16 2	9 5	86	58	17 sc ..	The Collins Inlet Lumber Co., Ltd., Toronto, Ont.
122,029	Helena.....	Halifax.....	1909	Halifax, N.S.....	39 0	9 0	4 8	13	9	$\frac{5}{8}$ sc ..	George E. Francklyn, Jr., Halifax, N.S.
117,123	Helena.....	Kingston.....	1905	Kingston, Ont.....	44 5	8 7	3 1	10	7	4 sc ..	J. H. Willmott, Beaumaris, Ont.
80,584	Helena.....	Toronto.....	1877	Gravenhurst, Ont.....	44 0	7 6	2 8	13	9	10 sc ..	Joseph C. Hucksins, Toronto, Ont.
122,078	Helena.....	".....	1906	Hamilton, Ont.....	25 5	6 2	2 7	3	2	1 sc ..	Henry Louis Bastien, Hamilton, Ont.
116,581	Help.....	Liverpool.....	1903	Liverpool, N.S.....	76 0	27 7	8 4	146	78	29 sc ..	The Inglewood Pulp & Paper Co., Ltd., St. John, N.B.
92,414	Henrietta.....	Chatham, N.B.....	1886	Beaver Point, N.B.....	41 3	13 0	3 7	19	13	8 sc ..	George Dutch, Beaver Point, N.B.
100,399	Henrietta.....	Hamilton.....	1894	Hamilton, Ont.....	28 0	7 0	3 6	3	2	4 sc ..	J. Edwards, Hamilton, Ont.
100,685	Henrietta.....	New Westminster...	1891	Seattle, Wash., U.S.A...	30 0	8 0	4 5	7	5	2 sc ..	P. Genelle, Tappen Siding, B.C.
*112,254	Henriette.....	Vancouver.....	160 0	30 0	18 9	762	518	32 sc ..	Mackenzie Bros., Ltd., Vancouver, B.C.
122,026	Hy. D. Davis....	Liverpool.....	1907	Liverpool, N.S.....	57 3	18 1	7 6	38	29	4 $\frac{1}{2}$ sc ..	Duncan C. Mulhall, Liverpool, N.S.
71,107	Henry Smith.....	Chatham, Ont.....	1877	Wallaceburg, Ont.....	69 5	16 0	6 6	40	27	60 sc ..	C. W. Gauthier, Sandwich, Ont.

*Formerly a sailing vessel.

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111,921	Hepburn	Toronto	1901	Racine, Wis., U.S.A.....	50 5	8 6	4 2	15	10	3 se...	John H. Wilnott, Peammaris, Ont.
126,087	Hera	Vancouver ..	1908	Vancouver, B.C	24 5	7 1	3 2	5	3	$\frac{1}{2}$ se...	Alexander McCallum, Vancouver, B.C.
103,665	Herbert	Sault Ste. Marie ..	1897	Sault Ste. Marie, Mich., U.S.A.	42 6	12 0	7 0	21	10	4 se...	James Connor Port Arthur, Ont.
126,261	Herbert M.....	Toronto	1908	Hollow Lake, Muskoka ..	51 0	12 1	4 3	44	27	6 se...	Chas. Mickle, Gravenhurst, Ont.
116,607	Hercule	Montreal	1901	Sorel, Que	58 0	15 1	7 5	45	28	16 se...	Singomes McNaughton Line, Ltd., Montreal, Que.
122,473	Hercule	Ottawa	1905	Hull, Que	39 0	8 6	3 0	15	10	1 se...	Joseph Hupe, Hull, Que.
111,448	Hercules	Ottawa	1901	Pembroke, Ont.	46 6	18 0	4 6	21	13	20 se...	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
63,949	Hercules	St. John, N.B.	1874	Portland, N.B.	73 0	20 0	8 2	87	24	50 se...	The Minister of Public Works, Ottawa, Ont.
122,217	Hercules	Toronto	1906	Toronto, Ont.	100 0	23 1	11 6	231	137	65 se...	The Minister of Public Works, Ottawa, Ont.
107,105	Hercules	Victoria	1898	Nelson, B.C	79 5	14 8	5 9	65	44	17 se...	A. Campbell, Kaslo, B.C.
.....	Hero	Hamilton	1861	Hamilton, Ont.	65 6	11 8	6 2	.....	37	.....	Thomas Barrie, Sombra, Ont.
122,483	Hero	Quebec	1907	St. Joseph de Lewis, Que.	54 3	15 6	5 7	32	22	6 $\frac{1}{2}$ se...	Adhille Barrier, St. Joseph de Lewis, Que.
94,751	Hero	St. John, N.B.	1889	Portland, N.B.	92 2	21 3	6 2	128	81	50 pa...	Parker Glasier, Lincoln, Sumbury Co., N.B.
97,020	Heward McMaugh ..	St. Catharines ..	1898	St. Catharines, Ont.	47 0	15 7	8 0	42	29	11 se...	M. P. Davis, Ottawa, Ont.
111,936	Hiawatha	Lindsay	1901	Lindsay, Ont.	48 6	10 6	4 0	22	18	12 pa...	R. Kennedy, M.O., Lindsay, Ont.
103,801	Hiawatha	Pictou, N.S.	1904	Pictou, N.S.	51 3	14 6	6 3	49	34	8 se...	T. R. Powell and J. R. Christie, Fisher's Grant, N.S.
72,982	Hiawatha	Samia	1874	Dresden, Ont.	92 7	20 0	7 6	163	111	150 se...	Samia, Ont.
100,768	Hiawatha	Toronto	1895	Toronto, Ont.	56 0	13 3	6 3	46	34	8 se...	Royal Canadian Yacht Club, Toronto, Ont.
121,704	Hiawatha	"	1905	Port Carling, Ont.	49 0	10 6	3 7	27	18	2 se...	T. B. Croucher and A. Croucher, J.O. Port Carling, Ont.
121,727	Hiawatha	Vancouver ..	1901	Victoria, B.C	20 0	7 5	3 3	5	3	$\frac{1}{2}$ se...	T. F. Barton, Vancouver, B.C.
83,214	Hiawatha	Windsor, N.S.	1882	Hantsport, N.S.	132 3	21 3	8 0	230	117	225 se...	J. A. Farquhar, Halifax, N.S.
88,568	High Rock (The). ..	Kingston	1885	Kingston, Ont.	41 6	10 0	3 9	8	5	15 se...	Thomas Wilson, Montreal, Que.
103,229	High View Launch ..	Ottawa	1893	New York, U.S.A	25 2	6 2	2 6	2	1	4 se...	Mrs. Maria McAllister, Pembroke Ont.
*107,708	Highland Belle	Toronto	1900	Orillia, Ont.	75 0	11 8	5 2	37	24	10 se...	The French River & Nipissing Nav Co., Ltd., Sturgeon Falls, Ont.
80,856	Highland Mary	Halifax	1880	Shelburne, N.S.	68 8	22 0	7 0	74	50	180 se...	Wm. Beazley, <i>et al.</i> , Ferguson's Cove N.S.

* Formerly "Van Woodland."

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

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111,452	Highlander	Winnipeg.....	1906	Saskirk, Man.....	66 0	14 5	6 6	59	39	3 sc ..	R. Smith, Saskirk, Man.
116,788	Hilda.....	Vancouver.....	1904	Vancouver, B.C.....	58 0	13 4	6 3	33	22	8 sc ..	S. K. Champion and Wm. W. White, Vancouver, B.C.
122,426	Hilford.....	Halifax.....	1908	Tancook, N.S.....	64 5	15 2	6 5	38	26	8 sc ..	The J. Foster Road Co., Ltd., Halifax, N.S.
97,079	Hillsborough.....	Charlottetown.....	1894	Mt. Stewart, P.E.I.....	105 0	25 0	8 4	229	66	3½ pa.	The Government of Prince Edward Island, Charlottetown, P.E.I.
115,313	Himera.....	St. John, N.B.....	1902	Port Glasgow, G.B.....	339 3	46 0	25 8	3,606	2,351	303 sc ..	Steamship Himera Co., Ltd., Rochesay, N.B.
4116,601	Hram Walker	Montreal.....	1886 1894	Champlain, N.Y..... Sorel, Que.....	97 8	17 6	7 8	127	75	10 sc ..	John Paquette, Champlain, Que.
117,077	Holland & Graves, No. 3.	Toronto.....	1905	Simcoe, Ont.....	41 0	10 0	4 0	30	19	2 pa ..	W. E. Bigwood, Toronto, Ont.
117,076	Holland & Graves, No. 4.	"	1905	"	41 0	10 0	4 0	30	19	2 pa ..	W. E. Bigwood, Toronto, Ont.
95,094	Hollybank.....	Vancouver.....	1888	Glasgow, G.B.....	26 0	7 0	3 3	3	1	2 sc ..	Mrs. Margaret McIntosh, Vancouver, B.C.
92,303	Home Rule.....	Collingwood.....	1887	Penetanguishene, Ont.....	28 0	5 7	2 4	3	2	2 sc ..	Wilfred France, Penetanguishene, Ont.
97,001	Home Rule.....	St. Catharines	1890	Thorold, Ont.....	74 9	17 0	9 1	81	45	50 sc ..	Miss A. M. Hackett, Amherstburg, Ont.
112,195	Honespuit.....	New Westminster.....	1907	New Westminster, B.C.....	46 0	10 0	4 5	17	10	18 sc ..	Frank S. DeGrey, New Westminster, B.C.
111,499	Hondeur.....	Quebec.....	1900	St. Henri de Taillon, Que.....	38 5	10 2	4 9	19	13	3 sc ..	Charles Potvin, St. Jérôme, Que.
103,897	Hong Kong.....	New Westminster.....	1897	New Westminster, B.C.....	59 2	12 2	5 4	36	25	4 sc ..	Kildala Packing Co., Ltd., Vancouver, B.C.

+ Formerly a sailing vessel.

SESSIONAL PAPER No. 21b

103,242	Honoré	Montreal	1894	Vorchères, Que	51	8	12	7	4	9	22	15	3 se	Lyon Cohen, Montreal, Que.
103,114	Hope	Quebec	1893	Quebec, Que.	41	6	11	0	4	2	19	7	16 se	J. S. Thom, Quebec, Que.
77,362	Hope	St. John, N.B.	1878	Sorel, Que.	131	0	23	0	7	9	306	168	50 pa	Daniel F. Tapley, St. John, N.B.
117,007	Hope	Victoria	1902	Richardson, Wash., U.S.A.	47	0	12	7	4	9	26	18	8 se	Chas. F. Todd, Victoria, B.C.
88,368	Hope	"	1881	Seattle, Wash., U.S.A.	72	2	16	2	8	5	78	48	5 se	Sayward Mill & Timber Co., Ltd., Victoria, B.C.
71,252	Hope	Windsor, Ont	1870	Detroit, Mich, U.S.A.	95	0	25	0	8	2	170	116	150 se	The Bridgeburg & Black Rock Ferry Co., Ltd., Fort Erie, Ont.
116,369	Horton	Goderich	1906	Goderich, Ont.	72	0	16	1	8	5	66	45	21 se	William Markon, Goderich, Ont.
100,720	Hosama	Montreal	1893	Sorel, Que	58	6	23	0	6	0	89	59	19 se	The Minister of Marine and Fisheries, Ottawa, Ont.
90,549	Houghton	"	1893	Newburgh, U.S.A.	60	5	16	6	6	1	49	24	10 se	N. Dymont, Barrie, Ont.
111,985	Hubert	Vancouver	1902	Vancouver, B.C.	32	9	8	9	4	0	6	4	1 se	Nicholas Cook and Alfred Falk, Vancouver, B.C.
83,364	Hubert Larkin	Quebec	1882	Lévis, Que	61	0	13	5	6	2	49	33	45 se	W. J. Poirer, Montreal, Que.
100,181	Hudson	Montreal	1891	Sorel, Que.	128	5	25	1	6	4	158	80	75 pa	Sincennes McNaughton Line, Ltd., Montreal, Que.
107,783	Hudson	Ottawa	1899	Barry's Bay, Ont	73	5	17	0	3	3	45	37	60 pa	H. E. Hudson and J. C. Hudson, Barry's Bay, Ont.
112,232	Hudson	St. John, N.B.	1903	St. John, N.B.	57	7	12	5	4	7	34	23	7 se	R. C. Elkin, Fairville, N.B.
103,654	Hudson's Bay Messenger	Winnipeg	1897	Kenora, Ont.	33	0	7	4	3	2	5	3	1 se	Hudson's Bay Co., London, Eng.
122,382	Hugh D.	Yarmouth	1908	Shelburne, N.S.	80	0	18	0	7	6	71	20	24 se	Hugh B. Cann, M.O., Yarmouth, N.S.
107,161	Hugh S	Collingwood	1897	Collingwood, Ont.	50	0	12	4	5	9	24	16	3 se	Mrs. Hannah N. Stalker, Collingwood, Ont.
66,091	Humber	Quebec	1873	South Quebec, Que	50	2	11	5	5	7	13	3	25 se	Mrs. Alfred Paré, Laclune, Que.
107,459	Hummer	Vancouver	1895	Vancouver, B.C.	26	1	7	2	3	0	3	2	2 se	The Wurtzburg Co., Ltd., Vancouver, B.C.
121,751	Hummer	"	1906	"	31	3	5	5	2	4	2	2	2 se	Letson & Burpee, Ltd., Vancouver, B.C.
83,313	Hunkidori	Quebec	1881	Quebec, Que.	30	4	9	4	4	7	10	3	15 se	James Murphy, Quebec, Que.
116,634	Hunter	Kenora	1903	Kenora, Ont.	30	0	8	6	4	0	11	8	1 se	Wm. H. Boucha, Kenora Ont.
121,965	Hunter	Kingston	1906	Gananoque, Ont	26	0	5	7	2	3	2	1	4 se	Charles T. Munroe, Gananoque, Ont.
116,765	Hunter	Toronto	1894	Sineau, Ont	37	0	10	0	3	5	14	9	2 se	The Ontario Lumber Co., Ltd., Toronto, Ont.
116,490	Hunter W	Kenora	1905	Detroit, Mich., U.S.A.	18	8	5	0	2	0	1	1	$\frac{1}{2}$ se	R. Wolff, Kenora, Ont.

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107,245	Huron.....	New Westminster ..	1892	New Westminster, B.C..	30 0	7 0	3 0	7	5	1 sc..	The Cleve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
71,216	Huron.....	Sarnia	1875	Point Edward, Ont	238 5	53 9	12 8	1,052	688	300 sc..	Grand Trunk Railway Co., Montreal, Que.
85,321	Huron.....	Toronto	1882	Owen Sound, Ont.....	71 7	15 3	8 5	70	56	8 sc..	The Ontario Lumber Co., Ltd., Toronto, Ont.
100,948	Huron Belle.....	Collingwood	1889	Sand Beach, U.S.A.....	50 0	12 0	5 0	27	18	3 sc..	Geo. A. Fraser, Smeets, Ont.
107,168	Huronie.....	"	1902	Collingwood, Ont..	321 0	43 0	23 4	3,330	2,211	245 sc..	Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
122,516	Hustler	Vancouver.....	1907	Vancouver, B.C.....	57 0	14 0	6 4	44	30	6 sc..	Napoleon J. Mayhew, Vancouver, B.C.
100,637	Hyak	Victoria.....	1892	Golden, B.C.....	81 0	11 2	3 9	39	25	2 pk..	The Upper Columbia Nav. & Transway, Co., Ltd., Golden, B.C.
88,250	Hydra.....	Deseronto	1892	Trouton, Ont	40 0	7 0	4 7	6	4	3½ sc.	Seth Benson, Deseronto, Ont.
100,460	Hygeia	Sydney	1886	Lévis, Que	72 6	16 6	6 7	58	39	21 sc..	Cape Breton Electric Co., Ltd., Sydney, N.S.
92,440	Hygeia	Toronto	1886	Kingston, Ont.....	30 0	5 4	2 6	2	1	1 sc..	Samuel May, Toronto, Ont.
112,283	I. C. U	Digby	1892	Yarmouth, N.S.....	25 5	7 5	3 5	4	4	5 sc..	H. W. Cam, Bridgetown, N.S.
111,761	Iagawa	Kingston	1901	Kingston, Ont.....	40 8	9 6	4 0	7	5	5 sc..	John H. Davis, Kingston, Ont.

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116,759	Ima.....	Toronto.....	1904	Parry Sound, Ont.....	53 0	10 8	5 6	27	18	1 sc ..	John Galma and R. W. Dauter, Parry Sound, Ont.
107,735	India.....	Kingston.....	1899	Garden Island, Ont.....	215 9	36 4	15 0	976	573	118 sc ..	The Galvin Co., Ltd., Garden Island, Ont.
125,971	Indiola.....	Toronto.....	1905	Toronto, Ont.....	34 0	8 0	3 0	6	4	1 3/4 sc ..	Isaac N. Devins, Toronto, Ont.
112,179	Inenew.....	".....	1902	".....	86 5	18 0	7 7	109	46	13 sc ..	Hudson's Bay Co., London, Eng.
85,427	Inez.....	Fort William ..	1884	Welland, Ont.....	65 0	15 9	8 0	59	34	20 sc ..	Thunder Bay Contracting Co., Ltd. Port Arthur, Ont.
88,535	Inez.....	Hamilton.....	1889	Carleton Place, Ont..	24 6	6 1	3 5	2	2	3 sc ..	Geo. T. Tuckett, Hamilton, Ont.
96,906	Ingonar.....	Kingston.....	1890	Carleton Place, Ont.....	61 0	10 5	3 6	22	13	20 sc ..	Edmond Robinauld, Valleyfield, Que.
121,966	Im (The).....	Kingston.....	1905	Gananoque, Ont.....	25 0	5 6	2 2	2	1	1 sc ..	Frederick J. Henderson, Gananoque, Ont.
180,690	International..	Prescott.....	1881	Montreal, Que.....	182 0	30 0	10 0	385	269	150 sc ..	Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
96,849	International.....	Sarnia.....	1872	Fort Erie, Ont.....	210 0	40 0	12 0	851	559	300 sc ..	Lake Erie & Detroit River Ry. Co., Walkerville, Ont.
103,489	International..	Victoria.....	1896	Kaslo, B.C.....	142 0	24 9	5 6	526	281	17 pa ..	The International Nav. & Trading Co., Ltd., Kaslo, B.C.
83,374	Inter-Ocean.....	Toronto.....	1881	Nipissing Ont.....	103 4	22 5	6 0	144	98	15 sc ..	The Muskoka & Nipissing Nav. Co. Ltd., Gravenhurst, Ont.
94,682	Interocean ..	Collingwood.....	1888	Collingwood, Ont.	74 0	16 0	7 2	156	98	7 sc ..	E. G. Shortis, Wallaceburg, Ont.
*107,323	Inverness ..	Halifax.....	1895	West Mystic, Com., U.S.A.	91 4	16 5	7 0	67	46	15 sc ..	W. H. Starratt, Halifax, N.S.

† Formerly "South Eastern." * Formerly "Helen May Butler."

122,168	Invicta.....	Vancouver.....	1901	Vancouver, B.C.....	26 0	8 0	3 0	8	5	$\frac{3}{4}$ se... Thomas J. Cook, Vancouver, B.C.
122,220	Iola.....	Toronto.....	1903	Hamilton, Ont.....	37 0	10 3	4 2	13	9	$\frac{1}{2}$ se... Robert J. Lovell, <i>et al.</i> , Toronto, Ont
112,338	Iona.....	Collingwood....	1904	Meaford, Ont.....	68 2	13 2	5 6	29	20	9 se... Hector McInnes, Meaford, Ont.
122,635	Iona.....	Kingston.....	1906	Kingston, Ont.....	60 0	10 0	4 4	21	15	14 se... John H. Davis, Kingston, Ont.
94,922	Iona.....	Pictou, Ont.....	1892	Trenton, Ont.....	123 5	24 2	10 2	232	157	10 se... E. A. Hall, L'Orignal, Ont.
107,285	Iona.....	Sydney.....	1900	Liverpool, N.S.....	72 0	16 4	7 3	54	35	30 se... David Rudderham, North Sydney, N.S.
100,199	Iona.....	Vancouver.....	1891	Vancouver, B.C.....	63 0	14 8	5 7	53	36	5 se... A. McDermott, Vancouver, B.C.
112,236	Iona.....	Winnipeg.....	1898	Winnipegosis, Man.....	58 0	12 0	4 4	38	23	4 se... Peter McArthur, Westbourne, Man.
116,934	Ionic.....	Sarnia.....	1872	Buffalo, N.Y., U.S.A.....	238 2	35 6	12 6	1,708	1,030	125 se... The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
100,764	Iota.....	Toronto.....	1894	Spanish River, Ont.....	34 0	8 4	4 0	6	4	6 se... G. Hamilton, Spanish River, Ont.
122,164	Ipsoot.....	Vancouver.....	1902	Vancouver, B.C.....	28 7	9 2	2 7	8	5	1 se... George M. Dusenbury, Vancouver, B.C.
103,932	Irene.....	Chatham, N.B.....	1897	Port Hawkesbury, N.S.....	36 3	11 3	4 7	10	7	6 se... Jas. Robinson, Derby, N.B.
88,530	Irene.....	Hamilton.....	1887	Hamilton, Ont.....	26 6	6 0	3 2	24	16	3 se... Thomas Christie, Hamilton, Ont.
111,757	Irene.....	Kenora.....	1900	Kenora, Ont.....	40 0	8 0	3 5	10	6	1 se... J. D. Johnston, Kenora, Ont.
92,297	Irene.....	Ottawa.....	1881	Ottawa, Ont.....	31 0	6 0	3 0	3	2	10 se... Charles Wynn, Peterborough, Ont.
12,738	Irene.....	(Penetanguishene, Ont.) Midland.....	1887 1905	Penetanguishene, Ont.) Midland, Ont.....	69 0	12 0	5 3	45	18	9 se... Ira Hill, Midland, Ont.
111,954	Irene.....	New Westminster...	1904	Saturna Island, B.C.....	20 0	5 0	3 0	2	2	1 se... Ah See, Coal Islands, B.C.
107,943	Irene.....	St. Catharines.....	1892	Hamilton, Ont.....	25 3	6 0	2 2	3	2	4 se... Harry Leslie, Port Colborne, Ont.
103,603	Irene.....	Sydney.....	.....	Great Britain.....	25 8	7 0	4 2	3	2	2 se... F. J. Kelley, North Sydney, N.S.
92,414	Irene.....	Toronto.....	1887	Toronto, Ont.....	42 0	8 0	4 5	7	5	3 se... Geo. F. Oakley and T. H. Allen, J. O., Toronto, Ont.
121,832	Irene.....	St. John, N.B.....	1904	St. John, N.B.....	37 9	9 5	3 5	10	7	2 se... F. P. Starr, St. John, N.B.
116,401	Irene.....	Victoria.....	1903	Nakusp, B.C.....	60 0	13 0	5 3	29	20	7 se... Yale Columbia Lumber Co., Ltd., Nakusp, B.C.
92,562	Iris.....	Halifax.....	1887	Dartmouth, N.S.....	24 4	2 7	2 5	2	1	2 se... Chas. S. Pickford, Halifax, N.S.
112,200	Iris.....	Hamilton.....	1903	Hamilton, Ont.....	47 0	10 0	5 6	16	9	20 se... Francis W. Mercant, London, Ont.
107,640	Iris.....	New Westminster...	1899	New Westminster, B.C.....	54 0	11 5	5 5	38	24	2 se... The Brunette Sawmills Co., Ltd. New Westminster, B.C.
				Formerly "Cuba," + Formerly "Maid."						

* Formerly "Cuba," + Formerly "Maud."

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116,364	Iroquois	Goderich	1902	Warton, Ont.	101 4	20 0	8 7	240	153	30 sc . . .	Goderich Engine & Bicycle Co., Ltd., Goderich, Ont.
116,850	Iroquois	Owen Sound	1907	Huntsville, Ont.	118 5	23 0	7 5	307	198	28 sc . . .	The Huntsville Lake of Bays & Lake Simcoe Navigation Co., Limited, Huntsville, Ont.
112,073	Iroquois	Peterborough	1903	Detroit, Mich., U.S.A.	22 6	5 8	2 1	2	2	4 sc . . .	Mrs. F. A. Price, Massauga, Ont.
* 111,855	Iroquois (The)	Toronto	1902	Toronto, Ont.	260 0	43 2	25 2	2,359	1,452	79 sc . . .	St. Lawrence & Toronto Steam Nav. Co., Ltd., Toronto, Ont.
107,822	Iroquois	Victoria	1903	Port Moody, B.C.	82 0	20 0	7 7	195	94	20 sc . . .	Sidney & Nanaimo Trans. Co., Victoria, B.C.
117,002	Isaac	New Westminster	1904	Port Guichen, B.C.	32 3	9 5	3 3	8	6	5 sc . . .	Jas. Gaffield and G. C. Walker, North Vancouver, B.C.
116,742	Isaac N. Veasey	Halifax	1888	Pocomoke, Md., U.S.A.	96 0	17 4	7 6	89	60	7½ sc . . .	C. A. Larder, New Ross, N.S.
103,226	Isabel	Ottawa	1890	Brockville, Ont.	20 4	4 8	2 4	1	1	1 sc . . .	E. Farmer and J. B. Tierny, Arnprior, Ont.
111,505	Isabel	St. John, N.B.	1900	Detroit, Mich., U.S.A.	22 5	5 6	2 3	1	1	— sc . . .	Wm. T. Chestnut, Fredericton, N.B.
122,339	Isabella McCormack	Victoria	1908	Golden, B.C.	94 9	18 8	3 5	178	112	3 pa . . .	The Columbia River Lumber Co., Ltd., Golden, B.C.
112,304	Isabelle	Winnipeg	1903	Winnipegosis, Man.	64 0	16 0	6 0	41	28	4 sc . . .	Peter McArthur, Westbourne, Man.
96,703	Ishaway	Ottawa	1888	Brockville, Ont.	45 4	8 2	3 6	7	5	10 sc . . .	E. A. Small, Montreal, Que.
107,873	Ishkoodah	Lindsay	1893	Carleton Place, Ont.	30 0	6 2	2 2	3	2	6 sc . . .	G. S. Ryerson, M.D., Toronto, Ont.

* Formerly "Tadenac."

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96,848	Island Belle	Samia	1882	Toledo, Ohio, U.S.A.	64 0	16 0	6 0	31	21	4 se	J. Garrock, Samia, Ont.
85,547	Island Gem	Yarmouth	1883	Yarmouth, N.S.	41 7	12 7	5 0	16	11	10 se	Mud Island Lobster Co., Ltd., Yarmouth, N.S.
92,381	Island Queen	Montreal	1887	Kingston, Ont.	91 8	19 9	6 0	98	62	50 se	L. J. Cosgrove and P. J. Craig, Toronto, Ont.
117,078	Island Queen	Toronto	1905	Toronto, Ont.	97 8	20 3	5 1	129	88	16 se	The Toronto Ferry Company, Ltd., Toronto, Ont.
122,110	Islander	Charlottetown	1906	Shelburne, N.S.	67 6	17 5	7 6	54	37	16 se	The Island Tug Co., Ltd., Charlottetown, P.E.I.
111,567	Islander	Toronto	1900	Gravenhurst, Ont.	100 0	17 4	5 7	165	78	14 se	The Muskoka Lakes Nav. & Hotel Co., Ltd., Toronto, Ont.
490,566	Islay	"	1895	Orillia, Ont.	116 0	18 0	6 2	175	119	39 se	Clas. McInnes, Orillia, Ont.
116,550	Isleway	Montreal	1904	Kingston, Ont.	51 8	10 5	4 4	14	9	5 se	Isleway Fish & Game Club, Ltd., Montreal, Que.
111,796	Isobel	Port Hawkesbury	1906	Port Hawkesbury, N.S.	41 6	14 0	5 9	24	20	1 se	Graham Fraser, New Glasgow, N.S.
116,712	Ivan R.	Quebec	1903	Grandes Piles, Que.	67 8	15 8	4 6	66	45	4 se	Wm. Ritchie, Three Rivers, Que.
121,753	Ivanhoe	Vancouver	1906	Vancouver, B.C.	32 2	10 3	4 7	12	8	1½ se	Charles A. Godson, Vancouver, B.C.
122,547	Ivanhoe	"	1907	"	99 7	22 5	10 9	182	123	26 se	George I. Wilson, Vancouver, B.C.
88,231	Ivy	Brockville	1884	Brockville, Ont.	44 9	8 4	3 6	7	5	3 se	D. B. Macleuman, Cornwall, Ont.
117,167	J. A. Mumford	Windsor, N.S.	1903	Spencer's Island, N.S.	80 5	20 2	9 4	115	9	40 se	Gypsum Packet Co., Ltd., Windsor, N.S.
116,809	J. A. Paul	Sorel	1906	Sorel, Que.	71 1	14 2	5 6	49	33	3 se	Joseph A. Paul, Sorel, Que.
*90,527	J. B. McLeod	Chatham, Ont.	1893	Nitchell's Bay, Ont.	53 5	12 1	5 7	18	14	35 se	Robt. H. Dobson, Southampton, Ont.
125,980	J. B. Paine	Toronto	1906	Toronto, Ont.	39 6	8 0	5 0	11	8	4 se	John B. Paine, Toronto, Ont.
126,175	J. C. Bruce	New Westminster	1908	Vancouver, B.C.	43 0	9 1	3 7	17	11	1 se	John C. Bruce, New Westminster, B.C.
100,942	J. C. Else	Collingwood	1893	Waubesaheue, Ont.	41 0	11 0	3 6	33	21	3 pa	Georgian Bay Lumber Co., Ltd., Waubesaheue, Ont.
112,335	J. D. Hanill	"	1904	Meaford, Ont.	80 0	16 2	8 6	111	76	24 se	Josiah Perks, et al., J.O., Meaford, Ont.
100,039	J. D. Hewis	Toronto	1892	Midland, Ont.	55 6	12 4	5 3	51	35	2 se	David Hewis, M.O., Midland, Ont.
122,179	J. D. Morrison	Port Arthur	1907	Collingwood, Ont.	78 0	20 0	11 6	116	79	32 se	The Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
122,161	J. E. Boyden	Vancouver	1888	Seattle, Wash., U.S.A.	81 4	19 0	9 7	122	83	37 se	Boydton Tug Co., Ltd., Victoria, B.C.

† Formerly "Orillia." * Formerly "Earl."

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numero officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode c. v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
116,396 J. E. Mills	Sarnia	Sarnia	1883	Marysville, U.S.A.	108 0	23 5	7 8	149	64	25 se . . .	Charles E. Millard, Sarnia, Ont.
122,617 J. F. Booth	Ottawa	Ottawa	1907	Latchford, Ont	75 4	18 0	5 2	90	53	8 pa . . .	John R. Booth, Ottawa, Ont.
117,961 J. F. Hurdman	Ottawa	Ottawa	1902	Ottawa, Ont	36 9	8 7	3 0	4	4	5 se . . .	J. F. Hurdman, Ottawa, Ont.
107,946 J. G. Gidley	St. Catharines	St. Catharines	1901	Little Current, Ont	70 5	14 7	7 0	57	39	14 se . . .	John J. Conlon, Thorold, Ont.
122,251 J. G. Witherbee	Quebec	Quebec	1872	Philadelphia, Pa., U.S.A.	111 2	22 0	9 8	165	82	49 se . . .	Bernard J. Kaine, St. Alphonse de Chicoutimi, Que.
111,619 J. H. Hackett	"	"	1901	Quebec, Que.	87 9	21 2	8 8	117	80	34 se . . .	Quebec Transportation & Forward- ing Co., Ltd., Quebec, Que.
107,170 J. H. McDonald	Collingwood	Collingwood	1902	Collingwood, Ont.	65 0	12 0	6 9	41	28	11 se . . .	J. P. McDonald, Blind River, Ont.
116,314 J. K. Seor	Amherstburg	Amherstburg	1884	Toledo, O., U.S.A.	77 5	15 9	7 4	83	56	6 se . . .	Albert Henning, Pelee Island, Ont.
111,802 J. L. Beckwith	Sault Ste. Marie	Sault Ste. Marie	1872	Buffalo, N.Y., U.S.A.	60 0	19 6	7 0	61	33	10 se . . .	Wm. Grieson, Sault Ste. Marie, Ont.
94,624 J. L. Murphy	Ottawa	Ottawa	1888	Sand Point, Ont	101 5	22 0	8 6	173	109	13 se . . .	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,333 J. L. Nelson	Halifax	Halifax	1899	Yarmouth, N.S.	64 0	13 8	5 6	38	19	12 se . . .	The Minister of Marine and Fisheries, Ottawa, Ont.
116,397 J. M. Diver	Sarnia	Sarnia	1904	Sarnia, Ont.	67 6	16 4	9 0	48	33	40 se . . .	The Reid Wrecking Co., Ltd., Sarnia, Ont.
112,309 J. M. Smith	Winnipeg	Winnipeg	1905	Winnipeg, Man.	129 0	21 0	4 0	179	122	8 pa . . .	J. H. and E. T. Leech, J.O., Winni- peg, Man.
107,163 J. S. Blazier	Collingwood	Collingwood	1867 (1892)	East Saginaw, Mich., U.S.A.	80 0	14 0	9 0	89	60	75 se . . .	C. S. Boone, Toronto, Ont.

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		1902	Simcoe, Ont.	40 0	16 0	3 6	13	8	2 se ...	J. F. Hurdman, Ottawa, Ont.
117,000	J. S. Thompson	Ottawa	40 0	16 0	3 6	13	8	J. F. Hurdman, Ottawa, Ont.
122,626	J. Howard	Chatham, N.B.	.....	.....	48 0	11 5	5 0	16	11	Timothy W. Crocker, Newcastle, N.B.
112,269	J. Paul	Montreal	.....	.....	40 0	11 1	4 8	19	13	Ovide Paul, Sorel, Que.
112,030	Jack	Quebec	.....	.....	49 8	14 2	5 8	31	21	Wm. Price, Quebec, Que.
125,263	Jack C.	Toronto	.....	.....	43 0	10 0	1 0	19	13	Walter Wm. Carter, Fesserton, Ont.
122,331	Jack Stuart	Victoria, B.C.	.....	.....	60 0	13 0	3 5	36	18	Archibald Stuart, Duncan, B.C.
122,263	Jack Winton	Prince Albert	.....	.....	50 0	15 0	2 5	19	12	Prince Albert Tumber Co., Ltd., Prince Albert, Sask.
65,03	James	Quebec	.....	.....	105 2	20 4	7 7	127	31	W. Paul, jun., Sorel, Que.
116,373	James Adams	Port Arthur	.....	.....	68 0	12 0	7 0	51	35	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
107,151	James Donville	Vancouver	.....	.....	121 6	25 8	4 7	486	294	Klondike, Yukon & Stewart Pioneers, Ltd., London, Eng.
111,511	James Holly	St. John, N.B.	.....	.....	48 0	13 8	6 5	31	21	James Holly, St. John, N.B.
*11,219	James Leighton	Sarnia	.....	.....	39 2	13 7	5 6	23	16	James Leighton, Port Elgin, Ont.
96,814	James McKen	"	.....	.....	52 5	12 5	5 0	36	21	Blind River Towing Co., Ltd., Sarnia, Ont.
96,812	James Mayhew	Port Arthur	.....	.....	40 0	10 6	4 7	17	12	Eli J. Nuttall, Port Arthur, Ont.
121,934	James Morgan	Sorel	.....	.....	52 0	11 6	4 8	21	8	Edward A. D. Morgan, Montreal, Que.
116,971	James Nelson	Chatham, N.B.	.....	.....	61 0	14 5	5 7	31	21	Wm. Danery and H. B. McDonald, J. O. Chatham, N.B.
107,915	James Norris	St. Catharines	.....	.....	74 0	14 6	7 6	50	34	James T. Davis, Montreal, Que.
100,913	James Playfair	Collingwood	.....	.....	50 0	11 6	6 0	26	18	Erwin Tedford, Port Hurwell, Ont.
*116,398	James Reid	Sarnia	.....	.....	U.S.A 117 0	23 0	12 7	181	123	The Reid Wrecking Co., Ltd., Sarnia, Ont.
92,307	James Storey	Collingwood	.....	.....	63 0	14 2	7 3	49	33	H. W. Saxton, Aylmer, Ont.
121,709	James Whalen	Toronto	.....	.....	108 0	24 0	13 0	313	156	The Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
85,339	Janet Craig	Ottawa	.....	.....	50 0	13 0	3 9	12	6	W. G. Workman, Ottawa, Ont.
117,191	Jap	Kenora	.....	.....	23 0	6 0	2 5	3	2	Scott & Hudson Building Co., Ltd., Kenora, Ont.
*101,638	Jasmine	Toronto	.....	.....	112 4	21 9	7 4	298	184	The Toronto Ferry Co., Ltd., Tor- onto, Ont.
97,107	Jean	Port Hurwell	49 0	12 4	4 4	21	14	Harry H. Boyd, Port Hurwell, Ont.

* Formerly a sailing vessel. † Formerly "Ojibway."

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122,064	Jean.....	Montreal.....	1905	Montreal, Que.....	35 8	8 3	3 6	7	4	2 sc ..	Charles O. Clark, St. Paul, Que.
492,560	Jeanne.....	"	1888 1898	"	73 7	10 2	7 0	37	25	10 sc ..	A. E. Bruet, Montreal, Que.
126,146	Jeanne D'Arc	Sorel.....	1908	Sorel, Que.....	96 2	22 3	6 5	105	69	3 sc ..	Auguste Thivillo, Sorel, Que.
77,925	Jennie B.....	Charlottetown	1878	Chatham, N.B.....	41 9	8 3	3 2	20	11	8 pa ..	R. W. Cunningham, Antigonish, N.S.
71,102	Jennie M. Harper	Chatham, Ont.....	1874	Chatham, Ont.....	48 0	8 7	3 0	20	18	12 sc ..	Jas. Pilgrim, Meaford, Ont.
100,795	Jennie June.....	New Westminster	1887	Seattle, Wash., U.S.A.....	29 8	8 0	3 8	4	4	1 sc ..	J. A. Clarke, New Westminster, B.C.
107,814	Jennie Mac.	Peterborough.....	1899	Peterborough, Ont.....	33 2	7 2	3 4	5	3	6 sc ..	C. B. McAllister, Peterborough, Ont.
74,400	Jennie Willson	Toronto.....	1879	Toronto, Ont.....	36 3	7 8	3 6	7	5	6 sc ..	The Snider Lumber Co., Ltd., Waterloo, Ont.
4107,898	Jessie.....	Quebec.....	1879	Buffalo, N.Y., U.S.A.....	46 0	12 5	5 5	19	13	7 sc ..	Achille Bernier, St. Joseph de Lévis, Que.
112,069	Jessie.....	Peterborough.....	1900	Bayonne, Mich., U.S.A.....	31 0	7 5	3 6	9	6	2 sc ..	Stanley Barton, Peterborough, Ont.
107,721	Jessie.....	Vancouver.....	1899	Jersey City, N.J., U.S.A.....	45 4	10 0	3 9	9	6	15 sc ..	Controller Northwest Mounted Police, Ottawa, Ont.
126,043	Jessie B.....	Port Arthur	1905	Rosport, Ont.....	29 0	8 0	4 0	5	3	1 sc ..	William Dampier, Port Goldwell, Ont.
107,744	Jessie Bain.....	Kingston.....	1888	Clayton, N.Y., U.S.A.....	70 8	14 8	5 0	67	41	14 sc ..	The St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
103,643	Jessie Forward	"	1896	Millhaven, Ont.....	36 6	7 7	4 2	6	4	2 sc ..	J. F. Walsh, Nanawau, Ont.

† Formerly "Chipmunk." ‡ Formerly "M. M. Drake."

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96,780	Jessie Gray	Halifax	1889	Marble Mt., N.S.	80 0	17 9	5 7	76	48	20 pa.	Bas d'Or Lime Co., Ltd., Halifax, N.S.
70,288	Jessie Hall	Montreal	1867	Buffalo, N.Y., U.S.A.	83 5	17 0	8 8	57	29	120 se.	Montreal Transportation Co., Ltd., Montreal, Que.
97,009	Jessie Hume	St. Catharines	1894	St. Catharines, Ont.	62 9	15 4	8 3	58	40	38 se.	Minister of Public Works, Ottawa, Ont.
116,245	Jessie M.	Sault Ste Marie	1903	Algoma, Mills Ont.	42 0	10 0	4 2	14	8	14 se.	Alphonse Motiver, Algoma Mills, Ont.
117,415	Jessie Mac	Vancouver	1905	Vancouver, B.C.	61 5	16 0	7 5	57	39	8 se.	John McEwen, Vancouver, B.C.
100,628	Jim and Tom	Port Dover	1907	Collingwood, Ont.	63 6	14 6	6 6	33	32	10 se.	Jas. and T. H. Low, Port Dover, Ont.
100,635	Joan	Victoria	1892	Victoria, B.C.	176 8	30 0	11 0	821	514	85 se.	Esquimaux & Nanaimo Ry. Co., Victoria, B.C.
111,572	Joe	Toronto	1900	Huntsville, Ont.	65 0	13 0	4 9	57	39	6 se.	The Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
122,322	Joe	Vancouver	1906	Everett, Wash., U.S.A.	27 0	8 2	4 0	5	4	1 se.	George A. Walkem, Vancouver, B.C.
116,378	Joe Dudley	Port Arthur	1865	Buffalo, N.Y., U.S.A.	70 0	15 0	8 6	52	36	10 se.	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
74,371	Joe Knight	St. Catharines	1867	" "	35 5	11 3	4 4	14	11	10 se.	Jas. Murray, St. Catharines, Ont.
111,670	John	Montreal	1902	Pt. Fortune, Que.	65 0	24 0	3 3	34	21	1 pa.	Merile Larocque, Point Fortune, Que.
92,556	John A.	"	1888	Montreal, Que.	57 2	12 8	5 6	20	13	3 se.	J. C. Weir, Montreal, Que.
122,271	John Bull	Winnipeg	1903	Saskatoon, Man.	35 0	9 5	3 5	13	9	1 se.	The Dominion Fish Co., Ltd., Winnipeg, Man.
107,833	John C. Barr	Dawson	1898	Unalaska, Alaska, U.S.A.	144 6	28 2	4 8	517	316	150 pa.	R. B. Snowdon, Dawson, Yukon Territory.
*111,805	John B. Russell	Toronto	1902	Richard's Landing, Ont.	53 0	12 4	1 4	25	17	10 se.	John E. Russell, Toronto Ont.
121,705	John Fraser	Toronto	1905	Parry Sound, Ont.	31 5	8 0	3 2	6	4	$\frac{1}{2}$ se.	John Fraser, Parry Sound, Ont.
112,084	John Glenn	Kenora	1899	Kenora, Ont.	32 0	10 0	3 4	14	4	.3 pa.	Kenora Lumber Co., Ltd., Kenora, Ont.
92,337	John Haggart	Kingston	1887	Perth, Ont.	99 9	17 5	6 0	184	104	65 se.	A. L. Carney, Sault Ste. Marie, Ont.
85,519	John Hanlan	Toronto	1884	Port Dalhousie, Ont.	71 0	16 0	6 0	37	25	25 se.	Lawrence Solman, Toronto, Ont.
90,691	John Hunter	St. Catharines	1885	St. Catharines, Ont.	54 6	12 8	6 3	32	22	14 se.	James Murray, St. Catharines, Ont.
107,002	John Irwin	Halifax	1897	Paisley, G. B.	140 0	23 1	9 7	303	80	68 se.	The Port Hood Richmond Railway Coal Co., Ltd., Halifax, N.S.
107,436	John J. Noble	Goderich	1901	Goderich, Ont.	68 1	15 1	6 9	33	23	13 se.	Dominion Fish Co., Ltd., Winnipeg, Man.
103,693	John Jordan	Sault Ste. Marie	1896	Bay City, Mich., U.S.A.	29 7	8 0	3 0	6	3	5 se.	Blind River Towing Co., Blind River, Ont.

*Formerly "W. J. Smith."

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97,637	John L. Cann.....	Yarmouth	1891	Yarmouth, N.S.....	97 8	19 8	9 0	166	77	34 sc ..	H. B. Cann, Yarmouth, N.S.
107,242	John L. Carl.....	Victoria	1887	New Westminster, B.C.....	92 0	24 0	8 0	141	96	5 sc ..	Federation Brand Salmon Canning Co., Ltd., Victoria, B. C.
100,122	John Lee Senior.	Wallaceburg....	1888	Wallaceburg, Ont.....	86 0	21 0	7 2	88	60	9 sc ..	John Lee, sr., Wallaceburg, Ont.
94,919	John Logie.....	Southampton....	1893	Goderich, Ont.....	76 0	13 8	5 5	37	25	13½ sc ..	John Logie, Southampton, Ont.
77,992	John McDonald ..	Ottawa.....	1879	Ottawa, Ont.....	48 0	8 6	3 0	24	16	6 sc ..	Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,137	John McKay.....	Goderich	1901	Goderich, Ont.....	68 1	15 1	6 9	34	23	14 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
112,339	John McRae.....	Collingwood.....	1905	Meaford, Ont.....	62 0	14 0	6 4	31	23	10 sc ..	John McRae, Meaford, Ont.
126,079	John P. Douglass.	Vancouver.....	1908	Vancouver, B. C.....	83 4	20 4	5 1	237	149	3 pa ..	Alfred E. Yates, M.O., Vancouver, B. C.
117,121	John Randall.....	Kingston.....	1905	Kingston, Ont.....	104 4	22 5	7 7	166	76	13½ sc ..	John Randall, Seeley's Bay, Ont.
*88,241	John Rolph.....	Toronto	1883	Deseronto, Ont.	136 6	27 8	10 3	421	212	32 sc ..	Michael J. Haney, Toronto, Ont.
103,033	John Thomson....	Ottawa.....	1889	Quinze Bay, Que.....	39 0	8 6	3 3	5	4	5 sc ..	R. A. Klock, Klock's Mills, Ont.
92,300	John William....	Collingwood.....	1888	Fesserton, Ont.	36 0	10 9	4 0	14	10	12 sc ..	W. W. Carter, Fesserton, Ont.
107,666	Johnnie H.....	Quebec.....	1899	Quebec, Que	41 0	10 4	4 0	14	5	10 sc ..	John S. Thom, Quebec, Que.
92,541	Joliette.....	Montreal	1887	Montreal, Que.....	45 0	15 6	3 8	13	9	16 sc ..	Stewart S. Joseph and Jessie Joseph J. O., Stanstead, Que.

* Formerly "Resolute."

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116,262	Jolly Four	Toronto	36 0	10 5	4 6	10	7	1 se	Harry Oldfield, Parry Sound, Ont.
100,669	Jopl	Kingston	.....	52 2	7 8	3 6	11	7	9 se	John Paul, Newboro', Ont.
107,804	Joseph	St. John, N.B.	.....	58 6	16 4	7 4	54	37	17 se	Andrew B. Ruddock, St. John, N.B.
107,621	Joseph Clossett	New Westminster	.....	80 0	21 0	4 5	147	93	3½ pa	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,047	Joseph Taylor	Ottawa	.....	37 0	15 7	3 6	17	9	20 pa	J. R. Booth, Ottawa, Ont.
103,669	Josie	Winnipeg	.....	32 0	7 8	4 2	12	7	1 se	D. L. Mather, Kenora, Ont.
85,496	Juanita	Toronto	.....	30 0	6 6	2 8	3	2	5 se	James Morvan, Port Severn, Ont.
121,734	Juanita	Vancouver	.....	19 8	7 2	2 2	3	2	½ se	Albert French, Vancouver, B.C.
103,936	Jubilee	Chatham, N.B.	.....	43 9	11 6	4 8	17	41	3 se	William Anderson, Chureh Point, N.B.
90,529	Jubilee	Chatham, Ont.	.....	53 6	10 6	...	10	7	— se	J. H. Ferguson, et al., Blenheim, Ont.
103,645	Jubilee	Kingston	.....	84 2	15 4	5 0	117	78	10 se	Taniskauming Navigation Co., Ltd., Mattawa, Ont.
103,953	Jubilee	Montreal	.....	66 4	10 5	3 7	25	17	2 se	H. W. Albro, Megantic, Que.
107,082	Jubilee	Ottawa	.....	35 3	6 5	3 0	2	1	4 se	Geo. Gale, et al., Ottawa, Ont.
92,723	Jubilee	Toronto	.....	30 6	5 4	3 4	3	2	1 se	Joseph S. Wallace, Port Carling, Ont.
121,840	Judge Moore	St. John, N.B.	.....	62 3	13 7	5 4	36	25	13 se	John P. Lunn, et al., Albert, N.B.
103,580	Julian V. O'Brien	Collingwood	.....	70 0	16 5	8 2	59	31	14 se	Wm. E. Bigwood, Toronto, Ont.
122,421	Jumbo	Halifax	.....	35 0	8 6	3 7	6	4	12 se	Alfred R. Cogswell, Halifax, N.S.
90,764	Junio	Goderich	.....	62 0	14 0	6 0	28	19	40 se	Dominion Fish Co., Ltd., Winnipeg, Man.
100,415	Junio	Ottawa	.....	49 0	9 2	8 0	17	8	10 se	Wm. H. Berry, Mareh, Ont.
90,771	Junio	Windsor, Ont.	.....	139 7	26 8	8 8	288	196	175 se	M. J. Hancy, Toronto, Ont.
103,062	Junio	Yarmouth	.....	37 0	9 2	4 0	9	2	2 se	L. E. Baker, Yarmouth, N.S.
*90,571	Kamistikwia	Port Arthur	.....	109 0	22 0	7 0	106	72	13 se	A. J. Thompson, et al., J.O., Port Arthur, Ont.
96,999	Kaslo	New Westminster	62 0	13 5	6 0	51	35	13½ se	C. Sweeny, Vancouver, B.C.

*Formerly "Imperial."

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107,827	Kaslo	Victoria.....	1900	Kaslo, B.C.....	173 5	27 0	7 4	765	370	32 hp..	A. H. MacNeill, Rossland, B.C.
107,887	Kate	Montreal.....	1900	Montreal, Que	67 0	16 2	7 9	61	42	13 sc ..	Harry Aird, Quebec, Que.
80,736	Kate	Quebec.....	1880	Lévis, Que.....	48 9	12 6	6 0	23	7	18 sc ..	John Taylor, Montreal, Que.
117,034	Kate	Sault Ste. Marie....	1899	Bay Mills, Mich., U.S.A.	63 0	16 0	6 9	63	30	8 sc ..	Joseph Ganley, Sault Ste. Marie, Ont.
112,175	Kate	Toronto.....	1902	Toronto, Ont.	63 0	9 3	4 0	22	15	4 sc ..	H. M. Mowat, Toronto, Ont.
71,224	Kate Marks	Sault Ste. Marie....	1875	Bruce Mines, Ont.....	52 0	13 6	5 6	54	43	4 sc ..	Thomas Marks, Port Arthur, Ont.
83,385	Kate Murray	Toronto	1878	Hamilton, Ont.....	36 6	6 5	3 0	3	2	5 sc ..	Mrs. Mary J. Vanderburg, Port Carling, Ont.
121,912	Kathleen	Kenora.....	1906	Kenora, Ont.....	60 0	13 6	4 0	51	35	3 sc ..	Albert Robertson and Russell E. Doucett, Kenora, Ont.
116,631	Kathleen.....	Lindsay	1905	Lindsay, Ont	66 0	14 0	4 0	37	26	6 sc ..	Edward Elliott, M.O., Lindsay, Ont.
126,031	Kathleen.....	Liverpool.....	1907	Liverpool, N. S.....	75 1	16 4	7 1	63	38	16½ sc ..	Mrs. Rosanna Neville, Halifax, N. S.
112,235	Kathleen.....	St. John, N.B.....	1903	St. John, N.B.....	38 7	7 4	3 5	6	4	8 sc ..	George W. Cooke, St. John, N.B.
90,574	Kathleen.....	Toronto	1886	Toronto, Ont.....	84 0	18 0	5 5	110	72	33 sc ..	The Toronto Ferry Co., Ltd., Toronto, Ont.
103,687	Katie	"	1896	Jersey City, N.J., U.S.A.	30 0	6 7	2 8	4	3	— sc ..	C. P. Chisholm, Oakville, Ont.
111,538	Katie	Vancouver.....	1900	Vancouver, B.C.....	25 5	7 8	2 4	3	2	1 sc ..	Gordon H. Hardie and Nicholas Thompson, Vancouver, B.C.

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107,786	Katie Bell	Ottawa	1898	Montreal, Que.	31 0	6 4	2 4	2	2	4 se ..	John R. McRae, Ottawa, Ont.
107,871	Kawartha	Lindsay	1900	Bobaygeon, Ont.	46 0	9 6	3 6	17	11	10 se ..	William Burgoyne, Fenelon Falls, Ont.
103,680	Kenora	Toronto	1897	Kenora, Ont.	119 9	28 0	8 3	486	269	38 se ..	The Rainy River Navigation Co., Ltd., Kenora, Ont.
107,210	Keewatin	Kenora	1899	" "	69 0	16 5	6 2	82	50	13 se ..	T. Robinson and A. Derry, J.O., Kenora, Ont.
125,985	Keewatin	Montreal	1907	Govan, C. B.	336 5	43 8	23 6	3,856	2,470	298 se ..	Canadian Pacific Railway Co., Montreal, Que.
103,660	Keewatin	Winnipeg	1896	Selkirk, Man.	49 0	10 0	3 3	20	14	16 se ..	Ewing & Fryer Fish Co., Ltd., Selkirk, Man.
121,789	Kegabonga	Ottawa	1899	Kegabonga Lake, Que.	36 0	16 0	3 3	14	9	2 pa ..	Gilmour & Hughson, Ltd., Ottawa, Ont.
111,780	Kelowna	Victoria	1902	Kelowna, B.C.	78 0	18 8	5 6	65	44	4 se ..	D. Lloyd-Jones, Kelowna, B.C.
107,745	Kenirving	Kingston	1900	Smith's Falls, Ont.	104 4	20 8	6 7	145	70	25 se ..	Edward Smith, Storrington, Ont.
122,446	Kennebecasis	St. John, N.B.	1907	Gondola Point, N.B.	38 2	16 8	2 3	10	10	4 — ..	William A. Pitt, Gondola Point, N.B.
100,047	Kenneth	Brockville	1889	Alexandria Bay, N.Y., U.S.A.	38 0	6 8	3 3	4	2	2 se ..	Geo. Morrow, Cornwall, Ont.
88,329	Kenogami	Quebec	1886	Quebec, Que.	48 7	12 8	5 0	21	14	10 se ..	Evan J. Price, Quebec, Que.
94,935	Kenosha	Lindsay	1891	Lindsay, Ont.	112 0	20 0	6 5	266	170	100 pa ..	Jos. B. Parkin, M. O., Lindsay, Ont.
85,512	Kenozha	Toronto	1883	Gravenhurst, Ont.	100 8	18 2	6 2	225	124	16 se ..	The Muskoka & Nipissing Nav. Co., Ltd., Gravenhurst, Ont.
122,583	Kereneos	Yarmouth	1908	Yarmouth, N.S.	34 0	9 6	4 0	8	4	2 se ..	James Stewart Gray, Yarmouth, N.S.
126,172	Kerland	New Westminster	1907	New Westminster, B.C.	39 5	8 9	4 8	11	7	2½ se ..	W. J. Kerr, Ltd., New Westminster, B.C.
116,332	Kestrel	Ottawa	1903	Vancouver, B.C.	126 0	24 0	12 2	311	188	59 se ..	Minister of Marine and Fisheries, Ottawa, Ont.
116,379	Kestrel	Port Arthur	1904	Port Arthur, Ont.	36 5	9 5	4 0	13	9	½ se ..	P. S. Bowell, et al., J. O., Port Arthur, Ont.
111,564	Kestrel	Toronto	1900	Toronto, Ont.	38 0	8 0	3 5	7	5	3 se ..	James Playfair, Midland, Ont.
100,046	Kilbirnie	Brockville	1887	Alexandria Bay, N.Y., U.S.A.	45 0	7 0	3 7	15	10	10 se ..	R. J. Brodie, Smith's Falls, Ont.
100,409	Kildare	Hamilton	1901	Hamilton, Ont.	32 0	7 5	3 6	5	4	4 se ..	Wm. Lafarelle, Hamilton, Ont.
96,988	Kildonan	Vancouver	1891	Victoria, B.C.	68 3	14 2	6 9	51	32	14 se ..	Ernest E. Evans, Vancouver, B.C.
102,022	Kilkeel	Parrsboro	1895	Paisley, G.B.	135 0	21 0	9 4	252	56	39 se ..	The Kilkeel Company Ltd., Toronto, Ont.
97,114	Killamey Belle	Collingwood	1892	Collingwood, Ont.	52 0	12 0	5 6	28	19	3 se ..	The Manitoulin Ranch & Lumber Co., Ltd., Walkerville, Ont.
116,213	King Bird	Quebec	1898	Sorel, Que.	34 8	6 0	3 0	5	4	1 se ..	Chas. Page, Three Rivers, Que.

+ Formerly "Maple Leaf."

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Built. — Con- struit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10es.	Breadth in feet and 10ths. — Largeur en pieds et 10es.	Depth in feet and 10ths. — Profondeur en pieds et 10es.	Gross Tonnage. — Tonnage brut.	Registered tonnage. — Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. — Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
103,818	King Edward.	Belleville.....	1907	Trenton, Ont.	50 5	9 9	5 1	24	16	2 se ...	J. R. Booth, Ottawa, Ont.
111,600	King Edward VII.	New Westminster...	1901	Port Guichon, B.C.	60 0	13 5	6 5	58	40	11 se ...	G. H. French, Vancouver, B.C.
116,985	Kingfisher.....	Kenora.....	1904	Kenora, Ont.	65 0	14 1	10 0	77	52	19 se ...	Rat Portage Lumber Co., Ltd., Kenora Ont.
111,654	Kingston.....	Toronto.....	1901	Toronto, Ont.	288 0	36 2	13 3	2,925	1,909	273 pa...	The Richelieu & Ontario Nav. Co., Montreal, Que.
94,760	Kingsville... ..	St. John, N.B.	1889	Rothsday, N.B.	47 5	14 2	7 5	37	25	40 se ...	Chas. D. Masson, St. John, N.B.
121,373	Kiora.....	Victoria.....	1906	Victoria, B.C.	37 0	10 7	4 3	12	9	2 se ...	Walter Scott Chambers, Victoria, B.C.
107,664	Kiskisink.....	Quebec.....	1899	Island of Orleans, Que...	26 6	6 6	3 4	3	3	1 se ...	Nazaire Simcneau, Lake Kiskisink, Que.
83,159	Kismet.....	Belleville.....	1894	Belleville, Ont.	36 4	7 2	3 0	5	4	10 se ...	E. B. Burrell, Belleville, Ont.
126,206	Kitimac.....	Vancouver.....	1908	Vancouver, B.C.	43 0	9 3	4 8	18	12	2 se ...	Joseph W. Chappell, M.O., Van- couver, B.C.
116,240	Ki tie.....	Weymouth.....	1891	U.S.A.	27 0	10 4	3 5	5	5	3 se ...	Mrs. Sarah May Farnsworth, Haver- hill, Mass., U.S.A.
100,098	Kitty J.....	St. John, N.B.	1889	Baldwinsville, N. Y., U.S.A.	27 5	5 8	1 8	1	1	2 se ...	F. Burton, Benton, N.B.
126,202	Klahum.....	Vancouver.....	1907	Vancouver, B.C.	31 5	9 0	3 6	11	7	1 se ...	Edwin D. Taylor, Vancouver, B.C.
116,257	Klein.....	Toronto.....	1903	Toronto, Ont.	39 0	10 0	5 0	15	10	3 se ...	Mrs. Elizabeth A. Knowles, Toronto Ont.
103,928	Klondike.....	Peterborough.....	1898	Peterborough, Ont.	25 0	5 0	3 0	2	1	2 se ...	E. W. Jenkins, Magnetawan, Ont.

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1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256
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ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry Port d'enregistrement.	Built. Construit en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. c.v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
61,443	Lady Dufferin	Chatham, N.B.	1874	Miramichi, N.B.	79 5	18 0	4 8	47	29	15 ^{ss} ..	Joseph A. Russel, Vancouver, B.C.
103,512	Lady Eileen	Gaspé	1905	Port Glasgow, G.B.	168 2	31 0	19 6	921	526	104 sc ..	The Interprovincial Navigation Co., of Canada, Ltd., Campbellton, N.B.
74,027	Lady Ellen	Winnipeg	1877	Toronto, Ont	46 0	11 5	5 0	19	13	4 sc ..	Hugh Armstrong, Selkirk, Man.
* 103,680	Lady Evelyn	Quebec	1901	Tramere, G.B.	189 0	26 1	9 5	483	39	150 sc ..	The Post Office Department of Canada, Ottawa, Ont.
77,863	Lady Forrest	"	1878	Quebec, Que.	31 0	8 5	3 6	6	4	12 sc ..	Godfrey Charles Loner, Montreal, Que.
111,913	Lady Franklin	Toronto	1901	Sparrow Lake, Ont.	36 0	7 6	2 8	5	4	1 sc ..	Thos. Stanton, Sparrow Lake, Ont.
122,014	Lady Grey	Ottawa	1906	Barrow, G.B.	172 0	32 2	15 9	733	65	353 sc ..	The Minister of Marine and Fisheries, Ottawa, Ont.
77,911	Lady Ida	Port Hope	1878	Lindsay, Ont.	54 0	11 9	2 5	28	17	16 pa ..	John Eldridge, Osnecce, Ont.
112,399	Lady Laurier	Ottawa	1902	Paisley, G.B.	214 9	34 2	17 2	1,051	413	186 sc ..	Minister of Marine and Fisheries, Ottawa, Ont.
107,498	Lady Laurier	Quebec	1898	Quebec, Que.	22 0	5 5	2 5	2	2	2½ sc ..	P. Rousseau, Quebec, Que.
116,641	Lady Minto	Ottawa	1903	Temiscamague, Que.	141 0	41 6	8 0	403	254	42 pa ..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,760	Lady Smith	Toronto	1893	Barrie, Ont.	40 0	7 0	2 7	6	4	1 sc ..	Charles C. Pilkey, Orillia, Ont.
85,406	Lady Sybil	Magdalen Islands	1905	Greenock, G.B.	165 0	28 1	18 7	676	352	173 sc ..	The Magdalen Islands Steamship Co., Ltd., Halifax, N.S.
117,125	Lady of the Isles	Kingston	1901	Kingston, Ont.	31 6	7 2	2 9	5	3	1 sc ..	J. H. Davis, Kingston, Ont.

* Formerly ⁶

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro Officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built. Construit en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
116,989	Laura A.....	Kenora.....	1905	Port Frances, Ont.	44 5	9 5	4 0	26	17	6 sc ...	G. C. Allan, Fort Frances, Ont.
117,130	Laura B.....	Kingston.....	1906	Gananoque, Ont.	23 4	5 4	2 2	2	1	$\frac{1}{2}$ sc ...	George A. Whitmarsh, Gananoque, Ont.
107,171	Laura Grace.....	Port Arthur.....	1901	Collingwood, Ont.	76 0	16 6	11 0	86	58	16 sc ...	The Lake Superior Tug Co., Ltd., Port Arthur, Ont.
116,217	Laura Hickler.....	Sault Ste. Marie.....	1883	Buffalo, N. Y., U. S. A.	46 9	9 8	4 8	13	9	2 sc ...	W. W. Grant and C. H. Ramsay, J. O. Spanish Station, Ont.
94,768	Laura M.....	Owen Sound.....	1894	Meaford, Ont.	44 0	10 3	4 6	18	12	23 sc ...	Nicholas Jorgenson, Port Coldwell, Ont.
107,878	Laura Mc.....	Lindsay.....	1900	Lindsay, Ont.	26 0	6 2	2 6	2	2	5 sc ...	Thomas McConnell, Lindsay, Ont.
103,093	Laurier.....	Montreal.....	1893 1899	Sorel, Que..... Montreal, Que.....	59 8	16 7	4 0	19	13	2 sc ...	Mrs. Elizabeth Brulé, Sorel, Que.
103,356	Le Brochu.....	Quebec.....	1894	Cedar Hall, Que.....	51 5	11 7	6 0	19	13	23 sc ...	R. M. Blais, Cedar Hall, Que.
103,117	Le Colon.....	".....	1894	Roberval, Que.....	78 8	23 8	4 4	173	109	11 pa ...	E. F. Würtel, Quebec, Que.
126,158	Le Flottant.....	Montreal.....	1908	Bout de l'Île, Que...	49 4	10 3	6 7	22	15	1 sc ...	Amende Archambault, Bout de l'Île, Que.
116,226	Le Roberval...	Quebec.....	1902	Roberval, Que.....	85 8	22 5	4 4	126	71	10 pa ...	La Cie de Pulpe de Roberval, Roberval, Que.
117,112	Le Roi.....	Vancouver.....	1905	Vancouver, B.C.....	108 3	21 6	12 0	196	133	51 sc ...	T. J. Kiekham, Vancouver, B.C.
103,141	Lea.....	Quebec.....	1893	Three Rivers, Que...	42 6	9 8	3 4	12	8	2 sc ...	J. Arel, Three Rivers, Que.
100,882	Leader.....	St. John, N.B.....	1894	St. John, N.B.....	56 6	13 0	6 0	29	20	5 sc ...	T. M. Elston, <i>et al.</i> , Westfield, N.B.

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100,926	Leclair.	Ottawa.	1885	Ottawa, Ont.	16 8	5 6	2 2	1	1	1 se . . .	F. Leclair, Ottawa, Ont.
100,049	Lee.	Brockville.	1897	Kingston, Ont.	46 0	9 3	4 1	9	7	4 se . . .	J. McEraw, Brockville, Ont.
122,394	Leechro	Victoria	1908	Victoria, B.C.	123 5	28 8	11 1	323	198	22 se . .	Steamer Leebro, Ltd., Victoria, B.C.
112,333	Leighton	McCarthy	1904	Collingwood, Ont.	63 0	13 6	6 6	36	25	10 se . .	W. A. Clarke and Thomas Drever, Collingwood, Ont.
121,977	Lella.	Victoria	1906	Vancouver, B.C.	36 0	9 0	3 6	10	5	1 se . . .	George L. Courtney, Victoria, B.C.
111,435	Lenoine.	Winnipeg.	1898	McArthur's Landing, Man.	30 2	9 3	3 2	5	4	12 se . .	Minister of Public Works, Ottawa, Ont.
103,243	Leua.	Montreal.	1881	Lake Megantic, Que.	48 3	14 2	4 3	22	15	5 se . .	G. H. Flint, Montreal, Que.
107,842	Leua.	Simcoe.	1898	St. Williams, Ont.	45 0	11 5	5 3	14	8	19 se . .	Edward W. and Allan Ross, J. O., Tps. of Dunne, Ont.
122,679	Leua.	Toronto	1906	Hamilton, Ont.	25 5	6 2	2 7	3	2	1 se . . .	Henry Louis Eastlen, Hamilton, Ont.
122,342	Leua May.	"	1906	Penetanguishene, Ont.	35 0	7 6	3 8	7	4	$\frac{1}{2}$ se . .	The Upper Ontario Steamboat Co., Ltd., New Liskeard, Ont.
88,433	Lennox	Arichat.	1887	Dartmouth, N.S.	61 0	17 8	7 5	66	42	30 pa . .	John Murelison, Grand River, N.S.
112,278	Lenora	Montreal.	1900	Seven Islands, Que.	38 0	8 3	4 0	8	6	7 se . . .	The Seven Islands Company, Montreal, Que.
103,707	Lenore.	Halifax	1897	Yarmouth, N.S.	44 0	11 0	5 0	15	5	10 se . .	Robert Hendshee, Half Island Cove, N.S.
90,816	Lenora.	Port Hope.	1887	Cobourg, Ont.	39 0	7 3	3 5	6	4	9 se . . .	H. Dennis, Cobourg, Ont.
107,893	Leo	Montreal.	1896	Montreal, Que.	34 9	7 4	3 0	2	1	1 se . . .	W. W. Cooke, Grenville, Que.
126,176	Leola	New Westminster.	1908	New Westminster, B.C.	24 8	6 6	2 7	3	2	8 se . . .	David Murehie, New Westminster, B.C.
100,928	Leon	Ottawa.	1893	High Falls, Que.	44 7	10 3	3 6	15	12	10 se . .	L. Cyr, High Falls, Que.
107,738	Leone	Kingston.	1899	Rockport, Ont.	37 4	7 0	2 9	4	3	6 se . . .	Frederick Huck, Rockport, Ont.
80,903	Leonora	Vancouver.	1876	Vancouver, B.C.	57 0	9 0	5 3	33	18	15 se . .	C. L. Slaw and J. D. Sweeney, Port Harvey, B.C.
110,542	Leuctra	St. John, N.B.	1899	Port Glasgow, G.B.	324 7	45 4	22 5	3,027	1,950	290 se . .	Steamship Leuctra Co., Ltd., Rothersay, N.B.
75,638	Lewis Shieldunt.	St. Catharines.	1878	St. Catharines, Ont.	45 4	11 0	5 7	16	11	25 se . .	Jas. Murray, St. Catharines, Ont.
126,155	Lib.	Montreal	1908	Montreal, Que.	62 5	14 1	5 6	31	15	4 se . . .	Thomas Gauthier, Montreal, Que.
107,813	Libbie	Peterborough.	1898	Lakefield, Ont.	28 5	5 8	2 4	3	2	4 se . . .	Wollington McDonald, Lakefield, Ont.
116,279	Liberty	Halifax	1903	Sheet Harbour, N.S.	76 5	20 3	7 5	96	42	75 se . .	D. W. B. Reid, Halifax, N.S.
122,380	Light Stat.	Vancouver.	1907	Vancouver, B.C.	30 0	9 4	3 1	7	5	1 se . . .	John Valiente, Vancouver, B.C.

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107,156	Lightning.....	Dawson.....	1898	Vancouver, B.C.....	140 0	30 0	5 0	557	351	43 hp... Andrew S. Grant, Dawson, Y.T.	
111,863	Lalias	Ottawa.....	1902	Ottawa, Ont.....	36 0	8 0	3 5	2	2	4 sc... Thos. F. Ahearn, Ottawa, Ont.	
123,847	Lallian	"	1896	"	26 0	6 3	2 0	2	1	4 sc... S. G. Lindsay, Ottawa, Ont.	
94,767	Lillian	Owen Sound.....	1893	Owen Sound, Ont. ..	30 0	7 1	3 6	6	5	6 sc... Chas. Martin, jr., Sincor, Ont.	
103,635	Lillian B.....	Ottawa.....	1896	Ottawa, Ont.....	39 6	7 3	2 8	4	3	4 sc... P. P. Salter, Carleton Place, Ont.	
83,238	Lillie	Brockville.....	1888	Brockville, Ont.....	32 2	6 6	2 9	3	2	4 sc... A. Ferguson, Escond, Ont.	
85,543	Lillie	Chatham, N.B.....	1883	Yarmouth, N.S.....	61 9	17 1	7 8	72	49	60 sc... R. C. Elkin, Ltd., Fairville, N.B.	
97,131	Lillie H.....	Quebec.....	1891	Quebec, Que.	43 1	12 5	5 0	19	7	12 sc... R. H. Seongall, Quebec, Que.	
116,848	Lillie Seaman.....	Owen Sound.....	1907	Owen Sound, Ont.....	45 0	12 0	6 3	19	13	2 sc... Nathan D. Seaman, Sault Falls, Ont.	
94,911	Lillie Smith.....	Southampton.....	1888	Southampton, Ont.....	130 0	26 0	9 4	275	187	200 sc... George E. Smith, Southampton, Ont.	
103,219	Lillie of the Valley	Ottawa.....	1891	Deux-Rivières, Ont.....	33 1	7 7	2 5	2	2	6 sc... P. Sage, Mackey's Station, Ont.	
122,395	Lillooet	Victoria.....	1908	Victoria, B. C.....	163 0	27 0	13 0	575	311	94 sc... The Minister of Marine and Fisheries, Ottawa, Ont.	
94,985	Lilly	Toronto.....	1890	Oakville, Ont.	50 0	13 3	3 2	22	15	3 sc... The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.	
80,020	Lilly Glasier.....	St. John, N.B.....	1880	Indian town, N.B.	123 9	24 4	7 2	209	132	40 hp... Parker Glasier, Lincoln, Sunbury Co., N.B.	

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103,574 Lilly May	1895	Collingwood	North River, Ont.	32 0	9 0	5 2	10	7	1 se ..	United Factories, Ltd., Toronto, Ont.
107,255 Lily	1898	New Westminster	New Westminster, B.C.	32 0	6 8	3 0	9	6	1½ se ..	Alexander Conitts, New Westminster, B.C.
111,515 Lily	1900	Vancouver	Vancouver, B.C.	29 0	9 7	4 0	7	5	3 se ..	John J. Vickers, Vancouver, B.C.
116,169 Lily	1904	"	"	30 0	9 6	3 6	12	8	3 se ..	Wm. Hickey and Robert Kelly, Vancouver, B.C.
126,209 Limit	1908	Vancouver	"	46 0	10 2	4 8	24	16	6 se ..	Evert L. Kinman, Vancouver, B.C.
103,277 Lina	1894	Chatham, N.B.	Chatham, N.B.	53 2	11 7	5 8	26	18	12 se ..	Robert Loggie, M.O., Black Brook, N.B.
117,008 Linda	1904	Vancouver	Vancouver, B.C.	52 0	13 4	6 9	37	25	9 se ..	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
122,502 Linda	1907	Vancouver	"	30 8	8 6	4 2	8	6	1 se ..	James E. MacRae, Vancouver, B.C.
112,183 Linden	1902	Toronto	Magnetawan, Ont.	40 0	6 0	2 6	4	3	1 se ..	Henry Walton, Magnetawan, Ont.
100,250 Lion	1888	Halifax	Halifax, N.S.	47 4	15 6	5 0	27	18	8 se ..	Louis Hefler, Halifax, N.S.
74,342 Lion	1875	Port Hawkesbury	Pictou, N.S.	49 5	13 3	5 1	20	13	36 se ..	George C. Read, Oxford, N.S.
112,187 Lion	1902	Toronto	Dunclureh, Ont.	31 5	7 3	2 7	5	3	1 se ..	Albert McCallum, Toronto, Ont.
126,322 Lithia	1908	Vancouver	North Vancouver, B.C.	45 7	11 2	4 1	19	13	2 se ..	Albert E. Brown, Vancouver, B.C.
*47,635 Little Ada	1863	Quebec	Renfrew, G.B.	112 0	18 1	16 2	236	122	24 se ..	Robert F. Grant, Three Rivers, Que.
111,459 Little Bobs	1902	Winnipeg	Selkirk, Man.	38 0	9 2	3 5	13	9	1 se ..	Winnipeg General Power Co., Ltd., Winnipeg, Man.
92,758 Little Emely	1889	Quebec	Quebec, Que.	28 0	8 0	3 2	6	4	7 se ..	Louis Gagnon, Pentecost River, Que.
83,474 Little Gen	1886	Port Dover	Simcoe, Ont.	24 4	6 5	2 3	2	2	5 se ..	Henry Groff, Simcoe, Ont.
121,702 Little Jap	1902	Toronto	Racine, Wis., U.S.A.	22 5	5 6	2 0	2	1	½ se ..	A. V. Donaldson, Parry Sound, Ont.
103,819 Little Roxy	1896	Ottawa	Baie des Pères, Que.	41 7	8 3	3 0	12	7	4 se ..	M. Rothchilds, Baie des Pères, Que.
83,076 Lizzie	1881	"	Sand Point, Ont.	37 0	5 8	2 4	2	1	5 se ..	D. K. Cowley, Renfrew, Ont.
103,223 Lizzie	1885	"	Kingston, Ont.	23 3	4 4	2 0	1	1	1 se ..	J. Gillies, Carleton Place, Ont.
107,131 Lizzie May	1897	Goderich	Goderich, Ont.	55 0	12 1	4 8	18	12	12 se ..	V. C. Wilman and Henry Bennett, J.O., Manitoulin Island, Ont.
111,565 Llano	1900	Toronto	Toronto, Ont.	61 3	8 0	3 8	14	9	7 se ..	Elmore Harris, Toronto, Ont.
94,927 Lloyd S. Porter	1893	Pictou, Ont.	Port Huron, Mich., U.S.A.	159 7	29 5	10 0	489	379	43 se ..	The Ontario & Quebec Navigation Co., Ltd., Pictou, Ont.
100,198 Logger	1891	Vancouver	Vancouver, B.C.	44 0	14 0	3 9	19	13	5 se ..	Lawrence O'Brien, Vancouver, B.C.

* Foreign name, Peter Smith.

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122,633	Lolita	Kingston	1904	Gananoque, Ont	24 6	5 5	2 3	2	1	3 sc . .	William Funnell, Gananoque, Ont.
121,836	Lolita	St. John, N.B.	1897	Boston, Mass., U.S.A.	46 1	10 0	4 8	14	10	4 sc . .	Stephen Philip Gerow, St. John, N.B.
90,531	Longueuil	Montreal	1884	Montreal, Que.	170 1	57 5	9 1	379	231	75 pa . .	Richelien & Ontario Navigation Co., Montreal, Que.
112,230	Lord Kitchenet		1890	Sorel, "							
111,501	Lord Roberts	St. John, N.B.	1903	St. John, N.B.	93 3	22 1	10 7	161	110	47 sc . .	John E. Moore, St. John, N.B.
99,478	Lord Strathcona	"	1900	"	61 0	16 5	7 6	56	38	1 s . .	John E. Moore, St. John, N.B.
116,728	Lord Wolseley	Quebec	1902	South Shields, G.B.	160 0	27 2	13 6	495	76	50 sc . .	J. L. Davies, Lévis, Que.
107,940	Lordet	St. John, N.B.	1905	Farristown, N.S.	68 8	18 0	8 0	73	50	16 s . .	John E. Moore, M.O., St. John, N.B.
122,480	Loretta	New Westminster	1898	Skagway, Alaska, U.S.A	49 6	10 0	3 1	32	20	1 pa . .	John Leech, Dawson, Y.T.
111,874	Loretta	Ottawa	1907	Toronto, Ont.	77 2	17 0	7 7	76	31	13½ sc . .	The Minister of Railways and Canals, Ottawa, Ont.
107,816	Lorielle	Yarmouth	1902	Tusket, N.S.	43 0	10 3	4 3	12	8	20 sc . .	Percey W. Thompson, et al., St. John, N.B.
103,576	Lorna Doone	Peterborough	1899	Lakefield, Ont.	38 2	7 7	2 9	6	4	6 sc . .	Melville Strickland, Lakefield, Ont.
100,758	Lorna Doone	Collingwood	1896	Parry Sound, Ont.	61 0	8 8	4 2	25	18	4 sc . .	Mrs. Carrie E. Pratt, Parry Sound, Ont.
122,525	Lorna Doone	Toronto	1893	Orillia, Ont.	36 0	8 0	4 2	5	4	1 sc . .	W. H. Edwards, Bracondale, Ont.
		Vancouver	1907	Vancouver, B.C.	37 0	10 1	4 6	21	14	sc . .	William Turner, Vancouver, B.C.

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78,041	Lorne	Quebec	1879	Derby, N.B.	43 0	6 8	3 1	6	4	8 se	Charles King, Quebec, Que.
94,809	Lorne	Victoria	1889	Victoria, B.C.	151 0	26 0	13 2	288	159	114 se	Vancouver Tug Boat Co., Ltd., Victoria, B.C.
17,035	Lorne Hale	Sault Ste Marie	1893	Simcoe, Ont.	37 3	10 1	3 8	22	14	2 pa	James Joseph McFadden, Sault Ste. Marie, Ont.
03,884	Lorne Hall	Ottawa	1895	Cook's Mills, Ont.	37 0	16 0	3 6	14	9	20 pa	J. R. Booth and Thos. Hall, Jr., Ottawa, Ont.
71,170	Lothair	Port Hope	1872	St. Catharines, Ont.	129 8	23 1	11 7	413	281	87 se	J. C. Miller, Parry Sound, Ont.
03,659	Lotha S.	Winnipeg	1896	Kenora, Ont.	0	13 0	5 9	48	33	2 se	Northwest Fish Co., Ltd., Winnipeg, Man.
16,295	Lothie	Charlottetown	1899	Georgetown, P.E.I.	29 6	7 9	2 4	3	3	5 se	W. A. O. Morson, Charlottetown, P.E.I.
90,608	Lothie	Ottawa	1885	Aylmer, Que.	40 0	8 4	4 6	16	9	4 se	Canadian Pacific Railway Co., Montreal, Que.
22,477	Lothie	"	1907	Cumberland, Ont.	13 0	14 0	2 0	12	8	2 se	Charles McLeod, Masson, Ont.
83,453	Lothie	Victoria	1883	Victoria, B.C.	51 0	12 5	5 5	29	11	6 se	Albert Cotton, Vancouver, B.C.
11,547	Lothie N.	Vancouver	1900	Irving, B.C.	58 0	14 0	7 7	34	14	14 se	Frank Irving, Skeena River, B.C.
26,341	Lothie and Marguerite	Barrington	1908	Albendale, N.S.	62 9	14 4	5 0	32	22	8 se	Charles A. Goreham, M. O., Woods Harbour, N.S.
16,311	Lotus	Amherstburg	1881 1901	Standerville, Mich., U.S.A.	42 0	8 0	4 0	7	5	16 se	Wm. Berry, Port Stanley, Ont.
16,317	Lotus	"	1907	Amherstburg, Ont.	35 0	8 8	3 5	8	8	1½ se	Ernest E. Harris, Amherstburg, Ont.
17,175	Lotus	Windsor, Ont.	1906	Detroit, Mich., U.S.A.	44 4	10 6	5 7	26	18	11 se	John H. Willmott, Beaumaris, Muskoka, Ont.
17,025	Lotus A.	Sydney	1903	Port Hawkesbury, N.S.	25 5	6 6	3 5	3	3	1 se	L. A. Petrie, Glace Bay, N.S.
72,059	Louisa	St. Catharines	1875	Port Dalhousie, Ont.	26 0	6 6	3 3	6	5	3 se	C. Cottrill, Sault Ste. Marie, Ont.
00,126	Louisa	Wallaceburg	1902	Wallaceburg, Ont.	55 0	9 6	4 0	13	9		John Lee, Sr., Wallaceburg, Ont.
83,582	Louisburg	Montreal	1881	Sunderland, G.B.	260 0	36 0	18 5	1,816	1,182	225 se	Steamship Louisburg Co., Ltd., Sydney, N.S.
17,124	Louise	Kingston	1905	Kingston, Ont.	28 8	6 5	2 7	3	2	2 se	John H. Davis, Kingston, Ont.
07,420	Louise	Montreal	1899	New York, N.Y., U.S.A.	18 7	4 9	2 1	1	1	1 se	Walter Kavanagh, Montreal, Que.
03,447	Louise	Ottawa	1887	Carleton Place, Ont.	25 2	5 0	2 6	1	1	2 se	J. E. Turgeon, Ottawa, Ont.
80,917	Loyalist	Chatham, N.B.	1882	Chatham, N.B.	62 2	11 2	4 4	18	11	20 pa	John A. Fleet, M. O., Nelson, N.B.
85,581	Loyalist	St. John, N.B.	1882	Portland, N.B.	27 5	6 0	3 6	3	2	3 se	Thos. Miller, St. John, N.B.
03,969	Lucia	Montreal	1898	Sord, Que.	66 7	15 1	7 1	41	28	11 se	Sinemes McNaughton Line, Ltd., Montreal, Que.

*Formerly "Thorne Flohe."

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116,801	Luciana.....	Sorel.....	1904	Sorel, Que.....	42 4	13 0	6 0	18	12	16 sc...	Stephen Paul, Sorel, Que.
75,526	Lucie.....	Montreal.....	1877	"	49 0	12 3	3 5	24	17	12 pa...	Joseph Duval, Nicolet, Que.
116,761	Lucille.....	Toronto.....	1889	Detroit, Mich., U.S.A.....	62 0	11 2	4 2	30	20	9 sc...	The C. Beck Mfg. Co., Ltd., Pen- tanguishene, Ont.
121,668	Lucina.....	Quebec.....	1905	Portneuf, Que.....	47 5	14 8	6 3	32	22	3 sc...	A. Marchildon, Three Rivers, Que.
121,757	Lucky Jim.....	Vancouver.....	29 5	8 3	2 6	7	5	½ sc...	George H. West and Donald Watson, Vancouver, B.C.
121,871	Ludivica.....	Yarmouth.....	1906	Tusket Wedge, N.S.	45 0	11 2	5 4	17	11	sc...	Hilaire T. LeBlanc, Tusket Wedge, N.S.
116,646	Lucy Clive... ..	Ottawa.....	1900	Port Hawkesbury, N.S.	42 2	9 5	5 5	13	9	10 sc...	Minister of Customs, Ottawa, Ont.
121,831	Ludlow.....	St. John, N.B. ...	1905	St. John, N.B.	114 0	34 4	11 7	534	363	33 sc...	The City of St. John, N.B.
80,591	Luella.....	Toronto.....	1880	Toronto, Ont.	66 0	13 3	6 0	38	26	24 sc...	The Toronto Ferry Co., Ltd., Toron- to, Ont.
116,250	Lulu Eddy.....	Sault Ste. Marie.....	1888	West Bay City, Mich., U.S.A.	51 3	13 3	5 6	29	18	6 sc...	J. Ganley, Sault Ste. Marie, Ont.
112,008	Lulu M. Ray.....	Port Arthur.....	1888	Ludington, Mich., U.S.A.	56 0	12 0	6 0	33	25	5 sc...	Samuel Forrest, Port William, Ont.
116,493	Lureher.....	Ottawa.....	1903	Toronto, Ont.....	121 3	24 7	19 0	396	269	17 sc...	Minister of Marine and Fisheries, Ottawa, Ont.
100,229	Lurline.....	Halifax.....	1893	New York, U.S.A.	21 0	5 4	3 2	2	1	2 sc...	F. D. Corbett, Halifax, N.S.
116,434	Lyackson.....	Victoria.....	1905	Valdez Island, B.C.	47 2	10 8	4 7	22	11	4 sc...	John Brazil, Valdez Island, B.C.

1116,958	Lytle	Sarnia	1904	Algona, U.S.A.	30 0	7 5	2 8	5	3	6 se	Dun. J. Synes and Henry M. Smith, Coruna, Ont.
126,085	Lychnis	Vancouver	1908	Vancouver, B.C.	32 0	8 0	3 5	8	6	2 se	Harry Hemmings, Vancouver, B.C.
107,884	Lyon C.	Montreal	1900	Montreal, Que.	55 5	19 9	5 3	19	13	5 se	Mrs. Elizabeth Brulé, Sorel, Que.
94,905	Lytton	New Westminster	1890	Revelstoke, B.C.	131 0	25 5	4 8	452	285	17 pa	Canadian Pacific Ry. Co., Montreal, Que.
1112,143	M. & W.	Kingston	1902	Kingston, Ont.	40 6	10 1	4 0	8	6	8 se	David A. Mitchell, Gananoque, Ont.
103,137	M. E. Hackett	Quebec	1894	Quebec, Que.	70 2	18 8	7 4	78	53	75 se	Wm. Hackett, Quebec, Que.
122,389	M. E. Smith	Victoria	1907	Victoria, B.C.	30 0	9 0	5 8	8	4	1 se	James Christensen, <i>et al.</i> , Victoria, B.C.
103,571	M. G. McDonald	Collingwood	1895	Collingwood, Ont.	58 0	13 0	6 0	29	20	4 se	The Canadian Fish & Transportation Co., Ltd., Blind River, Ont.
77,308	M. P. Davis	Montreal	1879	Lachine, Que.	40 5	19 7	5 3	11	8	15 se	The Harbour Commissioners, Montreal, Que.
97,806	M. S. Dollar	Victoria	1890	Yarrow-on-Tyne, G.B.	375 0	46 3	28 3	4,216	2,674	202 se	Stanley Dollar Co., Ltd., Victoria, B.C.
.....	M. T. Co. (No. 1)	Montreal	1871	Monrovia, Que.	84 2	24 5	8 1	148	41	.....	Montreal Transportation Co., Ltd., Montreal, Que.
92,434	Mabel	Toronto	1886	Penetanguishene, Ont.	39 0	10 4	3 6	11	8	2 se	R. Miller and J. Miller, J.O., Ingersoll, Ont.
100,044	Mabel C.	Brockville	1893	Brockville, Ont.	25 0	6 2	3 6	4	3	6 se	Minister of the Interior, Ottawa, Ont.
117,088	Mabel D.	Collingwood	1907	Collingwood, Ont.	64 0	15 0	6 6	38	26	10½ se	S. G. Story and T. D. Irving, J.O., Blenheim, Ont.
107,259	Mabel F.	New Westminster	1898	Linderman, B.C.	40 0	10 0	4 0	10	7	1 se	E. G. Tennant, Atlin, B.C.
107,365	Mabel G.	Toronto	1898	Penetanguishene, Ont.	36 0	8 3	3 6	10	8	3 se	Wm. McM. Thomson, Penetanguishene, Ont.
103,787	Mabel K.	Halifax	1898	Lockeport, N.S.	41 9	11 0	5 3	15	10	1 se	Mrs. Rosanna Neville, Halifax, N.S.
107,195	Mabel M.	Southampton	1901	Port Elgin, Ont.	39 0	7 0	3 6	7	5	1 se	Andrew Campbell, Port Elgin, Ont.
100,037	Mabel McDonald	Toronto	1891	Toronto, Ont.	64 0	14 3	7 8	42	28	15 se	Randolph Macdonald Co., Ltd., Toronto, Ont.
107,445	Mable	New Westminster	1898	Vancouver, B.C.	31 6	8 8	3 4	5	4	1 se	Geo. Brymner, New Westminster, B.C.
103,974	Macannamae	Quebec	1891	Carleton Place, Ont.	30 2	6 6	3 1	4	4	6 se	Meganic Fish and Game Club, Agnes, Que.
93,932	Macassa	Hamilton	1888 1905	Port Glasgow, G.B. Collingwood, Ont.	178 4	24 1	16 3	529	234	95 se	Hamilton Steamboat Co., Ltd., Hamilton, Ont.
11,940	McClintock	Lindsay	1894	Simcoe, Ont.	36 8	10 5	3 9	21	13	3 pa	R. C. Carter, M.O., Deseronto, Ont.

*Formerly "Arab."

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'inscription.	Built. Construit en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	(Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et in de de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire géant, et adresse.
17,171	McCulloch.....	Vancouver.....	1905	Vancouver, B.C.....	64 0	14 7	6 7	39	27	12 se...	J. M. Sutton, Vancouver, B.C.
111,568	McLean Bros.....	Toronto.....	1900	Goderich, Ont.....	22 3	5 0	2 1	2	1	1 se...	Frank H. McLean, Stratford, Ont.
88,321	McNaughton.....	Montreal.....	1886	Lévis, Que.....	92 0	18 4	8 4	137	37	80 se...	The Dominion Dredging Co., Ltd., Ottawa, Ont.
100,424	Madawaska.....	Ottawa.....	1893	Amprior, Ont.....	37 0	15 0	3 0	15	7	20 hp...	McAcllin Bros., Ltd., Amprior, Ont.
103,813	Madge.....	Belleville.....	1898	Belleville, Ont.....	36 8	7 5	4 0	9	6	8 s...	P. C. Jones, Belleville, Ont.
111,961	Madge.....	Pictou, Ont.....	1902	Pictou, Ont.....	40 0	8 0	3 8	7	5	4 se...	B. R. Hepburn and J. de C. Hepburn, J. O. Pictou, Ont.
121,484	Madge.....	Victoria.....	1907	Victoria, B.C.....	97 5	20 0	11 5	155	77	31 se...	Minister of Agriculture, Ottawa, Ont.
112,344	Magnetawan.....	Toronto.....	1901	Monroe, Mich., U.S.A.....	67 0	14 1	6 4	25	19	5 se...	William E. Bigwood, Toronto, Ont.
85,405	Magdalen.....	Magdalen Islands.....	1906	Shelburne, N.S.....	98 6	21 6	8 8	135	92	28 se...	William G. Leslie, Grindstone, Magdalen Islands, Que.
74,377	Maggie.....	St. Catharines.....	1873	Buffalo, N.Y., U.S.A.....	62 0	16 0	6 2	37	26	50 se...	Edward Armstrong, Port Colborne, Ont.
94,752	Maggie M.....	St. John, N.B.....	1888	Portland, N.B.....	68 3	16 3	8 7	66	45	30 se...	Wm. H. Mowery, St. John, N.B.
85,329	Maggie McLean.....	Owen Sound.....	1886	Sauble Mills, Ont.....	69 0	14 0	6 6	37	25	9 se...	French River Boom Co., Essex, Ont.
83,387	Maggie Mason.....	Toronto.....	1882	Toronto, Ont.....	53 0	17 0	5 4	56	35	12 se...	O. Matthews and A. Matthews, J.O., St. Catharines, Ont.
94,683	Maggie May.....	Collingwood.....	1889	Meaford, Ont.....	58 0	14 0	6 0	46	31	5 se...	Wm. Gartsshore Parry Sound, Ont.

† Formerly "Jos. B. Dewey."

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96,908	Maggie May	Kingston	1891	Washburne, Ont.	51	7	13	2	5	4	29	20	20	sc	Thos. Weir, Chatham, Ont.
100,086	Maggie Miller	St. John, N.B.	1892	Millidgeville, N.B.	78	5	24	0	5	7	105	66	24	sc	Robert W. White, St. John, N.B.
90,706	Maggie R. King	Montreal	1872	Port Robinson, Ont.	50	0	13	0	6	0	27	18	20	sc	Wm. Finn, <i>et al.</i> , Cascade Point, Que.
90,700	Maggie R. Mitchell	St. Catharines	1873	"	50	0	13	9	7	4	40	27	35	sc	M. J. Haney, <i>et al.</i> , Toronto, Ont.
103,167	Magnet	New Westminster	1897		47	0	11	3	5	2	24	16	7	sc	S. F. Onley, Albert Bay, B.C.
103,690	Magnolia	Midland	1898	Midland, Ont.	136	0	21	4	13	7	367	191	56	sc	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
107,781	Mahigama	Ottawa	1899	Pembroke, Ont.	60	7	12	2	5	0	20	19	12	sc	Pembroke Navigation Co., Ltd., Pembroke, Ont.
116,515	Mahone	Lunenburg	1904	Mahone Bay, N.S.	86	0	19	8	10	5	127	79	24	sc	Abraham Ernst, M. O., Mahone Bay, N.S.
90,692	Maid of the Mist	St. Catharines	1885	Niagara Falls, Ont.	71	1	16	1	6	6	62	33	75	sc	Richard Carter, Niagara Falls, Ont.
121,728	Maid of the Mi L.	Vancouver		U. S. A.	33	0	6	4	2	8	6	4	1	sc	Robert Porter, Vancouver, B. C.
97,112	Maida	Collingwood	1888	Little Current, Ont.	29	0	9	0	2	9	3	2	3	sc	T. J. Bateman, Sheguindah, Ont.
103,925	Maida Vale	Peterborough	1902	Hastings, Ont.	46	5	9	3	4	0	19	13	2	sc	Henry G. Buck, Norwood, Ont.
100,804	Mäime	Victoria	1894	Victoria, B.C.	34	4	9	0	4	0	9	6	21	sc	The Skeena River Commercial Co., Ltd., Vancouver, B.C.
100,658	Maisonneuve	Ottawa	1894	Smith's Falls, Ont.	75	7	9	7	7	3	26	18	9	sc	Minister of Marine and Fisheries, Ottawa, Ont.
100,950	Majestic	Collingwood	1895	Collingwood, Ont.	209	0	35	0	12	6	1,578	1,073	123	sc	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
107,693	Majestic	Montreal	1899	Toronto, Ont.	110	0	21	9	5	2	275	156	33	sc	The Star Line Steamship Co., Ltd., Indiantown, N.B.
103,922	Majestic	Peterborough	1897	Young's Point, Ont.	76	0	15	5	4	0	68	53	—	sc	P. P. Young, Young's Point, Ont.
121,771	Majestic	Winnipeg	1904	Bad Throat, Man.	78	0	16	0	7	0	64	44	4	sc	James Stewart, Winnipeg, Man. ¹
107,203	Majestic	Winnipeg	1898	Fort Frances, Ont.	82	0	15	6	4	8	135	95	5	sc	Rainy River Navigation Co., Ltd., Rat Kenora, Ont.
103,714	Malcolm Cann	Yarmouth	1898	Lockeport, N.S.	112	0	20	1	10	8	212	78	53	sc	H. B. Cann, Yarmouth, N.S.
107,683	Malneche	Prescott	1904	Ogdonsburg, N. Y., U. S. A.	37	7	6	5	3	6	7	5	3	sc	Captain W. J. Murphy, Morrisburg, Ont.
107,243	Mannie	New Westminster	1892	New Westminster, B.C.	32	0	6	0	3	0	5	4	1	sc	A. M. Snider, Vancouver, B. C.
107,875	Maneta	Lindsay	1900	Pobcaygeon, Ont.	66	0	13	4	3	8	34	23	40	sc	Geo. A. Smith, Pobcaygeon, Ont.
121,940	Manetto	Halifax	1906	Dartmouth, N.S.	57	5	16	7	7	0	29	21	6	sc	Frank Forward, Lunenburg, N.S.
116,211	Manicouagan	Quebec	1899	Ric, Que.	50	2	13	0	5	0	29	19	3	sc	The Manicouagan & English Bay Export Co., Quebec, Que. ¹ Formerly "Glady."

*Formerly "Gladys."

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96,860	Manistique.....	Sarnia.....	1882	Gibraltar, U.S.A.....	151 1	31 1	12 5	474	322	50 sc..	The Sarnia Bay Towing & Salvage Co., Ltd., Sarnia, Ont.
94,879	Manitola.....	Montreal.....	1889	Owen Sound, Ont.	303 0	38 1	14 7	2,616	1,699	300 sc..	Canadian Pacific Railway Co., Montreal, Que.
107,140	Manitou.....	Goderich.....	1903	Goderich, Ont.	137 2	24 2	9 1	470	297	42 sc..	Dominion Fish Co., Ltd. Winnipeg, Man.
111,451	Manitou.....	Winnipeg.....	1900	Winnipegosis, Man....	92 0	18 8	6 4	108	59	7 sc..	H. Armstrong, Portage la Prairie, Man.
107,692	Manolia.....	Toronto.....	1898	Toronto, Ont.	30 4	8 8	3 9	6	4	1 sc..	Fred. Mills, Tp. of Monek, Ont.
96,711	Mansfield.....	Ottawa.....	1889	Ottawa, Ont.	104 6	31 8	9 0	169	137	80 sc..	F. N. St. Jean, Gatineau Point, Que.
105,398	Mantineia.....	St. John, N.B.....	1896	Port Glasgow, G.B.....	309 0	42 6	23 1	2,372	1,737	250 sc..	Steamship Mantinean Co., Ltd., Rethesay, N.B., Montreal, Que.
.....	Manxnaa.....	Montreal.....	1873	Sorel, Que.....	72 5	16 0	4 6	74	47	J. O. Latrenière, Montreal, Que.
71,161	Maple Leaf.....	Peterborough.....	1884	Lindsay, Ont.....	59 0	12 0	4 2	26	18	15 sc..	The Kennedy & Davis Milling Co., Ltd., Lindsay, Ont.
112,015	Maple Leaf.....	Port Arthur.....	1902	Rosport, Ont.....	30 0	7 2	3 0	5	4	$\frac{1}{2}$ sc..	John Boon, Rosport, Ont.
103,679	Maple Leaf.....	Toronto.....	1892	Toronto, Ont.....	37 0	7 0	3 0	12	8	13 sc..	S. Brown, Bracebridge, Ont.
* 100,033	Maple Leaf.....	".....	1891	".....	38 3	8 4	4 4	7	5	1 sc..	Gardner Boyd, Toronto, Ont.
116,788	Maple Leaf.....	Vancouver.....	1904	Vancouver, B.C.....	54 0	14 7	8 5	35	24	5 sc..	Alexander McLaren, Buckingham, Que.
121,715	Maple Leaf.....	".....	1905	".....	52 0	13 8	5 5	40	27	10 $\frac{1}{2}$ sc..	G. Fairbairn, <i>et al.</i> , J.O., Vancouver, B.C.

* Formerly "Sonntag."

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116,938	Maple Leaf	Victoria	1905	Galiano Island, B.C.	32 0	8 0	3 4	9	5	1 se	James Wintermute, et al., B.C.
122,123	Margaret	Halifax	1907	Sheet Harbour, N.S.	92 8	19 6	8 6	195	100	27 se	The Halifax & Sheet Harbour Steamship Co., Ltd., Halifax, N.S.
107,697	Margherita	Toronto	1899	Midland, Ont.	57 0	10 5	6 8	31	15	7½ se	James Playfair, Midland, Ont.
122,262	Margota	Montreal	1902	Racine, Wis., U.S.A.	38 4	8 0	4 0	10	7	1 se	R. Forget, Montreal, Que.
116,699	Marguerite	Kenora	1902	Mine Centre, Ont.	28 0	8 2	4 0	6	4	½ se	M. H. and Robt. Smith, Fort Frances, Ont.
92,510	Marguerite	St. Andrews	1877	Newbury, N.Y., U.S.A.	44 4	11 7	7 0	20	12	20 se	John Gallian, St. John, N.B.
94,848	Marguerite	Windsor, Ont.	1879	Detroit, Mich., U.S.A.	35 2	8 1	3 5	8	5	2 se	John Anderson, Windsor, Ont.
117,176	Marguerite	"	1906	Windsor, Ont.	23 0	6 9	2 9	1	3	2 se	Joseph Parent, Windsor, Ont.
112,927	Maria	Quebec	1901	Portneuf, Que.	49 2	13 6	4 8	31	21	6 se	W. J. Poupore, Montreal, Que.
117,108	Marie	Ottawa	1902	Toronto, Ont.	33 5	8 5	3 0	4	4	½ se	The O'Connor Steamboat & Hotel Co., Ltd., Toronto, Ont.
103,816	Marie	Port Arthur	1895	Detroit, Mich., U.S.A.	34 7	7 0	3 6	3	2	2 se	The Rainy River Lumber Co., Ltd., Rainy River, Ont.
66,045	Marie	Quebec	1872	Sorel, Que.	72 1	15 5	3 3	31	21	15 pa	H. Braké, Sorel, Que.
111,498	Marie Alna	"	1900	Roberval, Que.	64 0	14 2	5 0	52	36	1 se	Joseph Derry, Roberval, Que.
+ 100,358	Marie Josephine	"	1891	Rivière du Loup, Que.	88 4	22 8	8 2	117	80	20 se	Eugene Lamontagne, Quebec, Que.
107,876	Mario Louise	Lindsay	1900	Lindsay, Ont.	51 7	14 8	5 2	32	15	3 se	Jos. Briggs Purkin, Lindsay, Ont.
92,754	Marie Louise	Quebec	1889	Lévis, Que.	93 6	17 6	5 9	99	63	200 pa	E. Gagnon, Ste. Anne de Chicoutimi, Que.
111,627	Mario Louise	"	1896	Trois Rivières, Que.	37 7	7 6	3 7	6	5	1 se	Joseph Yvelaux, Alna Ville, Shawangan Falls, Que.
121,662	Marie Stella	"	1905	St. Alexis, Que.	45 6	12 8	5 4	24	16	10 se	Joseph Piché, St. Alexis, Que.
103,935	Marietta	Chatham, N.B.	1897	Chatham, N.B.	44 6	9 3	3 9	7	5	2 se	Jos. L. Phillips, Mira Gut, N.S.
85,532	Marina	Yarmouth	1883	Tusket, N.S.	66 0	14 7	5 8	32	16	15 se	H. B. Cann, Yarmouth, N.S.
85,657	Marion	Halifax	1876	New York, N.Y., U.S.A.	142 4	26 5	8 0	478	269	49 pa	Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
116,946	Marion	Kenora	1904	Prince Albert, Sask.	64 0	12 0	2 8	32	21	1 se	Rich. Deacon, Prince Albert, Sask.
117,074	Marion	Toronto	1905	Sombra, Ont.	34 7	10 0	3 8	9	6	1 se	W. F. Ball, Sombra, Ont.
122,627	Marion	Vancouver	1907	Vancouver, B.C.	36 0	9 0	4 5	13	9	3½ se	Jervis Inlet Lumber Co., Ltd., Vancouver, B.C.
116,682	Marion Irving	Richibucto	1908	Richibucto, N.B.	60 2	15 2	6 0	41	22	6 se	James D. Irving, Richibucto, N.B.

+ Formerly a sailing vessel.

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122,151	Mariposa.....	Vancouver.....	1906	Vancouver, B.C.....	22 8	6 9	3 0	4	3	1 se...	Thomas Foster, Vancouver, B.C.
121,535	Marita.....	Halifax.....	1905	Dartmouth, N.S.....	29 0	4 5	3 0	3	2	15 se...	David R. Turnbull, Halifax, N.S.
107,248	Marjorie.....	Dawson.....	1898	New Westminster, B.C.....	36 5	8 3	3 0	20	12	1 pa...	H. C. Lisle, Dawson, Y.T.
111,873	Markland.....	Yarmouth.....	1902	Yarmouth, N.S.....	47 0	12 6	5 0	22	15	6 se...	Willard M. Kelley, Yarmouth, N.S.
122,264	Marlo.....	Montreal.....	1906	Sorel, Que.....	31 3	6 1	2 2	5	4	1 se...	Hercule Dupré, Montreal, Que.
83,100	Marmora.....	Belleville.....	1896	Marmora, Ont.....	35 0	8 7	4 5	13	9	6 se...	Geo. B. Blocker, Marmora, Ont.
88,438	Marquis.....	Winnipeg.....	1882	Winnipeg, Man.....	201 0	33 5	5 3	754	475	84 pa...	Winnipeg & Western Transportation Co., Ltd., Winnipeg, Man.
116,973	Marshall W.....	Chatham, N.B.....	1905	Chatham, N.B.....	31 4	10 3	3 0	6	4	4 se...	W. A. Bryenton, Derby, N.B.
100,871	Martello.....	St. John, N.B.....	1893	Jemseg, N.B.....	51 5	13 0	6 0	34	23	11 se...	The J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
111,768	Martha.....	Kingston.....	1902	Kingston, Ont.....	28 6	6 7	2 8	2	2	5 se...	Mrs. Martha Wessels, Kingston, Ont.
126,229	Marvis.....	Vancouver.....	1908	Vancouver, B.C.....	56 6	17 6	7 7	69	47	22 se...	Alindus J. Hendry, M.O., Vancouver, B.C.
121,772	Marvyl.....	Winnipeg.....	1905	The Landing, Manitoba.....	120 0	26 0	8 0	225	153	27 se...	Manitoba Gypsum Co., Ltd., Winnipeg, Man.
116,316	Marwood M.....	Amherstburg.....	1902	Detroit, Mich., U.S.A.....	31 0	5 9	3 0	4	3	2 se...	Wm. Meuzies, Amherstburg, Ont.
71,214	Mary.....	Montreal.....	1875	Port Huron, Mich., U.S.A.....	65 4	16 0	8 6	53	34	37 se...	Montreal Transportation Co., Ltd., Montreal, Que.

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117,027	Mary	Sydney	1905	Mahone Bay, N.S.....	52 0	14 3	6 6	19	18	2 se ...	Henry McDonald, Glace Bay, N.S.
61,154	Mary A. Laughlin.	Toronto	1871	Buffalo, N.Y., U.S.A....	48 0	10 5	5 0	23	12	12 se ...	Thomas Gauthier, Montreal, Que.
77,550	Mary Ann	Pictou, N.S.....	1880	Wallace, N.S.	50 5	12 3	6 7	25	17	40 se ...	O. Smith, Richibucto, N.B.
92,647	Mary Arnott.	Wallaceburg	1886	Midland, Ont.	31 0	10 0	3 2	8	6	1 se ...	D. Lowrey, Brantford, Ont.
71,113	Mary Beck.....	Collingwood	1876	Penetanguishene, Ont....	48 0	10 4	5 2	16	11	30 se ...	John Gidley, Penetanguishene, Ont.
117,026	Mary E. Daisley..	Sydney	1905	Aspy Bay, N.S.....	54 3	12 5	4 3	17	16	1 se ...	A. Daisley, Dingwall, N.S.
103,821	Mary Ellen.	Cornwall	1896	Cornwall, Ont.....	57 4	13 4	8 8	20	14	6 se ...	J. Jessner and M. Jessner, Cornwall, Ont.
.....	Mary Ellen.....	Port Hope	1868	Lindsay, Ont.....	55 1	13 6	3 1	81	51	.....	William Needler, Lindsay, Ont.
72,966	Mary Ethel.....	Pictou, Ont.....	1879	Trenton, Ont.....	93 0	15 0	5 4	99	56	80 pa...	Trenton & Bay of Quinté Nav. Co., Ltd., Trenton, Ont.
107,839	Mary F. Graff.....	Victoria	1898	Seattle, Wash., U.S.A.	177 6	35 7	6 0	864	544	26 pa...	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
88,491	Mary Hatch	Winnipeg.....	1881	Kenora, Ont.....	107 6	20 0	6 8	121	82	11 se ...	A.F.D. MacCachren, Winnipeg, Man., and W.A. Weir, Kenora, Ont., J.O.
103,860	Mary Jane	Halifax	1890	Noank, Conn., U.S.A....	49 8	14 6	6 4	29	20	10 se ...	Isaac H. Mathers, Halifax, N.S.
122,345	Mary L.....	Toronto	1907	Penetang, Ont.....	40 0	10 0	4 6	10	6	2 se ...	Peter Light, Penetanguishene, Ont.
90,740	Mary Odell.....	Chatham, N.B.....	1881	Bristol, Me., U.S.A....	55 8	12 7	6 0	29	20	10 se ...	F. P. Loggie, M.O., Chatham, N.B.
121,825	Mary P. Hall.....	Montreal	1898	Ogdensburg, N.Y., U.S.A	82 2	20 3	10 2	104	43	42 se ...	The Montreal Transportation Co., Ltd., Montreal, Que.
97,019	Mary R.	St. Catharines.....	1897	Port Colborne, Ont.	47 3	16 0	9 6	44	30	27 se ...	David McLeod, Port Colborne, Ont.
121,913	Mascot.	Kenora	1900	Detroit, Mich., U.S.A..	36 0	8 0	3 0	8	7	2 se ...	George Drewry, Kenora, Ont.
94,764	Mascott	Owen Sound	1890	Meaford, Ont.....	52 9	12 5	4 9	21	14	20 se ...	James Pilgrim, Meaford, Ont.
103,549	Mascotte.....	Lunenburg	1896	Dartmouth, N.S.....	64 2	14 6	6 0	35	24	18 se ...	G. W. Naas, Lunenburg, N.S.
90,572	Mascotte.....	Toronto	1886	Toronto, Ont.....	70 0	13 8	3 0	49	33	15 se ...	The Toronto Ferry Co., Ltd, Toronto, Ont.
100,396	Masonic.....	Hamilton	1893	Hamilton, Ont.....	58 4	10 6	3 9	39	26	25 se ...	William C. Gidley, Hamilton, Ont.
103,569	Massawippi.....	Montreal.....	1895	North Hatley, Que	40 0	7 6	3 4	4	3	3½ se ...	Jos. J. Sampson, North Hatley, Que.
117,193	Mather.....	Kenora.....	1905	Toronto, Ont.....	87 5	19 0	10 5	145	98	32 se ...	Keewatin Lumbering & Manufacturing Co., Ltd., Keewatin, Ont.
107,416	Mathilda.....	Montreal	1899	Sorel, Que.....	72 0	20 1	10 4	114	69	21 se ...	Sincaes McNaughton Line, Ltd., Montreal, Que.
73,947	Mattawan	Ottawa	1876	Portsmouth, Ont.....	50 0	10 4	3 2	22	15	15 se ...	Canadian Pacific Railway Co., Montreal, Que.

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122,213	Mathie.....	Toronto.....	1903	Toronto, Ont.....	22 0	5 7	2 7	2	1	$\frac{1}{2}$ sc ..	Clarence Meredith Hinks, Toronto, Ont.
112,202	Maud.....	Hamilton.....	1905	Hamilton, Ont.....	32 5	7 0	3 6	4	3	$\frac{5}{8}$ sc ..	D. Reynolds, Dundas, Ont.
107,386	Maud.....	Ottawa.....	1898	Grand Rapids, Mich., U.S.A.	16 0	3 8	1 8	1	1	1 sc ..	G. W. Smith, Gatinau Point, Que.
69,615	Maud.....	Quebec.....	1874	New Liverpool, Que.....	72 5	15 8	5 7	54	34	41 hp.	Antoine St. Pierre, Three Rivers, Que.
107,172	Maud C.....	Port Arthur.....	1897	Rosport, Ont.....	30 0	9 2	5	3	1 sc ..	Thos. Craigie, Rosport, Ont.
116,753	Maud D.....	Toronto.....	1904	Pencanguishere, Ont ..	71 3	15 6	6 0	81	51	11 sc ..	Walter G. Lambers, Toronto, Ont.
126,265	Maud L.....	Toronto.....	1907	Parry Sound, Ont.....	75 0	15 0	5 5	48	33	8 sc ..	Clarence E. and Edwin S. Pratt, J. O. Parry Sound, Ont.
94,687	Maud S.....	Collingwood.....	1889	Collingwood, Ont.....	44 0	10 6	4 8	14	11	3 sc ..	H. N. Truesdel, Collingwood, Ont.
64,136	Maude.....	Victoria.....	1872	San Juan Island, Wash., U.S.A.	113 5	21 0	9 0	175	94	13 sc ..	The British Columbia Salvage Co., Ltd., Victoria, B.C.
116,481	Maude.. ..	Wallaceburg.....	1902	Wallaceburg, Ont.	60 2	13 5	5 0	19	13	3 sc ..	J. Cooper, Chatham, Ont.
116,456	Maude Annis.....	Vancouver.. ..	1903	Annis, B.C.	56 0	12 5	4 7	23	15	4 sc ..	The Lamb-Watson Lumber Co., Ltd., Winnipeg, Man.
107,812	Maude Moore	Peterborough	1899	Peterborough, Ont.....	42 0	8 4	3 5	9	6	12 sc ..	W. J. Snodgrass, Okanagan Falls, B.C.
122,522	Mavourneen.....	Vancouver.....	1907	Vancouver, B.C.....	32 4	9 3	3 6	13	9	$\frac{1}{2}$ sc ..	Wm. Stanberg and W. L. Cameron, Vancouver, B.C.
107,102	Maxie	Collingwood....	1898	Meaford, Ont.	44 0	11 2	3 8	16	11	$2\frac{1}{2}$ sc ..	Clare, Thorn, <i>et al.</i> , J. O., Port Stanley, Ont.

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111,607	May	Montreal	1893	Middleton, Conn., U.S.A.	56 4	11 4	4 0	21	15	5 se	W. D. B. Scott, Montreal, Que.
1881	May	Quebec	1881	Buffalo, N.Y., U.S.A.	44 0	12 2	5 8	21	14	7 se	M. J. and W. J. Hackett, J. O., Quebec, Que.
1899	May	Quebec	1899	Montreal, Que.	25 0	6 0	3 0	3	2	6 se	Frank Gustafson and A. Ralph, J.O., Kenora, Ont.
116,949	May	Kenora	1904	Kenora, Ont.	31 5	7 3	3 8	6	4	6 se	Geo. Howe, Union Bay, B.C.
107,450	May	Vancouver	1898	Birkenhead, G.B.	29 0	8 7	3 3	8	5	2 se	A. W. LePage, Vancouver, B.C.
107,400	May	"	1899	Vancouver, B.C.	49 0	10 1	3 6	10	6	6 se	C. C. Bates, Clear Creek, Ont.
97,105	May B.	Port Burwell	1900	Port Burwell, Ont.	76 0	19 0	3 9	46	32	3 se	G. Hastings and S. W. Marchmont, J. O., Toronto, Ont.
100,751	May Bird	Toronto	1893	Toronto, Ont.	29 9	6 6	2 7	4	2	2 se	Erastus F. Cooke, Ganouape, Ont.
122,356	May C.	Kingston	1907	Ganouape, Ont.	49 0	10 0	4 0	26	17	3 se	F. Morris, Wauaubshene, Ont.
91,690	May Flower	Collingwood	1890	Port Severn, Ont.	50 2	9 3	4 0	29	16	13 se	Jas. McLaren, Buckingham, Que.
72,587	May Flower	Kingston	1877	Kemptville, Ont.	77 0	18 0	4 0	59	38	13 pa	H. E. Hudson, Combermere, Ont. and J. C. Hudson, Barry's Bay, Ont., J. O.
116,861	May Flower	Ottawa	1901	Combermere, Ont.	25 5	6 4	3 6	6	4	5 se	Elizabeth Dornell, Peterborough, Ont.
103,929	May Flower	Peterborough	1897	Peterborough, Ont.	35 9	9 3	6 0	13	9	16 se	P. J. Holden, Quebec, Que.
75,698	May Flower	Quebec	1878	Quebec, Que.	53 3	16 0	5 8	36	18	40 se	Fred. Magee, Port Elgin, N. B.
97,065	May Queen	Pictou, N.S.	1892	Charlottetown, P.E.I.	160 0	21 7	8 4	539	310	60 pa	May Queen Steamship Co., Ltd., Chipman, N.B.
59,243	May Queen	St. John, N.B.	1869	Carleton, N.B.	48 8	9 8	6 0	18	10	12 se	Walter Cavill, Halifax, N.S.
83,125	Mayflower	Halifax	1881	Halifax, N.S.	140 2	28 2	6 8	189	119	29 pa	The Toronto Ferry Co., Ltd., Toronto, Ont.
94,987	Mayflower	Toronto	1890	Toronto, Ont.	101 0	29 0	5 7	146	87	50 se	Lawrence Solman, Toronto, Ont.
85,521	Mazeppta	Hamilton	1881	"	33 0	9 0	3 5	7	4	6 se	E. C. Whitman, Causo, N.S.
90,183	Meadow Flower	Halifax	1885	Dartmouth, N.S.	142 6	25 6	8 5	377	256	39 se	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
100,754	Medora	Toronto	1893	Gravenhurst, Ont.	17 5	5 8	3 0	2	1	3 se	F. Gordon Zwicker, Halifax, N. S.
121,939	Meg	Halifax	1906	Dartmouth, N. S.	67 5	16 0	6 3	73	50	20 se	Midland Towing & Wrecking Co., Ltd., Midland, Ont.
111,917	Meadora	Midland	1901	Midland, Ont.	50 9	11 5	5 0	15	11	20 se	Sandy Cove Sea-Bathing Co., Halifax, N.S.
83,116	Mermaid	Halifax	1881	Yarmouth, N.S.	32 3	7 3	3 2	11	7	5 se	Dr. Henry A. Turner, Millbrook, Ont.
111,540	Mermaid	Peterborough	1901	Millbrook, Ont.	94 0	18 0	4 6	129	87	18 se	Thos. Morgan, Nanaimo, B.C.
88,367	Mermaid	Vancouver	1884	Victoria, B.C.							

*Formerly "W. F. Logie."

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74,264	Merrimac.	Sydney.	1876	Quebec, Que.	73 5	17 6	10 0	86	26	80 sc. . .	Jas. W. Gordon, North Sydney, N.S.
116,590	Mersey.	Liverpool.	1904	Liverpool, N.S.	69 6	15 6	6 9	42	29	16 sc. . .	Fenwick W. Hatt, Liverpool, N.S.
122,456	Metoghan I.	Yarmouth.	1907	Meteghan, N. S.	36 0	14 0	6 0	16	11	13 sc. . .	M. T. Thereault, Meteghan, N. S.
107,084	Meteor.	Ottawa.	1897	Openican, Que.	130 5	27 0	7 4	239	204	165 sc. . .	Teniscaming Navigation Co., Ltd., Mattawa, Ont.
107,950	Meteor.	St. Catharines.	1902	Port Robinson, Ont.	52 0	16 4	9 1	47	32	24 sc. . .	Geo. Ross, Port Robinson, Ont.
112,055	Michael Davitt.	"	1885	Tonawanda, N.Y., U.S.A.	52 8	13 6	6 4	28	19	8½ sc. . .	Hector M. Connolly, Montreal, Que.
*103,575	Midland.	Midland.	1896	Midland, Ont.	62 0	13 0	6 8	56	38	12 sc. . .	The Canada Iron Furnace Co., Ltd., Midland, Ont.
116,661	Midland King.	"	1903	Collingwood, Ont.	365 5	48 0	23 0	3,965	2,450	151 sc. . .	James Playfair, M.O., Midland, Ont.
116,669	Midland Prince.	Midland.	1907	Collingwood, Ont.	474 0	55 0	27 0	6,636	5,142	136 sc. . .	Midland Navigation Co., Ltd., Midland, Ont.
110,991	Midland Queen.	"	1901	Dundee, G.B.	249 0	4 27	20 5	1,993	1,349	124 sc. . .	The Midland Navigation Co., Ltd., Midland, Ont.
107,503	Mignon.	Quebec.	1894	Quebec, Que.	23 8	6 2	2 7	2	2	1½ sc. . .	C. G. Plamondon, Quebec, Que.
111,426	Mikado.	Halifax.	1902	Dartmouth, N.S.	61 3	17 6	5 7	44	30	75 sc. . .	Acadia Sugar Refining Co., Ltd., Halifax, N.S.
103,667	Mikado.	Winnipeg.	1897	Kenora, Ont.	40 0	10 3	4 4	25	17	1 sc. . .	Mikado Gold Mining Co., Kenora, Ont.
112 308	Mikado.	"	1905	Selkirk, Man.	120 0	26 0	7 8	242	168	23 sc. . .	Roderick Smith, Selkirk, Man.

* Formerly "D. L. White."

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*103,703	Mikado.....	1896	Shelburne, N.S.....	82 0	18 0	7 7	80	49	16 se...	Charles T. White, Apple River, N.S.
100,666	Mildred.....	1895	Gananoque, Ont.....	34 5	7 8	3 0	5	3	9 se...	J. A. Wheeler, Belleville, Ont.
96,896	Mildred.....	1891	Kingston, Ont.....	46 4	9 2	3 7	15	13	9 se...	Geo. Bothwell, Buckingham, Que.
103,267	Mildred.....	1897	Cambridge, N.B.....	54 0	14 7	7 0	40	27	13 se...	John E. Moore, M.O., St. John, N.B.
116,265	Mildred.....	1903	Toronto, Ont.....	70 0	10 0	3 5	39	25	10 se...	E. R. Wood, Toronto, Ont.
122,201	Millecte.....	1906	Port Hawkesbury, N.S.	70 0	15 0	6 3	53	45	17 se...	Nathaniel Curry, Amherst, N.S.
111,978	Milknail.....	1901	Vancouver, B.C.....	31 6	8 7	3 4	7	5	1 se...	Fusilio Modabe, <i>et al.</i> , New Westminster, B.C.
107,305	Millic K.....	1900	Whitewater, N.S.....	48 0	13 0	5 2	20	7	10 se...	The Nova Scotia Produce Co., Ltd., Canning, N.S.
111,856	Mills.....	1903	Owen Sound, Ont.....	38 0	9 0	4 0	11	7	2 se...	Manitowlin Fish Co., Ltd., Manitowaning, Ont.
126,174	Mina W.....	1908	Steveston, B.C.....	35 5	9 1	3 7	7	5	1 se...	John Wm. Wise, New Westminster, B.C.
80,390	Minden.....	1880	Minden, Ont.....	30 8	7 5	2 6	4	3	4 se...	Jas. Laman, Minden, Ont.
122,126	Miner.....	1880	Arrow-on-Tyne, G.B....	65 0	14 6	6 8	49	33	16 se...	The Port Hood Richmond Ry. Coal Co., Ltd., Port Hood, N.S.
121,701	Mineta.....	1905	Minette, Ont.....	51 0	8 7	3 0	11	7	4 se...	H. C. Minett, Minette, Ont.
107,361	Minitaga.....	1898	Midland, Ont.....	77 3	16 5	8 4	73	29	28 se...	Robert Waddell, Trenton, Ont.
103,881	Mink.....	1896	Gordon Creek, Que.....	37 0	16 0	3 5	14	9	20 se...	A. Lumsden, Ottawa, Ont.
100,030	Mink.....	1891	Port Carling, Ont.....	72 0	11 0	3 8	56	38	8 se...	Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
78,927	Minnchaba.....	1882	Parry Sound, Ont.....	60 0	13 0	5 6	32	22	25 se...	John C. Miller, Parry Sound, Ont.
96,981	Minnchaba.....	1890	New Westminster, B.C.	37 0	6 5	3 0	7	5	1 se...	James Hunter, Victoria, B.C.
92,020	Minnchaba.....	1888	Peterborough, Ont.....	27 5	6 3	.....	2	1	1 se...	Sidney Smith, Port Arthur, Ont.
112,978	Minnicola.....	1893	Owen Sound, Ont.....	32 0	7 5	3 0	9	6	1 se...	Glass Reef Gold Mining Co., Ltd., Little Mountain, Ont.
112,178	Minnette.....	1899	Owen Sound, Ont.....	36 0	6 2	2 7	4	3	1 se...	A. F. Bailey, Fox Point, Ont.
107,882	Minnewanka.....	1899	New York, U.S.A.....	31 0	7 0	3 6	5	4	8 se...	The Canadian Pacific Railway Co., Montreal, Que.
112,330	Minnieg.....	1902	Collingwood, Ont.....	56 0	9 6	9 4	35	21	6 se...	D. S. Pratt, Midland, Ont.
121,725	Minnie.....	1906	Sunbury, B.C.....	32 0	10 8	4 6	13	9	2 se...	Karl Helenius, Sunbury, B.C.
116,362	Minnie A. Clark..	1903	Goderich, Ont.....	69 3	15 0	6 5	36	25	11 se...	Dominion Fish Co., Ltd., Winnipeg, Man.

*Formerly "Westport."

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116,662	Minnie C.	Midland	1904	Midland, Ont.	34 0	8 5	4 0	7	5	1 sc ...	James Crawford, Moon River, P.O., Parry Sound, Ont.
103,572	Minnie D.	Collingwood	1889	Hamilton, Ont	24 8	6 6	3 3	3	2	2 sc ...	J. Larson, Parry Sound, Ont.
107,889	Minnie M.	Montreal	1884	Detroit, Mich., U.S.A.	140 0	30 0	10 0	613	276	38 sc	The Algoma Central Railway Co., Sault Ste. Marie, Ont.
78,028	Minnie Martin.	Collingwood	1882	Port Severn, Ont	30 0	9 7	6 6	10	7	2 sc ...	Charles Martin, Port Severn, Ont.
107,468	Minnie May	Lindsay	1894	Cobocook, Ont.	42 5	8 0	3 0	10	8	5 pa ...	John R. Phillips, Cobocook, Ont.
74,389	Minnie Wade	Toronto	1871	Penetanguishene, Ont.	35 0	8 4	3 2	9	6	4 sc ...	J. D. Johnson, Belle Ewart, Ont.
117,199	Minniakie.	Kenora.	1905	Dinorwic, Ont	45 0	9 5	4 2	18	12	6 sc ...	Wm. H. Whalen, Fort William, Ont.
92,618	Minota.	Port Arthur.	1890	Vermilion Bay, Ont.	63 0	17 2	5 0	35	24	2 se ...	J. Bowman, Rossport, Ont.
100,032	Minota.	Toronto	1891	Toronto, Ont.	65 5	11 2	5 7	29	19	5 se ...	W. B. Nesbitt, Toronto, Ont.
111,591	Minto.	New Westminster ..	1900	Harrison River, B.C.	60 0	9 2	2 4	36	23	2 pa ...	R. C. Menton, M.O., Harrison River, B.C.
107,757	Minto.	Ottawa.	1899	Dundee, G.B.	225 0	32 7	18 3	1,090	372	216 se ...	Minister of Marine and Fisheries, Ottawa, Ont.
107,433	Minto.	Vancouver	1898	Nakusp, B.C.	161 7	30 1	5 1	829	522	17 pa ...	Canadian Pacific Railway Co., Montreal, Que.
88,666	Miranichi.	Chatham, N.B.	1885	Chatham, N.B.	85 7	17 3	6 9	72	49	25 se ...	Miranichi Steam Navigation Co., Chatham, N.B.
92,282	Mischief	Owen Sound	1886	Owen Sound, Ont.	31 0	9 0	4 8	9	6	5 se ...	H. E. C. Carey, Bruce Mines, Ont.

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112,279	Missisquoi	1903	Noyan, Que.	88 2	20 9	6 0	151	93	16 se...	Rockport Navigation Co., Ltd., Rockport, Ont.
121,781	Mississippi	1905	Carleton Place, Ont.	36 2	7 7	3 6	4	3	$\frac{2}{3}$ se...	Wesley Cooke, Carleton Place, Ont.
107,513	Mist	1897	Seattle, Wash., U.S.A.	46 7	12 0	3 9	29	20	10 se...	Gavin Lawson, Victoria, B.C.
100,854	Mistassini	1891	Roberval, Que.	130 0	22 4	8 2	235	148	200 pa...	E. F. Wirtels, Quebec, Que.
122,648	Mistongo	1907	Lake Abitibi, Ont.	71 0	20 1	4 2	84	48	5 pa...	Thomas Walsh, Kenora, Ont.
107,461	Mizpah	1888	Lindsay, Ont.	25 0	6 0	2 9	2	2	3 se...	A. H. Cottingham, Lindsay, Ont.
85,339	Mocking Bird	1886	Toronto, Ont.	72 0	11 8	4 2	38	26	20 se...	P. McArthur, Westbourne, Man.
96,658	Modjeska	1889	Yoker, G. B.	178 0	31 1	12 3	678	461	180 se...	Hamilton Steamboat Co., Limited, Hamilton, Ont.
103,396	Mohawk Queen	1904	Deseronto, Ont.	44 6	9 0	4 0	16	11	2 se...	Robert Weddell, Trenton, Ont.
103,927	Mollie	1897	Lakefield, Ont.	41 0	6 6	2 5	11	7	6 se...	J. J. McElin, Peterborough, Ont.
111,851	Mollie S.	1901	Owen Sound, Ont.	68 0	12 7	5 0	45	27	9 se...	Goderich Engine & Bicycle Co., Ltd., Goderich, Ont.
100,401	Mona	1894	Hamilton, Ont.	23 6	6 1	3 4	2	2	3 se...	J. Bradley, Hamilton, Ont.
94,873	Mona	1889	Montreal, Que.	54 2	12 8	5 8	25	17	20 se...	Thomas Gauthier, Montreal, Que.
95,509	Monaco	1888	Hampton, G. B.	41 8	8 3	3 6	10	6	6 se...	J. H. Garth, Montreal, Que.
111,886	Monarch	1906	Gore's Landing, Ont.	84 0	14 0	5 7	73	50	6 se...	Wilbert C. Harris and Daniel McAlister, Gore's Landing, Ont.
94,545	Monarque	1886	Sorel, Que.	108 9	30 4	6 9	136	86	30 pa...	Jos. H. Dansereau, Varennes, Que.
*100,925	Moneta	1888	Ottawa, Ont.	20 0	5 2	2 2	1	1	2 se...	R. Lamb and J. Robertson, Ottawa, Ont.
446,212	Monitor	1863	Clayton, N. Y., U.S.A.	59 0	15 1	4 6	32	19	$1\frac{1}{2}$ se...	Joachim Hogue, Valleyfield, Que.
107,891	Monitor	1899	Montreal, Que.	60 5	16 6	7 2	62	39	14 se...	Minister of Public Works, Ottawa, Ont.
111,955	Monolua	1903	Olympia, Wash., U.S.A.	36 4	9 3	3 6	10	7	$1\frac{1}{2}$ se...	Wm. A. McAdam, Harrison, B.C.
77,933	Montague	1878	Georgetown, P. E. I.	79 0	19 7	8 7	130	38	35 pa...	The Georgetown Ferry Co., Ltd., Georgetown, P. E. I.
117,069	Montcalm	1904	Yoker, G. B.	245 0	40 6	15 7	1432	526	406 se...	The Minister of Marine and Fisheries, Ottawa, Ont.
107,821	Monte Cristo	1891	Ballard, Wash., U.S.A.	108 6	20 4	3 9	286	156	7 pa...	R. Cunningham & Son, Ltd., Port Essington, B.C.
92,755	Montmorency	1889	Quebec, Que.	35 5	10 8	4 8	18	12	50 se...	W. J. Poirer, Montreal, Que.
116,600	Montreal	1904	Sorel, Que.	332 4	43 5	14 8	4282	2269	386 pa...	Richelieu & Ontario Navigation Co., Montreal, Que.

* Formerly "P. J. Turgeon." † Formerly a sailing vessel.

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122,504	Mopsey	Vancouver	1906	Vancouver, B.C.	26 6	8 0	2 4	6	4	4 se ...	George C. Miller, Vancouver, B.C.
116,766	Morinus	Toronto	1904	Port Carling, Ont.	47 0	8 4	3 6	10	7	4 se ...	Wm. Robinson, Kingston, Ont.
107,424	Morning Star	Brookville	1907	Toronto, Ont.	95 5	12 5	5 0	72	39	22 se ...	Hon. Clifford Sifton, Ottawa, Ont.
100,759	Morning Star	Toronto	1894	"	34 0	7 5	3 4	5	3	1 se ...	Jos. Goodwin, Toronto, Ont.
99,797	Morris	Victoria	1888	Victoria, B.C.	39 5	9 2	3 6	12	8	1 se ...	The Federation Brand Salmon Cann- ing Co., Ltd., Victoria B.C.
121,815	Moto.	Digby	1906	Digby, N.S.	45 0	10 4	4 3	15	12	6 se ...	Fred A. Robinson, Digby, N.S.
111,760	Mountain Bell	Kenora	1895	Carleton Place, Ont.	28 0	6 0	2 8	4	3	2 se ...	W. Mather, Bow River, Sask.
92,780	Mountain Belle	Vancouver	1888	"	30 2	6 1	3 0	5	3	5 se ...	Thos. R. Lane, Vancouver, B.C.
92,537	Mountain Maid	Montreal	{ 1850 1879	{ Magog, Que.	101 2	19 4	6 4	118	62	14 pa ...	I. Poutvoye, St. John's, Que.
107,727	Mou-Ping	Vancouver	{ 1899 1908	{ Hong Kong, China. Vancouver, B.C.	64 0	10 3	6 0	33	22	8 se ...	Benjamin T. Rogers, Vancouver, B.C.
122,166	Mowitz	Vancouver	1906	Vancouver, B.C.	45 9	17 1	5 2	50	34	1 se ...	Harper C. Nixon, Denmans Island, B.C.
107,454	Moyie	"	1898	Nelson, B.C.	161 7	30 1	5 1	835	526	17 pa ...	Canadian Pacific Ry. Co., Montreal, Que.
116,867	Mudpout	Ottawa	1904	Hull, Que.	40 0	16 0	4 4	34	25	— se ...	The E. B. Eddy Co., Ltd., Hull, Que.
103,042	Mulgrave	"	1893	New Glasgow, N.S.	114 8	31 0	16 4	485	330	75 se ...	The Minister of Railways and Canals, Ottawa, Ont.

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117,200	Muriel	Kenora	1905	Dinorwic, Ont.	35 0	9 5	4 5	16	11	1 se	Wm. H. Whalen, Fort William, Ont.
116,709	Muriel	Quebec	1902	Quebec, Que.	69 0	16 8	7 0	64	44	24 se	William Price, Quebec, Que.
90,703	Muriel	Victoria	1887	Victoria, B.C.	70 0	15 5	6 7	44	28	4 se	Packers Steamship Co., Ltd., Vancouver, B.C.
* 101,261	Murray Bay	Montreal	1877	Wilmington, U.S.A.	251 0	34 7	7 9	969	610	120 pa.	Richelieu & Ontario Navigation Co., Montreal, Que.
100,283	Muskoka	Peterborough		Simcoe, Ont.	36 5	10 5	3 7	22	15	2 pa.	Gilmour & Co., Toronto, Ont.
83,372	Muskoka	Toronto	1881	Gravenhurst, Ont.	94 0	18 0	7 3	197	134	60 se	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
88,634	Myra	Prescott	1884	St. Catharines, Ont.	82 0	17 2	8 6	73	37	32 se	James Buckley, Prescott, Ont.
100,308	Myron B.	Windsor, Ont.	1885	Detroit, Mich., U.S.A.	48 0	9 8	3 8	16	11	1 se	Walter H. Hawkins, <i>et al.</i> , Little Current, Ont.
83,634	Myrtle	Brookville	1880	Brookville, Ont.	39 0	7 7	3 5	9	7	12 se	David Ward, Toronto, Ont.
111,959	Myrtle	New Westminster	1899	New Westminster, B.C.	27 5	5 5	2 5	4	3	5 se	Hori Windelbank, Mission City, B.C.
111,588	Myrtle	Peterborough	1901	Peterborough, Ont.	33 2	7 7	3 2	5	4	4 se	Herbert Watt, Peterborough, Ont.
116,758	Myrtle	Toronto	1904	Point Abino, Ont.	40 0	9 5	4 0	9	6	2 se	J. W. Hann, Tp. of Bertie, Welland Co., Ont.
116,849	Mystery	Owen Sound	1906	Lion's Head, Ont.	60 1	14 2	6 1	53	36	5 se	Clark Seacabald, Lion's Head, Ont.
94,816	Mystery	Victoria	1893	Victoria, B.C.	80 5	16 5	7 8	65	39	24 se	MacKenzie Bros., Ltd., Vancouver, B.C.
107,131	N. Dymont	Goderich	1900	Goderich, Ont.	73 0	16 8	8 0	59	40	10 se	N. Dymont, Barrie, Ont.
95,852	Nagasaki	New Westminster	1889	Hong Kong, China	46 5	9 3	5 3	15	10	6 se	C. J. Lowen, Vancouver, B.C.
126,014	Nahma	Port Arthur	1898	Superior, Wis., U.S.A.	34 0	7 8	4 0	7	5	2 se	A. J. McComber, Port Arthur, Ont.
88,538	Naiad	Hamilton	1890	Toronto, Ont.	68 0	10 2	3 3	29	20	20 se	Harnett S. Sandford, M.O., Hamilton, Ont.
92,389	Naiad	Kingston	1885	Kingston, Ont.	51 4	9 2	3 9	15	10	7 se	The Minister of Public Works, Ottawa, Ont.
100,930	Naiad	Ottawa	1890	Hull, Que.	41 8	8 3	4 6	7	6	5 se	T. G. Brigham, Ottawa, Ont.
122,539	Naiad	Vancouver	1907	Vancouver, B.C.	58 0	12 9	7 5	46	31	8 se	Leon Benoit and Joseph H. Benoit, Alert Bay, B.C.
121,764	Naiade	Vancouver	1906	Vancouver, B.C.	41 2	10 6	4 1	19	13	3 se	Board of Trustees of the Presbyterian Church in Canada, Toronto, Ont.
100,729	Nana	Montreal	1887	Montreal, Que.	75 2	10 3	4 4	42	36	14½ se	Richard B. Angus, Montreal, Que.

* Formerly "Carolina."

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
107,729	Nancy	Vancouver	1900	Vancouver, B.C.	26 9	8 6	2 4	6	4	1 sc ..	Wm. J. Belding, Vancouver, B. C.
116,779	Nancy	"	1904	New Westminster B.C.	17 0	4 1	1 6	1	1	5 sc ..	Charles S. V. Branch, Vancouver B. C.
112,147	Naniwa	Kingston	1903	Kingston, Ont.	54 3	8 9	2 9	12	7	9 sc ..	F. J. Phillips, Toronto, Ont.
122,397	Nanoose	Victoria	1908	Victoria, B. C.	116 0	24 6	14 0	305	166	63 sc ..	Esquimalt & Nanaimo Railway Co., Victoria, B. C.
107,083	Nap	Ottawa	1893	Carleton Place, Ont.	25 5	6 9	2 6	1	1	3 sc ..	N. Tessier, Hull, Que.
85,308	Napierville	Montreal	1883 1899	Sorel, Que. Montreal, Que.	123 9	42 4	5 4	165	113	11 pa ..	Mrs. Arthemise Robert, Montreal, Que.
*62,598	Natashquan ..	Quebec	1870	Sunderland, G. B.	198 7	27 3	15 5	991	642	98 sc ..	The North Shore Transportation & Wreckage Co., Ltd., Quebec, Que.
116,255	National	Toronto	1903	Toronto, Ont.	39 0	10 0	4 6	18	12	5 sc ..	The Corporation of the City of Toronto, Ont.
107,926	Native	New Westminster ..	1906	New Westminster, B. C.	66 0	14 0	6 0	52	36	13 sc ..	John Flewin, Port Simpson, B. C.
35,419	Nautilus	St. Andrews	1887	New York, N. Y., U. S. A.	56 0	14 0	4 2	27	18	11 sc ..	Mrs. Addie L. Young, St. Stephen, N. B.
†100,640	Navaajo	Kingston	1895	Kingston, Ont.	108 6	21 7	8 7	179	92	63 sc ..	G. A. and H. W. Richardson, J. O., Kingston, Ont.
96,901	Nelhe	"	1882	"	39 6	7 4	3 9	7	3	6 sc ..	J. N. Leeman, Smith's Falls, Ont.
92,660	Nellie Bly	St. Catharines ..	1890	Port Dalhousie, Ont.	42 2	13 4	4 2	13	7	8 sc ..	Jos. Goodwin, Toronto, Ont.
103,438	Nelhe H.	Chatham, N. B.	1897	Chatham, N. B.	41 1	9 0	4 2	8	5	3 sc ..	Edward Miller and H. R. Annett, J. O., Gaspe, Que.

* Formerly the "Polino." + Formerly "King Ben."

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90,544	Nellie Reid	Montreal	1886	Buffalo, N.Y., U.S.A.	70 5	16 8	8 4	56	29	90 sc	Stephen Paul, Sorel, Que.
94,846	Nellie S.	Windsor, Ont.	1885	Detroit, Mich., U.S.A.	20 8	5 6	2 5	3	2	1 sc	Geo. Sutherland, Essex Centre, Ont.
107,467	Nellie T.	Lindsay	1891	Lindsay, Ont.	36 0	6 5	2 7	5	3	6 pa.	Michael Dovey, Lindsay, Ont.
88,667	Nelson	Chatham, N.B.	1885	Chatham, N.B.	78 4	14 7	7 0	64	44	21 sc	Reynolds Harrington, Sydney, N.S.
96,987	Nelson	New Westminster	1891	Nelson, B.C.	134 4	26 5	5 5	496	312	13 pa.	Canadian Pacific Railway Co., Montreal, Que.
92,762	Neptune	Quebec	1889	Lotbinière, Que.	32 6	8 8	2 8	11	8	8 sc	John Breakay, Quebec, Que.
88,682	Neptune	St. John, N.B.	1885	Portland, N.B.	73 5	17 7	7 9	71	48	32 sc	P.W. Thomson, <i>et al.</i> , St. John, N.B.
103,255	Neroid	"	1895	St. John, N.B.	50 6	14 2	5 4	30	20	13 sc	I.W. Smith, St. John, N.B.
103,056	Neroid	Yarmouth	1894	Yarmouth, N.S.	36 0	11 0	5 6	12	8	1 sc	H.B. Cann, Yarmouth, N.S.
121,951	Nettie B.	Port Stanley	1906	Port Stanley, Ont.	37 7	11 8	4 3	12	9	4½ sc	Wm. Berry, Port Stanley, Ont.
	New York	Montreal	1870	Sorel, Que.	126 1	23 0	8 2	311	143		H.A. Chillas, Nicolet, Que.
121,766	New Zealand	Vancouver	1906	Heriot Bay, B.C.	34 8	11 0	4 0	19	13	3 sc	Mrs. Helen Bull, Heriot Bay, B.C.
111,813	Nowera	"	1901	Vancouver, B.C.	52 5	13 6	5 6	56	37	9 sc	Herbert Whitaker, Vancouver, B.C.
110,697	Newington	"	1899	Hull, G.B.	115 3	21 0	11 5	193	61	58 sc	E.J. Fader, New Westminster, B.C.
85,761	Newport	Montreal	1879	Georgetown, Que.	47 0	12 0	6 0	12	8	20 sc	Hy. H. Caswell, Newport, Vt., U.S.A.
126,215	Nezko	Vancouver	1908	North Vancouver, B.C.	37 1	9 8	4 0	12	8	3 sc	William H. Brain, North Vancouver, B.C.
*33,589	Niagara	Ottawa	1856 1901	Glasgow, G.B. rebuilt	159 0	21 1	10 4	396	215	28 sc	The Ontario & Quebec Nav. Co., Ltd., Picton, Ont.
122,163	Nidge	Vancouver	1906	Vancouver, B.C.	63 7	14 3	7 0	58	39	16 sc	Ross & Howard Iron Works Co., Ltd., Vancouver, B.C.
111,948	Night Hawk	New Westminster	1902	New Westminster, B.C.	42 0	7 5	3 5	10	7	8 sc	The Edmonton Logging Co., Ltd., New Westminster, B.C.
117,145	Nightingale	Kenora	1905	Kenora, Ont.	33 0	7 0	3 8	5	3	1 sc	Thomas Dufresne, Kenora, Ont.
103,393	Nile	Deseronto	1870	Battersca, Ont.	90 1	19 1	6 0	96	49	20 sc	The Radburn Co., Deseronto, Ont.
103,957	Nile	Montreal	1891	Sorel, Que.	71 1	11 1	4 0	28	19	22 sc	The Minister of Public Works, Ottawa, Ont.
107,686	Nilka	Ottawa	1897	Ottawa, Ont.	24 8	5 7	1 8	1	1	4 sc	John Jamieson, <i>et al.</i> , Ottawa, Ont.
90,521	Nina	Chatham, Ont.	1889	Rondeau, Ont.	32 0	9 5	4 8	11	9	10 sc	J. Cooper, Chatham, Ont.
116,770	Nina	Toronto	1903		24 5	6 7	2 5	3	2	1 sc	Mrs. Asenath A. Glanville, Cutler, Ont.

* Formerly "Druid."

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant, — et adresse.
103,377	Ninsongis	Winnipeg	1894	Simcoe, Ont.	45 0	11 0	5 5	7	5	3 hp ..	A. F. D. MacGachan, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J. O. Robert J. Spratt, Vancouver, B.C.
122,328	Niobe	Vancouver	1905	Vancouver, B.C.	20 7	5 9	2 8	2	1	1 sc ..	Ludgie Villeneuve and Albert Robert- son, J. O., Nipigon, Ont.
117,090	Nipigon	Collingwood	1908	Collingwood, Ont.	56 8	9 6	7 0	36	24	6 sc ..	Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
92,443	Nipissing	Toronto	1887	Gravenhurst, Ont.	125 0	21 0	7 6	275	207	23 hp ..	Robt. J. Strond, Milford Bay, Ont.
+103,682	Niska	"	1897	Milford Bay, Ont.	36 0	8 0	3 8	9	6	3 sc ..	Thomas Robson, Fenelon Falls, Ont.
107,465	Nobly	Lindsay	1883	Peterborough, Ont.	25 0	5 5	2 2	2	1	1 sc ..	The French River Boom Co., Toronto, Ont.
100,025	Noeross	Toronto	1887	Tanarac Island, Ont.	45 0	11 5	5 2	20	14	7 sc ..	W. C. Edwards, Rockland, Ont.
*100,937	Nokomis	Ottawa	1887	Morristown, N.Y., U.S.A.	55 6	10 0	3 9	25	17	— sc ..	Gerald W. and William M. Birks, J. O., Montreal, Que.
121,970	Nonad	Kingston	1906	Boston, Mass., U.S.A.	48 0	10 5	5 0	19	13	4½ sc ..	The British Columbia Tie & Tim- ber Co., Ltd., Vancouver, B.C.
126,081	Noname	Vancouver	1908	Vancouver, B.C.	76 5	18 9	9 3	113	77	26 sc ..	The Minister of Public Works, Ottawa, Ont.
71,269	Nora	Montreal	1886	Deseronto, Ont.	50 0	9 6	4 0	28	19	3 sc ..	H. Ball-Irving, Vancouver, B.C.
100,208	Nora	Vancouver	1889	Port Essington, B.C.	45 0	10 5	5 0	19	13	2 sc ..	Pacific Coast Fisheries, Ltd., Van- couver, B.C.
122,377	Nora	"	1907	Port Guelchon, B.C.	45 1	11 7	4 6	24	17	5 sc ..	Gerald F. Paine, Vancouver, B.C.
122,327	Nora	"	1906	Port Madison, Wash., U.S.A.	35 0	11 4	3 8	13	9	1 sc ..	

+ Formerly "Wawonaissa."

* Formerly "Gipseey."

103,380	Nora	Winnipeg	1895	Rat Portage, Ont.	44 0	11 1	3 7	20	14	1 so	D. L. Mather, Kenora Ont.
122,501	Nora Creina	Vancouver	1907	Vancouver, B.C.	22 3	6 1	2 5	2	1	$\frac{2}{3}$ se	William B. Barwis, Vancouver, B.C.
122,147	Nora J.	Barrington	1907	Varmouth, N.S.	54 0	12 4	5 0	19	13	8 se	James C. McGray, Cape Island, N.S.
112,044	Nord	Quebec	1902	Peribonca, Que.	62 2	15 2	4 5	56	38	3 se	Edward S. Vignette, Peribonca, Que.
126,090	Norenska	Vancouver	1908	Vancouver, B.C.	29 6	8 0	3 0	5	3	1 se	William Farrell, Vancouver, B.C.
97,108	Norfolk	Port Burwell	1907	Collingwood, Ont.	62 0	14 0	6 6	32	22	10 se	Frederick W. Doty, Goderich, Ont.
107,244	Normansell	New Westminster	1890	Maple Ridge, B.C.	29 0	6 3	2 8	5	3	1 se	S. T. Treze, New Westminster, B.C.
*83,143	Norseman	Goderich	1864	St. Catharines, Ont.	177 2	28 4	12 2	620	400	200 se	N. Dymont, and A. E. Dymont, J. O. Barrie, Ont.
88,323	North	Quebec	1886	Lévis, Que.	132 4	25 2	9 3	289	182	30 pa	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
96,911	North King	Kingston	1868 1891	Montreal, Que Kingston, Ont.	175 0	43 0	10 0	873	499	500 pa	Lake Ontario & Bay of Quinte Steamboat Co., Ltd., Kingston, Ont.
107,614	North River	Ottawa	1899	Kippewa, Que.	50 2	18 0	4 0	22	11	20 pa	McLachlin Bros., Ltd., Amprior, Ont.
107,725	North Vancouver	Vancouver	1900	Vancouver, B.C.	73 4	20 1	6 7	104	71	19 se	Corporation of North Vancouver, Vancouver, B.C.
117,105	Northern Belle	Ottawa	1905	Sturgeon Falls, Ont.	104 0	21 6	7 6	222	169	30 se	French River & Nipissing Navigation Co., Ltd., Sturgeon Falls, Ont.
71,193	Northern Light	"	1876	Lévis, Que.	133 2	25 0	14 7	393	267	120 se	Minister of Marine and Fisheries, Ottawa, Ont.
116,941	Northern Light	Kenora	1903	Kenora, Ont.	32 0	9 0	4 0	17	12	$\frac{5}{8}$ se	G. H. Draper, Kenora, Ont.
96,937	Northumberland	Charlottetown	1891	Newcastle-on-Tyne, G.B.	220 0	33 1	20 4	1,255	519	350 se	The Charlottetown Steam Nav. Co., Ltd., Charlottetown, P.E.I.
122,011	Norway Belle	Ottawa	1905	Bristol, Que.	66 7	25 8	4 7	46	42	2 pa	Archibald Macfarlane, Bristol, Que.
85,364	Nosbonsing	"	1884	Lake Nosbonsing, Ont.	56 6	11 8	4 6	25	19	8 se	J. R. Booth, Ottawa, Ont.
124,261	Nunber 26	Quebec	1908	Kirkintillock, G.B.	68 9	15 1	8 1	49	28 se	The Dominion Lumber Co., Ltd., Quebec, Que.
107,302	Nyanza	Windsor, N.S.	1899	Horton, N.S.	76 5	21 3	8 2	83	49	17 se	F. W. Sumner, Moncton, N.B.
100,403	Nymoca	Hamilton	1896 1906 1902	Hamilton, Ont.	72 0	11 0	5 0	51	35	7 se	G. F. Beaumont, <i>et al.</i> , Muskoka, Ont.
112,171	Nymph	Toronto	1907	Milford Bay, Ont.	72 6	14 8	4 0	84	57	14 se	Peter Campbell, Gravenhurst, Ont.
94,914	Ocean Lily	Southampton	1887	Port Elgin, Ont.	29 0	7 0	3 0	3	2	4 se	Edward Brooks, Red Bay, Ont.

* Formerly "Enterprise."

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116,684	Ocelot.....	Richibucto.....	1908	Richibucto, N.B.....	37 0	10 0	5 0	13	11	1 sc ..	William E. Forbes, Richibucto, N.B.
100,945	Odessa.....	Collingwood ..	1894	Collingwood, Ont.....	32 0	8 0	7 6	12	8	2 sc ..	A. L. Nickerson, M.O., Midland, Ont.
111,460	Ogema.....	Winnipeg.....	1901	Selkirk, Man.....	55 5	11 5	4 5	29	14	2 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
494,931	Ogemah.....	Port Hope.....	1889	Lindsay, Ont.....	85 0	15 0	5 0	72	45	45 pa..	Trent Valley Navigation Co., Ltd., Bobcaygeon, Ont.
126,282	Ogistob.....	St. John, N.B.....	1908	St. John, N.B.....	29 2	7 1	4 2	6	4	1 sc ..	Fred. A. Dykeman, St. John, N.B.
116,281	Ohm.....	Halifax.....	1902	Dartmouth, N.S.....	24 5	5 2	3 0	2	2	4 sc ..	Walter S. DeBlois, Halifax, N.S.
112,068	Ojibawaya.....	Peterborough.....	1902	Coneastota, N.Y., U.S.A.	16 2	4 4	1 7	1	1	1 sc ..	Mrs. F. A. Price, Missanaga, Ont.
122,378	Okanagan.....	Vancouver.....	1907	Okanagan Landing, B.C.	193 2	32 3	7 7	1,078	679	32 pa..	Canadian Pacific Ry. Co., Montreal, Que.
102,305	Okema.....	Winnipeg.....	1902	Winnipeg, Man.....	20 5	5 5	2 7	4	3	½ sc ..	Superintendent General of Indian Affairs, Ottawa, Ont.
107,441	Old Pioneer.....	Vancouver.....	1898	Vancouver, B.C.....	39 5	8 0	4 0	10	7	1 sc ..	A. J. Mangold, London, Eng.
100,043	Olga.....	Brockville.....	1896	Brockville, Ont.....	33 0	8 5	4 0	5	4	7 sc ..	John McLaren, Brockville, Ont.
116,277	Olive.....	Halifax.....	1903	Dartmouth, N.S.....	62 0	14 3	6 0	35	24	40 sc ..	The Whitman Fish Co., Ltd., Canso, N.S.
107,623	Olive.....	New Westminster...	1899	Niemen, B.C.....	72 0	12 5	3 5	71	45	4 pa..	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
103,433	Olive.....	Ottawa.....	1895	North Bay, Ont.....	25 6	6 0	3 0	2	1	4 sc ..	G. W. Leach, et al., North Bay, Ont.

+ Formerly "Alice Ethel."

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107, 106	Olive	Victoria	1896	Victoria, B.C.	29 0	9 2	3 2	6	4	3 sc.	S. W. Buckman, Victoria, B.C.
117, 050	Olive R.	Barrington	1905	Shelburne, N.S.	35 0	12 5	6 6	14	12	$\frac{1}{2}$ sc.	Herbert Swin, M.O., Lockeport, N.S.
129, 175	Ombabika	Port Arthur	1906	Lake Nepigon, Ont.	70 0	15 0	6 0	76	51	$10\frac{1}{2}$ sc.	Revillon Bros., Ltd., Montreal, Que.
107, 932	Omega	New Westminster	1900	Lake Bennett, B.C.	98 8	21 0	5 2	127	86	13 sc.	Wm. C. Robinson, Lake Bennett, B.C.
107, 101	On Time	Victoria	1896	Ballard, Wash., U.S.A.	38 0	10 0	4 4	11	4	2 sc.	James Pope, Port Harvey, B.C.
121, 708	Ona	Toronto	1887	Hamilton, Ont.	36 0	9 5	3 5	9	6	$\frac{1}{2}$ sc.	Bertram Yates, Penetang, Ont.
92, 382	Onaganoh	Kingston	1887	Kingston, Ont.	47 2	10 0	3 9	19	13	12 sc.	H. Fraser, Port Cockburn, Ont.
103, 850	Onananiche	Ottawa	1896	Ottawa, Ont.	23 9	5 8	2 4	1	1	3 sc.	E. A. Parsons, <i>et al.</i> , Ottawa, Ont.
*88, 628	Onaping	Windsor, Ont.	1870	Saginaw South, Mich., U.S.A.	120 0	19 0	7 6	256	174	300 sc.	John Charlton, Lynedoch, Ont.
116, 835	Onawa	Kingston	1904	Gananoque, Ont.	29 6	5 4	2 7	2	2	$\frac{1}{2}$ sc.	Wm. J. Reid, Gananoque, Ont.
103, 748	Onelta	Shelburne	1899	Lockeport, N.S.	52 2	12 3	5 3	15	10	13 sc.	Freeman Payzant, Lockeport, N.S.
†90, 562	Ongiara	Toronto	1885	Toronto, Ont.	90 5	18 4	5 4	98	64	80 sc.	The Niagara Navigation Co., Ltd., Toronto, Ont.
94, 885	Ontario	Montreal	1890	Owen Sound, Ont.	297 0	41 3	14 9	1,615	1,018	300 pa.	Canadian Pacific Railway Co., Montreal, Que.
	Ontario	Port Hope	1868	Lindsay, Ont.	58 0	15 0	4 3	80	50	.....	J. Thurston, Lindsay, Ont.
83, 371	Ontario	Toronto	1881	Walker's Point, Ont.	43 5	8 4	3 8	11	8	6 sc.	R. Walker, M.O., Township of Wood, Ont.
125, 983	Ontario No. 1	Montreal	1907	Toronto, Ont.	317 0	54 2	18 7	5,146	3,229	$29\frac{1}{2}$ sc.	The Ontario Car Ferry Co., Ltd., Montreal, Que.
116, 707	Ontaritze	Quebec	1902	Indian Cove, Que.	43 2	9 4	4 4	18	12	3 sc.	Harold Kennedy, Quebec, Que.
111, 973	Onward	Southampton	1902	Kincardine, Ont.	57 0	12 0	6 0	22	15	3 sc.	John McGaw, Kincardine, Ont.
112, 173	Ophir	Toronto	1902	Parry Sound, Ont.	41 8	9 0	4 4	11	8	1 sc.	Milton Pearce, Parry Sound, Ont.
122, 531	Ophir	Vancouver	1907	Vancouver, B.C.	91 4	24 0	8 2	212	139	16 sc.	Burrard Steamship Co., Ltd., Vancouver, B.C.
103, 914	Ora	Victoria	1898	Lake Bennett, B.C.	79 5	16 0	4 3	101	64	3 pa.	Edward J. Smyth, Victoria, B.C.
117, 128	Orcadia	Kingston	1905	Kingston, Ont.	34 0	6 0	3 3	4	3	3 sc.	Arthur F. Macnee, Kingston, Ont.
90, 768	Oreadia	Port Arthur	1888	Goderich, Ont.	54 3	14 0	5 2	23	16	30 sc.	Victor Pelletier and Peter Deslaurier, Port Arthur, Ont.
100, 947	Oreadia	"	1894	Collingwood, Ont.	52 0	11 8	5 8	26	18	8 sc.	John Bowman, Rossport, Ont.
122, 379	Oreadia	Vancouver	1907	Vancouver, B.C.	26 9	8 0	3 4	7	5	$1\frac{1}{2}$ sc.	William B. Hood, Vancouver, B.C.

* Formerly "W. H. Pringle" and "International." † Formerly "Queen City."

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116,270	Oriana.	Toronto	1903	Buffalo, N.Y., U.S.A.	79 0	15 0	9 0	68	46	14 sc ..	Robert E. Menzie, Toronto, Ont.
111,610	Orillia	New Westminster...	1901	New Westminster, B.C.	36 0	8 2	3 0	12	9	1 sc ..	Samuel C. Smith, Vernon, B.C.
92,431	Oriole	Toronto	1886	Gravenhurst, Ont.	75 0	14 5	4 4	75	48	4 sc :	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
88,378	Oriole	Vancouver.....	1885	Victoria, B.C.	27 5	7 0	3 5	4	3	1 sc ..	G. J. Blackman, Vancouver, B.C.
†100,031	Orion	Quebec.....	1872	Welland, Ont.	173 8	29 5	12 5	572	311	30 sc ..	Edouard Hayneman, Lanoraie, Que.
116,332	Orion	Victoria	1904	Christiania, Norway	94 1	17 4	10 6	109	22	42 sc ..	The Pacific Whaling Co., Ltd., Vic- toria, B.C.
112,148	Oriaka	Kingston	1903	Kingston, Ont.	38 8	8 1	3 3	6	4	3 sc ..	Wm. Morris, Toronto, Ont.
107,235	Orleans	Quebec	1898	Lévis, Que.	118 0	28 0	2 9	269	183	52 sc ..	La Compagnie Maritime Industrielle de Lévis, Que.
116,633	Oro	Kenora	1898	Hamilton, Ont.	25 8	6 0	2 8	2	1	1 sc ..	Grace Mining Co., Ltd., Ridgeway, Ont.
103,908	Oscar	Victoria	1897	Victoria, B.C.	81 0	21 0	7 0	95	61	8 sc ..	Butler Freighting & Towing Co., Ltd., Victoria, B.C.
122,640	Oscar C.	Kingston	1908	Kingston, Ont.	47 8	10 9	5 0	18	9	4 sc ..	James B. Oliver, Magog, Que.
103,668	Ospray	Winnipeg	1896	Gimli, Man.	49 0	11 0	4 5	21	14	1 sc ..	H. Armstrong, Portage la Prairie, Man.
107,138	Osprey	Goderich	1902	Goderich, Ont.	72 4	15 1	6 8	42	28	17 sc ..	James Purvis, Gore Bay, Ont.
97,016	Osprey	St. Catharines	1895	Port Robinson, Ont.	32 0	9 6	3 2	6	4	6 sc ..	Dan Lang, Aldborough, Ont.

† Formerly "Bromo."

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107,488	Ossifrago.....	Sault Ste. Marie.....	1886	West Bay City, Mich., U.S.A.	161 6	27 8	9 0	632	303	55 se ...	Algoma Central Railway, Sault Ste. Marie, Ont.
112,141	Osso.....	Kingston.....	1902	Kingston, Ont.....	41 8	8 4	3 6	6	4	5 se ...	John H. Wilnott, Beaumaris, Ont.
111,890	Otonabee.....	Peterboro.....	1907	Peterboro, Ont.....	111 2	24 0	5 6	136	87	21 se ...	Otonabee Navigation Co., Ltd., Peterboro, Ont.
121,923	Oranito.....	Quebec.....	1893	Baltimore, Md., U.S.A.	75 0	10 6	2 9	35	24	7 se ...	Alphonse Noel, Bonaventure River, Que.
111,443	Ottawa.....	Ottawa.....	1900	Toronto, Ont.....	256 0	43 2	15 2	2,431	1,344	110 se ...	J. R. Booth, Ottawa, Ont.
94,628	Ottawa.....	".....	1888	Ottawa, Ont.....	56 6	13 6	5 8	21	14	50 se ...	The Minister of Public Works, Ottawa, Ont.
103,950	Ottawa.....	".....	1887	Amprior, Ont.....	26 0	6 3	2 0	1	1	1 se ...	H. F. McLaughlin and Claude McLaughlin, J. O. Arnprior, Ont.
*116,391	Ottawa.....	Sarnia.....	1881	Chicago, Ill., U.S.A.....	151 0	28 4	13 0	617	420	150 se ...	The Reid Towing Co., Ltd., Sarnia, Ont.
116,650	Ottawa.....	Ottawa.....	1904	Ottawa, Ont.....	108 0	24 0	6 2	311	157	17 se ...	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
121,911	Otter.....	Kenora.....	1905	Kenora, Ont.....	40 0	10 0	4 0	16	11	1 se ...	Dominion Fish Co., Ltd., Selkirk, Manitoba.
111,662	Otter.....	Montreal.....	1899	Longueuil, Que.....	24 9	7 8	3 1	3	2	1 se ...	R. J. Durley, Montreal, Que.
103,632	Otter.....	Ottawa.....	1895	Kippewa, Que.....	48 2	16 0	3 6	21	12	20 pa ...	Alex. Lumsden, Ottawa, Ont.
107,832	Otter.....	Victoria.....	1900	Victoria, B.C.....	128 0	24 5	11 0	366	232	24 se ...	Canadian Pacific Railway Co., Montreal, Que.
64,452	Onagondy.....	St. John, N.B.....	1870	St. John, N.B.....	114 0	29 2	9 7	295	99	90 pa ...	The City of St. John, N.B.
92,392	Outlet Queen.....	Kingston.....	1888	Warburton, Ont.....	43 3	9 4	3 6	18	12	5 se ...	Wm. Black, Belleville, Ont.
103,351	Ovide.....	Montreal.....	1897	Sorel, Que.....	57 9	13 9	2 4	17	10	1 pa ...	Joseph Paul, Sorel, Que.
116,318	Owen.....	Amherstburg.....	1881 1908	Detroit, Mich., U.S.A. Amherstburg, Ont.....	69 6 56 5	16 5 17 3	8 4 6 2	49 44	36 30	13 se ... 10 se ...	Frederick J. Trotter, Amherstburg, Ont. Marion Tug Boat Co., Ltd., Victoria, B.C.
122,396	Owen.....	Victoria.....	1901	Tacoma, Wash., U.S.A.	56 5	17 3	6 2	44	3	1 se ...	L. J. Courtice, Courice, Ont.
103,238	Owl (The).....	Montreal.....	1887	Georgetown, Que.....	32 9	7 3	2 9	4	3	1 se ...	James B. Paterson, Montreal, Que.
122,351	Owllet.....	Kingston.....	1907	Kingston, Ont.....	43 6	11 0	4 7	16	11	1½ se ...	Barrington & Cape Island Steam Ferry Co., Ltd., Barrington, N.S.
117,947	Oyama.....	Barrington.....	1905	Port Clyde, N.S.....	53 2	17 2	5 5	44	28	8 se ...	
126,661	P. M. A.....	Charlottetown.....	1906	Egmont Bay, P.E.I.....	37 5	12 5	5 2	15	12	2 se ...	Philip M. Arsenault, St. Chrysostome, P.E.I.
92,286	P. S. Hissordt.....	Owen Sound.....	1887	Owen Sound, Ont.....	66 0	16 0	6 0	45	31	30 se ...	W. J. Bell, Sudbury, Ont.

*Formerly "Boscobel."

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110,649	Pandusia.....	St. John, N.B.....	1900	Port Glasgow, G.B.	330 6	48 1	23 5	3,326	2,165	290 sc ..	Steamship Pandusia Co., Ltd., Rotherham, N.B.
126,148	Panna.....	Sorel.....	1908	Sorel, Que.	31 5	6 3	3 0	3	2	5 sc ..	Pierre Lavalle and Oliver Paul, J.O., Sorel, Que.
†100,756	Pappoose.....	Windsor, Ont.....	1893	Bronté, Ont.....	71 5	18 3	5 7	57	39	4 sc ..	Alfred H. Clarke, Windsor, Ont.
116,323	Parrsboro.....	Parrsboro'.....	1903	Parrsboro', N.S.....	63 9	17 7	7 0	57	26	20 sc ..	J. N. Pugsley, Parrsboro', N.S.
103,641	Parthia.....	Kingston.....	1896	Garden Island, Ont.....	126 8	38 3	7 1	198	84	47 pa... 18 sc ..	The Calvin Co., Ltd., Garden Island, Ont.
†100,234	Pastime.....	Halifax.....	1885	Halifax, N.S.....	69 7	20 3	6 5	68	46	18 sc ..	L. Hefter, Halifax, N.S.
111,751	Pastime.....	Kenora.....	1901	Kenora, Ont.....	42 0	7 0	3 2	15	11	1 sc ..	Young Men's Christian Association, Winnipeg, Man.
121,759	Pastime.....	Vancouver.....	32 4	10 5	3 7	15	10	$\frac{3}{4}$ sc ..	William S. Holland, Vancouver, B.C.
116,947	Patfinder.....	Kenora.....	1903	Prince Albert, Sask.	66 0	12 5	4 0	23	16	$1\frac{1}{2}$ pa... 1 sc ..	Richard Deacon, Prince Albert, Sask.
116,415	Patsy.....	Victoria.....	1898	Gabriola Island, B.C.....	33 5	8 2	3 9	7	5	1 sc ..	James Deguen, Gabriola Island, B.C.
116,611	Pauline.....	Dawson.....	1907	White Horse, Y.T.....	85 5	15 5	3 5	145	91	2 pa... 150 sc ..	Nathaniel B. and John S. Raymond, White Horse, Y.T.
111,163	Pawnee.....	Sydney.....	1890	Athens, N.Y., U.S.A....	115 8	23 9	5 7	107	65	150 sc ..	Cape Breton Electric Co., Ltd., Sydney, N.S.
121,777	Peace River.....	Winnipeg.....	1905	Fort Vermilion, Alta....	110 0	24 0	4 5	292	184	6 pa... 6 sc ..	Hudson Bay Co., London, Eng.
107,872	Pearl.....	Lindsay.....	1899	Bobcaygeon, Ont.....	35 0	7 2	3 0	6	4	6 sc ..	James Lewis, Bobcaygeon, Ont.

† Formerly a sailing vessel.

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103,040	Petrol.....	Ottawa.....	1892	Owen Sound, Ont.....	116 0	22 0	10 3	192	98	50 sc ..	The Minister of Marine and Fisheries, Ottawa, Ont.
121,974	Petrel.....	Victoria.....	1906	Victoria, B.C.....	86 4	17 0	12 3	134	58	23 sc ..	Victoria Machinery Depot Co., Ltd., Victoria, B.C.
107,217	Petrel.....	Winnipeg.....	1899	Westbourne, Man.	120 0	26 0	6 0	168	94	5 sc ..	The Manitoba Gypsum Co., Ltd., Winnipeg, Man.
122,176	Pewabic.....	Port Arthur.....	1906	Lake Nepigon, Ont.....	48 0	12 0	5 0	29	20	8 sc ..	Harry E. Knoble, Port Arthur, Ont.
111,952	Pheasant.....	New Westminster....	1904	Langley, B.C.....	112 0	17 2	5 0	251	158	9 pa ..	The Skeena River Nav. Co., Ltd., Vancouver, B.C.
116,837	Phoebe.	Kingston.....	1904	Kingston, Ont.....	40 6	8 4	3 3	11	7	2 sc ..	John H. Wilnott, Beaumaris, Ont.
111,571	Phoenix.....	Toronto.....	1900	Huntsville, Ont.....	50 0	11 2	4 8	29	20	7 sc ..	Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
+ 103,480	Phoenix.....	Vancouver.....	1896	Ballard, Wash, U.S.A..	75 7	16 0	6 0	87	54	11 sc ..	H. Bell-Irving Co., Ltd., Vancouver, B.C.
116,380	Phyllis.....	Port Arthur.....	21 0	5 4	2 5	2	1	$\frac{1}{2}$ sc ..	L. Walsh and W. C. Dalton, J.O., Port Arthur, Ont.
116,381	Pickett.....	".....	1887	Brooklyn, N.Y., U.S.A.	75 0	13 0	6 0	45	30	14 sc ..	E. J. Nuttall and A. S. Nuttall, J. O., Port Arthur, Ont.
.....	Pictou.....	Montreal.....	1870	Montreal, Que.....	179 6	27 0	11 2	946	502	— pa ..	Richellen & Ontario Navigation Co., Montreal, Que.
.....	Pierrepont.....	Kingston.....	1871	Kingston, Ont.....	123 0	18 8	7 1	252	153	St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
116,810	Pierreville.....	Sorel.....	1906	Pierreville, Que.....	100 0	24 0	3 7	121	76	8 pa ..	Ida Niquette, Pierreville, Que.
125,991	Pikouagami	Quebec.....	1906	Roberval, Que.....	65 4	17 6	3 5	57	36	3 $\frac{1}{2}$ pa ..	Quebec & Lake St. John Railway Co., Quebec, Que.

+ Formerly "Clayoquot."

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88,294 Pilgrim.....	Quebec.....	1884	St. Nicholas, Que.....	122 0	22 1	7 4	262	165	32 pa...	H. S. Folger, Kingston, Ont.
88,303 Pilot.....	".....	1884	Lévis, Que.....	109 9	32 5	13 7	427	269	75 se...	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
111,579 Pilot.....	Toronto.....	1901	Parry Sound, Ont.....	71 5	15 5	6 3	70	48	5 se...	Mrs. Carrie E. Pratt, Parry Sound, Ont.
116,439 Pilot.....	Vancouver.....	1897	".....	25 0	6 5	2 8	2	2	6 se...	Charles G. Johnson, Vancouver, B.C.
111,790 Pilot.....	Victoria.....	1902	Pilot Bay, B.C.....	31 0	7 4	3 2	8	5	— se...	Walter Magnire, Nelson, B.C.
107,109 Pilot.....	".....	1898	Cheminus, B.C.....	127 5	24 8	12 0	279	148	90 se...	Jas. Dunsuir, Victoria, B.C.
116,289 Pioneer.....	Charlottetown.....	1904	Malbone Bay, N.S.....	41 4	10 8	5 2	15	11	1½ se...	Hugh D. MacEwen, M.O., Morell, P.E.I.
112,306 Pioneer.....	Winnipeg.....	1902	Ninette, Man.....	60 0	13 0	3 5	16	8	3½ se...	Pelican Lake Steamboat & Tracing Co., Ltd., Ninette, Man.
75,913 Pioneer.....	Kingston.....	1879	Napamc, Ont.....	49 0	15 2	4 6	28	19	14 se...	H. C. Rothwell, Kingston, Ont.
106,879 Platea.....	St. John, N.B.....	1897	Port Glasgow, G.B.....	324 6	48 6	22 6	3,169	2,044	294 se...	Steamship Platea Co., Ltd., Rodie- say, N.B.
103,102 Plover.....	Montreal.....	1863 1894	Lachine, Que.....	64 7	15 3	7 0	40	27	9 se...	The Sincennes McNaughton Line, Ltd., Montreal, Que.
116,395 Pocahontas.....	".....	1904	North Hatley, Que.....	68 5	16 5	5 0	56	38	12 se...	J. G. Sampson, North Hatley, Que.
92,727 Pochahontas.....	Toronto.....	1885	Muskoka Mills, Ont.....	36 0	16 0	3 7	32	20	4 pa...	Muskoka Mill & Lumber Co., Toronto, Ont.
85,759 Polaris.....	Quebec.....	1883	Lévis, Que.....	118 5	31 4	16 5	533	336	180 se...	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
111,494 Pole Nord.....	".....	1899	Quebec, Que.....	29 6	7 0	3 5	4	3	5 se...	Joseph M. Rousseau, Quebec, Que.
122,475 Pollux.....	Ottawa.....	1907	Toronto, Ont.....	66 0	22 0	5 2	88	23	3½ pa...	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,334 Pontiac.....	".....	1903	Sincow, Ont.....	49 0	16 0	3 6	15	9	20 pa...	Peter Whelen, Ottawa, Ont.
100,687 Popenum.....	New Westminster.....	1894	Popecum, B.C.....	50 0	12 0	3 5	13	8	1 pa...	W. Knight, Popecum, B.C.
90,765 Port Elgin Queen.....	Goderich.....	1886	Port Elgin, Ont.....	52 4	14 4	6 3	37	25	35 se...	A. F. Bowman and C. F. Bowman, Southampton, Ont.
126,203 Port Mellon Flyer.....	Vancouver.....	1908	Vancouver, B.C.....	37 7	10 8	4 8	15	10	3 se...	George E. Gates, Vancouver, B.C.
122,390 Port Simpson.....	Victoria.....	1908	Victoria, B.C.....	136 6	30 4	5 4	607	379	15 pa...	Hudson's Bay Company, London, Eng.
121,922 Portneuf.....	Quebec.....	1906	St. Joseph de Lévis, Que.	59 0	15 7	5 7	39	26	15 se...	Alfred John Lalonde, Kingston, Ont.
94,798 Powerful.....	Richibucto.....	1900	Rexton, N.B.....	54 0	11 0	2 6	29	18	20 se...	John Jardine, Rexton, N.B.
103,557 Préfontaine.....	Montreal.....	1896 1898 1903	Sorel, Que.....	202 0	30 6	8 0	899	533	56 se...	The St. Lawrence Canadian Naviga- tion Co., Ltd., Montreal, Que.
112,166 Premier.....	Chatham, N.B.....	1903	Chatham, N.B.....	38 0	10 4	4 8	9	6	6 se...	A. F. Bently, M.O., Chatham, N.B.

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122,444	Premier	St. John, N.B.	1907	Clifton, N.B.	64 9	21 6	4 7	56	35	4½ pa.	The Clifton Steamship Co., Ltd., Gondola Point, N.B.
* 92,735	Premier.....	Toronto	1888	Hamilton, Ont.	130 0	25 2	9 0	337	219	40 sc ..	W. C. Premlin, Sault Ste. Marie, Ont.
+ 107,900	Prescott	Montreal.....	1873	Montreal, Que.	195 1	27 8	9 0	1,107	648	53 pa..	Richelieu & Ontario Navigation Co., Montreal, Que.
122,343	Prima.....	Toronto	1900	Sorel, Que.	34 0	7 8	3 5	8	5	1 sc ..	The Upper Ontario Steamboat Co., Ltd., New Liskeard, Ont.
107,594	Primrose.....	Owen Sound.....	1898	Toronto, Ont.	53 0	11 0	5 0	23	16	9 sc ..	M. McInnes, Meaford, Ont.
94,990	Primrose.....	Toronto	1899	Owen Sound, Ont.	140 2	28 2	6 8	189	119	42 pa..	The Toronto Ferry Co., Ltd., Toronto, Ont.
112,294	Primrose	Winnipeg.....	1902	Peterboro, Ont.	37 0	8 4	4 0	9	6	1 sc ..	The Hudson's Bay Co., London, Eng.
117,197	Prince.....	Kenora.....	1905	Kenora, Ont.	27 0	6 0	3 0	3	2	1 sc ..	Neil Brunsel, Kenora, Ont.
+ 107,349	Prince Albert.....	Yarmouth	1901	Shelburne, N.S.	97 0	20 0	8 4	127	64	24 sc ..	The Dominion Atlantic Railway Co., London, Eng.
.....	Prince Alfred.....	Kingston.....	1897	Brookville, Ont.	60 2	10 8	5 0	20	10	Mrs. S. E. Miller, Gore Bay, Ont.
80,955	Prince Edward Ferry.....	Pictou, Ont.	1885	Desaronto, Ont.	58 0	18 4	3 0	18	12	12 pa..	Wm. Powles, Desaronto, Ont.
103,595	Princess.....	Charlottetown ..	1896	Graingermouth, G.B.	165 0	26 0	17 7	542	252	90 sc ..	The Minister of Marine and Fisheries, Ottawa, Ont.
.....	Princess.....	Montreal.....	1872	Montreal, Que.	141 9	22 4	7 8	527	298	— pa..	Ottawa River Navigation Co., Mont- real, Que.
116,405	Princess Beatrice.....	Victoria	1903	Victoria, B.C.	193 4	37 4	15 2	1,290	635	124 sc ..	Canadian Pacific Railway Co., Mont- real, Que.

* Formerly "Lincoln" and "Greyhound."

† Formerly "Bohemian."

‡ Formerly "Messenger."

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		1907	Garston, G. B.	195 1	38 2	22 6	1,368	827	75 se.	Canadian Pacific Railway Co., Montreal, Que.
122,387 Princess Ida.	Victoria	1879	Ogdensburg, N.Y.	67 7	13 0	4 2	26	18	25 se.	A. Smallman, Dundee, Que.
77,903 Princess Louise.	Cornwall.	1888	U.S.A.							
+ 104,860 Princess May.	Vancouver.	1888	Newcastle-on-Tyne, G.B.	219 0	33 2	17 7	1,717	892	150 se.	Canadian Pacific Ry. Co., Montreal, Que.
121,988 Princess Royal.	Victoria.	1907	Victoria, B.C.	228 0	40 0	16 6	1,997	981	177 se.	Canadian Pacific Railway Co., Montreal, Que.
103,646 Priscilla.	Toronto	1897	Kingston, Ont.	53 2	9 2	4 6	20	11	15 se.	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
107,724 Proctor.	Vancouver.	1900	Nelson, B.C.	65 0	14 4	5 2	43	29	13 se.	Canadian Pacific Railway Co., Montreal, Que.
122,158 Progressive.	"	1906	Vancouver, B.C.	77 6	18 0	8 8	88	60	16 se.	The Progressive Steamboat Co., Ltd., Vancouver, B.C.
107,865 Prospector.	Dawson	1901	White Horse, Y.T.	110 9	22 2	4 5	263	165	10 pa.	R. P. McLellan, Dawson, Y.T.
121,713 Prospector.	Vancouver.	1905	Vancouver, B.C.	27 0	7 7	2 3	8	5	$\frac{3}{4}$ se.	John M. Fuller, Vancouver, B.C.
111,819 Psyche.	"	1901	"	28 4	6 4	2 9	3	2	* 2 se.	Fred. G. Thulin, Lund, B.C.
111,950 Ptarmigan.	New Westminster.	1903	Golden, B.C.	110 0	29 5	4 0	246	155	4 pa.	The Upper Columbia Navigation & Tramway Co., Ltd., Golden, B.C.
122,493 Puffing Billy.	Chatham, N.B.	1903	Shippegan, N.B.	35 5	10 0	2 5	9	1	pa.	Joseph H. Taylor, Campbellton, N.B.
122,073 Puffing Billy.	Toronto	1905	Waubenshene, Ont.	23 8	5 8	2 9	3	2	$\frac{1}{2}$ se.	John Chamberlege Cantley, Mimicoganshene, Ont.
+ 112,145 Pukwana.	"	1903	Kingston, Ont.	54 3	8 9	3 9	14	9	13 se.	John D. McMurchi, Toronto, Ont.
111,923 Puritan.	"	1901	Holland, U.S.A.	41 4	6 8	3 0	6	4	... se.	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
121,738 Pursuit.	Vancouver.	1905	Vancouver, B.C.	32 0	10 0	3 3	12	8	1 se.	William Main, M.O., Vancouver, B.C.
122,630 Pushot.	Chatham, N.B.	1903	Little Branch, N.B.	28 0	10 0	2 0	15	9	3 pa.	Peter England, Chatham, N.B.
111,623 Pydna.	St. John, N.B.	1900	Port Glasgow, G.B.	309 6	44 5	22 5	2,868	1,855	241 se.	Steamship Pydna Co., Ltd., Roddesay, N.B.
121,780 Qu'Appelle.	Winnipeg.	1907	Port Hymna, Sask.	62 0	17 0	4 0	82	51	10 $\frac{3}{4}$ se.	Wm. Pearson Co., Ltd., Winnipeg, Man.
96,899 Quadra.	Ottawa.	1891	Paisley, G.B.	174 5	31 1	13 6	573	265	120 se.	The Minister of Marine and Fisheries Ottawa, Ont.
96,916 Quebec.	Kingston.	1867	Bedford Mills, Ont.	110 2	23 4	5 1	108	60	45 se.	H. F. Channing, Cornwall, Ont.
122,405 Quebec.	Montreal.	{ 1865 1907	Sorel, Que.	311 0	64 1	12 0	3,498	2,013	120 pa.	The Richelieu & Ontario Nav. Co., Montreal, Que.
122,478 Quebec.	Ottawa.	1907	Carleton Place, Ont.	30 6	7 1	3 0	5	4	2 $\frac{1}{2}$ se.	Teniskaming Navigation Co., Ltd., Mattawa, Ont.

+ Formerly "Hating." + Formerly "Willowdece."

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100,688	Queen.....	New Westminster...	1894	Kamloops, B.C.....	70 0	12 8	3 6	77	49	4 pa...	Mrs. Antoinette LeM. Saucier, Kamloops, B.C.
107,619	Queen.....	Ottawa.....	1899	North Bay, Ont.....	50 2	9 3	4 8	15	12	8 se...	R. Farries, <i>et al.</i> , North Bay, Ont.
92,335	Queen.....	Quebec.....	1886	Lévis, Que.....	117 0	31 6	14 8	367	249	75 se...	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
85,517	Queen.....	Toronto	1883	Roach's Point, Ont.....	35 7	8 5	3 5	7	5	8 se...	Thomas Ellis, Roach's Point, Ont.
*121,980	Queen.....	Victoria.....	1883	Seattle, Wash., U.S.A.....	69 9	16 8	8 4	71	35	23 ¹ / ₂ se...	The Queen City Trading & Transportation Co., Ltd., Victoria, B.C.
78,015	Queen.....	Winnipeg.....	1883	Kenora, Ont.....	49 5	9 0	4 2	32	19	15 se...	A. F. D. MacGachlen Winnipeg, Man., and W. A. Weir, Kenora, Ont., J. O.
†103,482	Queen City.....	Victoria.....	1894	Vancouver, B.C.....	116 0	27 0	10 0	391	244	34 se...	Canadian Pacific Railway Co., Montreal, Que.
90,567	Queen of the Isles.....	Toronto.....	1885	Orillia, Ont.....	72 0	11 0	4 3	40	27	15 se...	Muskoka Leather Co., Ltd., Toronto, Ont.
107,861	Quick.....	Dawson.....	1900 1906	Dawson, Y.T. Teslin Lake, Y.T.....	70 0	14 0	3 0	84	76	2 pa...	Thomas Smith, White Horse, Y.T.
85,571	Quiddy.....	St. John, N.B. ..	1883	Portland N.B.	62 3	12 0	4 9	31	19	10 pa...	B. A. Fanjoy, Johnston, N.B.
†107,481	R. A. McLean.....	Sault Ste. Marie.....	1873	Muskogon, Mich., U.S.A.....	49 0	13 2	5 1	30	14	— se...	Mrs. Margaret McLean, Sault Ste. Marie, Ont.
.....	R. B. McPherson.....	Goderich.....	1872	Goderich, Ont.....	53 9	11 0	5 9	30	20	Jas. Morrow, Collingwood, Ont.

* Formerly "Queen City." † Formerly a sailing vessel. ‡ Formerly "Alice M. Campbell."

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100,125	R. C. Brittain.....	Wallaceburg.....	1877	Toledo, O., U.S.A.	142 2	24 0	8 0	213	149	13 se ...	Wm. Scott, Wallaceburg, Ont.
77,716	R. F. Child.....	Wallaceburg.....			35 5	8 2	4 0	5	3	3 se ...	H. D. Gamble, Toronto, Ont.
111,971	R. H. Dobson.....	Southampton.....	1902	Goderich, Ont.....	75 0	14 7	6 9	44	30	14 se ...	Dobson & McLeod, Southampton, Ont.
111,853	R. J. Morrell.....	Owen Sound.....	1901	Meaford, Ont.....	68 0	13 0	6 5	40	27	10 se ...	Jas. Pilgrim, Meaford, Ont.
103,875	R. P. Flower.....	Montreal.....	1883	Watertown, N.Y., U.S.A.	56 6	10 5	3 5	22	14	2 se ...	V. P. Cautin, Montreal, Que.
85,316	R. P. Ricket.....	Victoria.....	1882	Victoria, B.C.....	177 0	33 6	8 5	817	686	250 pa...	Canadian Pacific Railway Co., Montreal, Que.
116,472	R. R. Call.....	Chatham, N.B.	1904	Chatham, N.B.....	53 6	13 0	5 3	23	16	8 se ...	Charles Reimsborow, Chatham, N.B.
83,154	R. Anglin.....	Belleville.....	1869	Kingston, Ont.....	97 3	22 9	5 4	97	52	2 se ...	R. J. Conch and H. W. Brooks, J.O., Ottawa, Ont.
100,035	R. Hurdman.....	Ottawa.....	1892	Kippewa, Que.....	103 0	19 7	6 6	93	68	45 se ...	A. Lumsden, Ottawa, Ont.
116,305	R. Vis-3.....	Charlottetown.....	1905	Charlottetown, P.E.I....	25 4	7 5	3 4	3	3	5½ se ...	H. H. Crossman, Charlottetown, P.E.I.
103,926	Rambow.....	Peterborough.....	1898	Birdsall, Ont.....	71 4	11 7	3 7	51	34	6 se ...	Francis Burnette, Birdsall, Ont.
126,264	Ralph C.....	Toronto.....	1908	Fesserton, Ont.....	32 0	8 6	4 0	12	7	3 se ...	Walter Wm. Carter, Fesserton, Ont.
90,725	Ralph F. S.....	Halifax.....	1886	Mahone Bay, N.S.....	56 0	13 2	6 2	28	19	20 se ...	Mrs. Rosanna Neville, Halifax, N.S.
*116,400	Ralph T. Holcomb.....	Sarnia.....	1898	Marine City, Wis., U.S.A.	133 5	30 2	9 2	375	165	42 se ...	F. E. Hall, L'Original, Ont.
107,591	Rambler.....	Owen Sound.....	1898	Owen Sound, Ont.....	48 2	8 8	5 0	6	4	14 se ...	Waterous Engine Co., Ltd., Brautford, Ont.
116,266	Rambler.....	Toronto.....	1903	Toronto, Ont.....	70 0	10 0	3 5	39	25	10 se ...	Mrs. Isabelle McKinnon, Toronto, Ont.
117,003	Rambler.....	Vancouver.....	1904	Vancouver, B.C.....	23 0	6 2	2 6	2	1	½ se ...	Cyril J. Haney, Port Haney, B.C.
121,754	Rambler.....	".....	1906	".....	31 0	10 0	4 6	15	10	¼ se ...	Mrs. A. A. Stubbs, Vancouver, B.C.
122,157	Rambler.....	".....		".....	40 6	7 6	4 0	11	7	4 se ...	Mrs. Harriet Ford, Port Hammond, B.C.
103,655	Rambler.....	Winnipeg.....	1896	Kenora, Ont.....	46 7	10 4	4 5	26	18	1 se ...	C. G. Pennock and E. F. Kendall, Kenora, Ont.
107,253	Ranona.....	New Westminster...	1896	Portland, Ore., U.S.A...	178 2	25 0	4 4	251	209	9 pa...	Western Steamboat Co., Ltd., New Westminster, B.C.
97,127	Randolph.....	Quebec.....	1890	Quebec, Que.....	42 2	11 4	4 0	17	4	40 se ...	Mrs. Sarah C. Malone, Trois Rivières, Que.
103,259	Randolph.....	St. John, N.B.....	1894	St. John, N.B.....	38 3	10 3	3 3	9	6	8 se ...	St. John River Log Driving Co., Fredericton, N.B.
92,395	Ranger.....	Deseronto.....	1888	Kingston, Ont.....	46 5	10 6	4 3	14	8	25 se ...	Thomas Walsh, Kenora, Ont.
	Ranger.....	Port Hope.....	1884	Lindsay, Ont.....	74 0	13 0	5 0	53	40		Geo. Crandall, Lindsay, Ont.

* Formerly "Isaac Lincoln."

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†116,937	Ranger.....	Victoria.....	U.S.A.....	58 8	19 0	5 9	53	28	12 sc ..	The Queen Charlotte Oil & Packing Co., Ltd., Victoria, B.C.
94,841	Ranger.....	Windsor, Ont.	1888	Walkerville, Ont	44 4	7 5	3 7	8	5	5 sc ..	Wm. Parker, Sandwich, Ont.
122,407	Rapids King.....	Montreal.	1907	Toronto, Ont.....	239 0	40 0	9 5	1,801	1,199	155 sc ..	Richelieu & Ontario Navigation Co., Montreal, Que.
117,198	Rat Portage	Kenora.....	1905	Kenora, Ont.....	38 5	8 0	3 5	15	10	1 sc ..	Rat Portage Lumber Co., Ltd., Kenora, Ont.
100,050	Recluse.....	Brockville.....	1897	New York, N. Y., U.S.A.	18 5	8 3	2 1	3	2	2 sc ..	E. H. Bissett, Brockville, Ont.
†85,674	Red Fir	Victoria.....	1884	New Westminster, B.C.	75 0	15 4	6 7	67	45	6 sc ..	Red Fir Lumber Co., Ltd., Nanaimo, B.C.
90,787	Red Star.....	Victoria.....	1887	Victoria, B.C.....	33 0	9 0	3 0	15	10	2 pa ..	M. P. Reid, Kaslo, B.C.
112,303	Redwing.....	Winnipeg.....	1904	Saskatoon, Man.....	65 0	10 0	7 0	23	16	5 sc ..	The Superintendent General of Indian Affairs, Ottawa, Ont.
100,654	Reginald.....	Sarnia.....	1894	Garden Island, Ont.....	120 6	20 0	9 7	186	13	400 sc ..	The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
121,790	Reina	Ottawa.....	1905	Hull, Que	30 4	6 8	3 6	4	3	$\frac{1}{2}$ sc ..	Francis St. Louis, Hull, Que.
88,561	Reindeer.....	Kingston.....	1884	Kingston, Ont	74 0	17 2	5 3	58	34	11 sc ..	James Collier, Fredericksburg, Ont.
85,281	Reliance.....	Deseronto	1881	Deseronto, Ont	120 0	23 5	9 0	239	169	134 sc ..	The Ontario & Quebec Navigation Co., Ltd., Picton, Ont.
97,115	Reliance.....	Midland.....	1892	Collingwood, Ont.....	124 0	23 0	11 6	311	182	65 sc ..	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
103,166	Reliance.....	Vancouver.....	1897	New Westminster, B.C.	54 0	12 4	6 1	36	25	8 sc ..	Anglo-British Columbia Packing Co., Ltd., London, Eng.

† Foreign name "Wishkah." † Formerly "Belle."

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97,118	Ripple.....	Collingwood..	1892	Collingwood, Ont.	32 0	8 0	3 7	5	4	1 sc ..	Peter Chesterfield, Richard's Landing, Ont.
72,557	Ripple.....	Kingston.....	1874	Portsmouth, Ont.	38 0	8 6	3 3	13	10	2 sc ..	C. Warren, Pembroke, Ont.
77,493	Ripple.	Ottawa.....	1878	Hull, Que	43 9	8 8	4 6	16	10	14 sc ..	W. H. Wylie, Carleton Place, Ont.
116,212	Ripple.. . .	Quebec.....	1902	Quebec, Que	39 6	9 5	4 5	13	9	3 sc ..	John S. Thom, Quebec, Que.
112,017	Ripple.....	St. Catharines	1902	St. Joseph, Mich., U.S.A	15 4	5 3	3 7	2	1	1½ sc ..	J. P. Gibbons, Port Colborne, Ont.
66,064	Rival.....	Montreal.....	1873	St. Colombe, Que.. . .	120 0	23 0	8 4	125	36	60 pa..	Sinclair McNaughton Line Ltd., Montreal, Que.
96,894	River Belle.....	Ottawa	1891	Chalifeau L'ing, Que.....	40 0	8 5	4 5	14	11	20 sc ..	Daniel Johnson, Combermere, Ont.
117,126	River View.....	Kingston.....	1903	Penetang, Ont.....	29 4	7 6	2 9	5	3	½ sc ..	F. Shipman, Ivy Lea, Ont.
100,335	Rivière du Loup..	Montreal.....	1873 1895	Sorel, Que	104 8	22 7	4 6	199	130	19 pa..	Narcisse Auclair, L'Assomption, Que.
121,752	Reamer	Vancouver	1905	Vancouver, B.C.	17 7	5 1	2 1	1	1	7 sc ..	Stanley W. Conner, Vancouver, B.C.
122,360	Rob. G. Weddell.....	Kingston.....	1907	Trenton, Ont.....	66 1	16 0	7 8	45	19	28 sc ..	Robert Weddell, Trenton, Ont.
111,585	Rob Roy	Peterborough.	1900 1904	Peterborough, Ont.....	41 0	7 4	3 4	13	10	½ sc ..	Robert M. Roy, Peterborough, Ont.
111,915	Rob Roy	Toronto.....	1899	Pufferlaw, Ont	30 0	7 5	3 0	5	3	1 sc ..	Norman Bennett, Orillia, Ont.
100,732	Rob Roy	Windsor, N.S.	1892	Mount Denison, N.S....	52 0	10 2	5 0	14	10	12 sc ..	T. W. McKinley and W. H. McKinley Mount Denison, N.S.

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77,830	Robbie Burns.....	Halifax	1876	Parliament, N.S.	72 4	25 0	7 0	89	73	20 se...	W. Benziey, <i>et al.</i> , Ferguson's N.S.
112,131	Robert Downey ...	Chatham, Ont.	1883	Buffalo, N.Y., U.S.A.	58 0	14 5	7 0	37	25	8 se...	Charles S. Boome, Toronto, Ont.
85,320	Robert Dunsmuir...	New Westminster...	1883	New Westminster, B.C.	105 0	17 5	6 7	152	96	18 se...	Herbert Gilley, New Westminster, B.C.
107,419	Robert Mackay ...	Montreal.....	1899	Lévis, Que.	79 2	17 6	11 9	129	87	43 se...	Harbour Commissioners of Montreal, Montreal, Que.
125,472	Robertval.....	"	1907	Toronto, Ont.	128 3	24 0	9 0	344	157	27 se...	La Compagnie le Nord, Chicoutimi, Que.
122,024	Robie M.....	Halifax.....	1907	Liverpool, N.S.	76 6	16 6	7 3	67	31	19 se...	James W. Langille, Halifax, N.S.
85,494	Rock.....	Collingwood.....	1883	Midland, Ont.	43 6	11 8	6 8	14	10	1 1/2 se...	James Anderson, M.O., Midland, Ont.
107,879	Rockaway.....	Lindsay.....	1901	Lindsay, Ont.	36 6	6 5	2 5	7	5	6 pa...	T. H. DeCew, Fenelon Falls, Ont.
107,216	Rocket.....	Winnipeg.....	1899	Solkirk, Man.	76 0	15 0	6 8	56	21	7 se...	Northwest Navigation Co. Ltd., Winnipeg, Man.
85,338	Rockland.....	Ottawa.....	1882	Rockland, Ont.	65 5	16 0	9 2	78	50	50 se...	The Hawkesbury Lumber Co., Ltd. Hawkesbury, Ont.
92,542	Rodolphe.....	Montreal.....	1885	Sord, Que.	100 7	29 4	5 2	116	72	26 pa...	Louis Tourville, Montreal, Que.
112,348	Rona	Liverpool.....	1903	Liverpool, N.S.	75 2	19 3	7 5	70	42	— se...	His Majesty King Edward VII.
111,669	Ros	Montreal.....	1902	St Hyacinthe, Que.	45 7	12 0	1 6	26	16	2 pa...	Mrs. Louisa Blanchard, St. Hyacinthe, Que.
83,151	Rosmond.....	Belleville.....	1883	Belleville, Ont.	48 0	9 5	4 9	23	15	15 se...	Mrs. F. Camiff, Toronto Ont.
111,655	Rose Emma.....	Montreal.....	1900	St. Gabriel de Brandon, Que.	44 6	9 0	4 2	11	7	1 se...	St. Gabriel Lumber Co. Ltd., Montreal, Que.
95,265	Rosedale.....	Toronto.....	1838	Sunderland, G.B.	246 1	35 0	21 1	1,507	977	106 se...	Rosedale Ltd., Hamilton, Ont.
122,122	Rosemary.....	Halifax.....	1906	Sable River, N.S.	66 1	14 6	5 9	41	28	8 se...	Mrs. Rosanna Neville, Halifax, N.S.
103,565	Rosemount.....	Montreal.....	1896	Bill Quay, G.B.	245 0	41 0	18 4	1,580	989	200 se...	The Montreal Transportation Co., Ltd., Montreal, Que.
122,212	Rosena.....	Toronto.....	1906 1908	Gregory, Ont.	40 0	8 0	3 0	8	6	2 se...	Charles John Henry Ames, Muskoka, Ont.
111,660	Roseneath.. ...	Montreal.....	1901	Racine, Wis., U.S.A.	20 0	5 5	2 6	1	1	1 se...	François R. F. Brown, Montreal, Que.
107,477	Rosey May.....	Port Arthur.....	1898	Rosport, Ont.	28 0	8 0	3 0	4	2	1 se...	John Bowman, Rosport, Ont.
100,670	Rosina.....	Kingston.....	.....	Cowes, Isle of Wight, G.B.	29 5	6 1	2 8	2	2	8 se...	L. B. Howland, Brockville, Ont.
89,588	Rossau	Toronto.....	1880	Gravenhurst, Ont.	70 0	11 6	5 0	53	36	20 se...	Wm. Henshaw, Gravenhurst, Ont.
107,142	Rossland.....	Vancouver.....	1897	Nakusp, B.C.	183 4	29 1	7 0	884	532	32 pa...	Canadian Pacific Ry. Co., Montreal, Que.
107,412	Rothsay.....	"	1898	New Westminster, B.C.	144 0	30 0	5 0	553	348	17 pa...	Rothsay Shipping Co., Ltd., Vancouver, B.C.

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121,918	Rover.....	Kenora.....	1907	Kenora, Ont.....	30 0	10 5	4 0	11	7	1 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
111,884	Rover.....	Peterborough.....	1905	Peterboro, Ont.....	40 0	9 5	3 2	19	12	2 pa..	The Dickson Co., Ltd., Peterboro, Ont.
103,692	Rover.....	Sault Ste. Marie.....	1893	Bay City, Mich., U.S.A.	30 6	7 8	2 8	6	3	5 sc..	Blind River Towing Co., Blind River, Ont.
122,518	Rover.....	Vancouver.....	1907	Vancouver, B.C.....	39 0	11 0	4 8	19	13	2 sc..	Alfred Wallace and Hume B. Babing- ton, J.O., Vancouver, B.C.
97,168	Rover.....	Victoria.....	1891	Nanaimo, B.C.....	30 0	8 0	3 0	7	4	1 sc..	John D. Foreman, Nanaimo, B.C.
107,363	Roy.....	Toronto.....	1898	Victoria Harbour, Ont..	31 0	8 1	3 7	6	4	1 sc..	The Georgian Bay Hotel Co., Ltd., Parry Sound, Ont.
117,081	Roy Mac.....	Collingwood.....	1905	Collingwood, Ont.,	44 0	12 0	6 6	23	16	4 sc..	M. J. Haney and R. Miller, Toronto, Ont.
116,667	Royal.....	Midland.....	1906	Honey Harbour, Mus- koka, Ont.	31 4	7 6	3 2	5	3	2 sc..	Fred. Earnest, Philips and George Grise, Midland, Ont.
111,956	Royal City...	New Westminster...	London, G.B.....	96 5	12 0	6 5	38	23	4 pa..	Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
77,702	Ruby.....	Brookville.....	1878	Brookville, Ont.....	70 0	15 0	5 0	72	44	36 sc..	John Ellison, Port Stanley, Ont.
88,562	Ruby.....	Kingston.....	1879	Garden Island, Ont.....	23 4	5 6	2 5	2	1	4 sc..	Chas. Stewart, Lansdowne, Ont.
116,991	Ruby.....	Ottawa.....	1903	Barry's Bay, Ont.,	41 6	9 3	4 0	11	9	1 sc..	Ontario Corundum Co., Ltd., Tor- onto, Ont.
116,339	Ruby.....	".....	1903	Hull, Que.....	31 0	7 1	3 0	2	2	4 sc..	F. L. Vandusen and A. Milne, J.O., Hull, Que.
111,532	Ruby.....	Peterborough.....	1893	Peterborough, Ont.....	32 0	6 7	3 5	7	5	4 sc..	H. E. Ford, Norwood, Ont.

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122,148 Ruby L.	Annapolis Royal	1907	Margaretville, N.S.	90 0	29 4	8 6	119	49	16½ se	The Margaretville Steamship Co., Ltd., Margaretville, N.S.
112,149 Rufus	Toronto	1903	Kingston, Ont.	47 0	7 3	3 3	9	6	5 se	Wm. C. Crowther, Toronto, Ont.
75,640 Rupert	Quebec	1877	Quebec, Que.	147 0	25 5	10 4	512	292	150 pa.	W. E. Cornell, Toronto, Ont.
111,990 Rupert	Vancouver	1900	Hong Kong, China	24 5	6 6	3 6	3	2	1 se	John R. Reid and James R. Turner, Vancouver, B.C.
103,848 Russell	Ottawa	1896	Rockland, Ont.	79 8	17 0	7 0	76	45	57 se	W. C. Edwards & Co., Ltd., Rockland, Ont.
97,193 Rustler	Chatham, N.B.	1891	Newcastle, N.B.	97 4	20 6	4 6	102	64	20 pa.	John Russell, M.O., Newcastle, N.B.
116,451 Rustler	Vancouver	1903	Vancouver, B.C.	32 0	8 1	4 2	13	9	1 se	The British Columbia Tie & Timber Co., Ltd., Vancouver, B.C.
103,649 Ruth	Kingston	1899	Kingston, Ont.	59 5	13 7	7 0	36	18	60 se	Wm. Owen, Montebello, Que.
*100,535 Ruth	Quebec	1892	Quebec, Que.	40 0	7 3	3 2	9	6	1 se	Quebec & Lake St. John Railway Co., Quebec, Que.
117,127 S. and Y.	Kingston	1905	Kingston, Ont.	49 8	9 3	4 0	11	8	1½ se	The Upper Ontario Steamboat Co., Ltd., New Liskard, Ont.
112,177 S. W. Marchmont	Toronto			97 0	16 0	5 5	89	60	2 se	E. Bedford and T. Hough, Toronto, Ont.
100,497 Sadie	Victoria	1892	Victoria, B.C.	68 0	14 8	7 4	49	29	13½ se	George McGregor, M.O., Victoria, B.C.
122,088 Sadie Edna	Charlottetown	1907	Brae, Lot 9, P.E.I.	30 5	9 8	4 5	9	5	18 se	James A. Hierlihy and Augustas Hierlihy, Brae, Lot 9, P.E.I.
122,218 Sagam	Toronto	1906	Toronto, Ont.	152 0	29 0	9 7	744	420	68 se	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
69,524 Saginaw	Sarnia	1873	Port Huron, Mich., U.S.A.	142 0	25 5	10 0	357	243	150 se	The Great Lakes Towing Co. Ltd., Sarnia, Ont.
112,652 Saida	St. Catharines	1903	Dunnville, Ont.	32 9	13 6	5 0	14	10	20 se	James Grumb, Dunnville, Ont.
85,631 St. Andrew	Chatham, N.B.	1883	Chatham, N.B.	92 5	19 3	6 9	77	52	54 se	J. B. Snowball Co., Ltd., Chatham, N.B.
122,365 St. Ann	Vancouver	1906	Vancouver, B.C.	28 6	8 2	3 6	7	5	1 se	George E. Cates, Vancouver, B.C.
71,636 Saint Anne	Montreal	1875	Montreal, Que.	72 0	12 0	5 6	25	18	25 se	E. A. Hodgson, Hudson, Que.
100,716 St. Anne	"	1889	Sorel, Que.	44 1	9 4	3 0	14	10	2 se	F. X. Crepeau, Sorel, Que.
107,405 St. Antoine	"	1898	St. Antoine, Que.	51 4	8 9	3 4	14	10	10 se	Ferdinand Fecteau, St. Antoine, Que.
61,167 Saint Catharine	Quebec	1870	Buffalo, N.Y., U.S.A.	37 0	9 0	4 9	12	8	10 se	F. Mercier, Beauport, Que.
112,074 St. Charles	Peterborough	1904	Peterborough, Ont.	42 0	10 0	3 7	26	18	2 se	Alfred Macdonald, Peterborough, Ont.

* Formerly "Arizona."

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111,618	St. Charles.	Quebec.	1901	Quebec, Que.	46 8	11 0	5 6	23	16	5 sc.	Mrs. Jos. Valliere, Quebec, Que.
107,246	St. Clair.	Vancouver.	1898	New Westminster, B.C.	78 0	17 0	7 0	68	46	17 sc.	G. H. French and C. E. Robertson, Vancouver, B. C.
75,637	St. Clair Flat.	St. Catharines	1867	Algouae, Mich., U.S.A.	41 0	13 0	3 9	17	11	20 sc.	David Foster, Port Barwell, Ont.
80,731	St. Croix.	Quebec.	1880	St. Nicholas, Que.	125 1	26 0	8 6	506	318	30 pa.	F. Boisvert, Ste. Croix, Que.
122,252	St. Etienne.	Quebec.	1906	Grande Baie, Que.	57 6	15 2	5 6	33	23	16 sc.	Murray Bay Lumber & Pulp Co., Ltd., St. Etienne de la Malbie, Que.
103,937	St. George.	Chatham, N.B.	1897	Chatham, N.B.	114 6	25 1	12 3	278	175	44 pa.	J. B. Snowball Co., Ltd., Chatham, N. B.
90,538	St. George.	Montreal.	1886	Sorel, Que.	61 5	12 3	6 0	21	14	23 sc.	Frank Simpson, Toronto, Ont.
100,600	St. George.	"	1892	Montreal, Que.	77 1	15 5	7 6	68	29	9 sc.	Dickson Anderson, Montreal, Que.
107,790	St. George.	Ottawa.	1893	Simeoe, Ont.	37 0	15 7	3 6	17	9	20 pa.	Geo. H. Parley, Ottawa, Ont.
88,317	St. George.	Quebec.	1885	Quebec, Que.	37 0	10 0	4 0	13	9	40 sc.	Wilbrod Jalbert, Quebec, Que.
122,350	St. George.	Toronto.	1903	Toronto, Ont.	35 0	7 0	3 0	5	3	1½ sc.	Robert Maw, Toronto, Ont.
116,781	St. George.	Vancouver.	1904	Vancouver, B.C.	131 2	28 5	12 5	544	370	32 sc.	North Vancouver Ferry & Power Co., Ltd., Vancouver, B.C.
112,033	St. Henri.	Quebec.	1900	St. Henri, Que.	84 6	19 9	7 2	101	68	7 sc.	Alex. Morin, St. Henri de Taillon, Que., and Chas. Potvin, St. Gedeon, Que., J.O.

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122,406	St. Irénée	(1867	Montreal	268	2	58	0	11	1	2,094	1,160	104	pa.	Richelieu & Ontario Navigation Co., Montreal, Que.
103,290	St. Isidore	1905	Chatham, N.B.	.....	.....	96	2	23	1	5	5	112	89	34	pa.	The Prescott Lumber Co., Ltd., New Mills, N. B.
122,261	St. Jacques	1906	Montreal	.....	.....	80	2	19	2	3	1	57	33	44	pa.	Theophile Leamy, Grandes Piles, Que., and Jos. A. Carignan, Grand Mère, Que., J.O.
112,007	St. Joe	1902	Port Arthur	.....	.....	70	0	24	5	7	0	118	80	10	sc	Jos. Servais, Port Arthur, Ont.
122,434	St. Joe	1907	Sault Ste. Marie	.....	.....	56	5	14	4	8	0	39	27	4	sc	Mrs. Rebecca B. McCaul, Sault Ste. Marie, Ont.
64,530	St. John	1871	St. John, N.B.	.....	.....	55	7	15	6	8	1	47	32	26	sc	W. B. Dever, Sherbrooke, N.S.
107,215	St. Joseph	1893	Winnipeg	.....	.....	59	0	9	5	4	0	27	16	2	pa.	Rt. Rev. Emile Grouard, Fort Chip- ewyan, N.W.T.
88,572	St. Julian	1884	Kingston	.....	.....	48	0	8	6	4	0	20	14	8	sc	J. H. Davis, Gananoque, Ont.
103,942	St. Kilda	1898	Chatham, N.B.	.....	.....	65	2	18	0	4	0	56	35	16	pa.	J.B. Snowball Co., Ltd., Chatham, N.B.
80,735	St. Laurent	1880 1900	Montreal	.....	.....	126	0	24	7	7	8	546	313	43	pa.	Jos. A. Lamare, Montreal, Que.
88,326	St. Lawrence	1886	Chatham, N.B.	.....	.....	68	0	15	2	6	7	51	11	59	sc	T. M. Burns, Bathurst, N.B.
71,716	St. Lawrence	1875	Halifax	.....	.....	169	1	30	0	13	3	467	290	60	sc	Minister of Public Works, Ottawa, Ont.
80,942	St. Louis	1879	Chatham, N.B.	.....	.....	40	0	8	2	3	2	5	3	15	sc	K. F. Burns, Bathurst, N.B.
71,622	St. Louis	(1875 1907	Buffalo, N.Y., Montreal	U.S.A. }	.....	69	4	15	8	7	2	56	35	24	sc	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
112,260	St. Louis	1900	Kingston, Ont.	.....	.....	60	0	14	0	4	0	29	20	22	sc	St. Lawrence Yacht Co., Ltd., Dorval, Que.
111,628	St. Louis	1901	Grandes Piles, Que.	.....	.....	43	4	11	2	4	5	17	11	2	sc	Octave Neault, Grandes Piles, Que.
80,739	St. Louis	1880	St. Louis, Que.	.....	.....	127	2	25	0	7	4	428	269	36	pa.	Pierre McLean, La Prairie, Que.
112,042	St. Louis de Meta- betchouan	1902	Metabetchouan, Que.	.....	.....	51	8	12	0	4	5	30	20	2	sc	Wm. Price, Quebec, Que.
111,485	St. Maurice	1900	St. Jacques des Piles, Que.	.....	.....	67	0	16	0	4	7	45	30	3	sc	Joséph Côté, St. Jacques des Piles, Que.
100,730	St. Michael	1893	Nicolet, Que.	.....	.....	47	6	12	4	3	6	16	10	6	pa.	M. O. Shaughnessy, Nicolet, Que.
92,411	St. Nicholas	1888	Chatham, N.B.	.....	.....	75	2	16	6	7	7	62	42	30	sc	J. B. Snowball Co., Ltd., Chatham, N.B.
71,641	St. Paul	1875	Montreal	.....	.....	65	5	15	0	8	0	45	28	40	sc	The Minister of Public Works, Ottawa, Ont.
71,623	St. Peter	(1875 1903	Buffalo, N.Y., Montreal	U.S.A. }	.....	65	6	16	1	8	6	66	41	13½	sc	Harbour Commissioners, Montreal, Que.
92,342	St. Roeh.	1887	Quebec, Que.	41	2	9	6	4	6	18	8	15	sc	Gaspard Desroses, Montreal, Que.

†Formerly "Canada."

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100,629	St. Williams.....	Port Dover.....	1908	St. Williams, Que.....	23 0	9 8	3 0	11	8	2 sc ..	Charles C. Bates, St. Williams, Ont.
100,862	Ste. Anne	Quebec.....	1893	Ste. Anne de Chicoutimi, Que.	48 0	11 6	4 0	18	11	12 pa ..	E. Gagnon, Ste. Anne de Chicoutimi, Que.
121,924	Ste. Aune	"	1905	Ste. Anne, Que.....	77 0	22 2	5 4	100	63	9 pa ..	Onesime Tremblay, M.O., Ste. Anne, Que.
111,665	Salaberry	Belleville.....	1902	Valleyfield, Que	99 5	21 6	5 4	222	142	13½ sc ..	Lehigh Portland Cement Co., Ltd., Belleville, Ont.
122,196	Salmon King	New Westminster..	1904	New Westminster, B. C.	28 8	8 6	3 2	7	4	10½ sc ..	Martin Monk, M.O., Westminster, B. C.
90,821	Salvor	Halifax.....	1887	Port Medway, N.S.....	53 0	21 0	6 5	45	35	25 sc ..	F. W. Mosher, Halifax, N.S.
116,395	Salvor	Sarnia.....	1898	Bay City, Mich., U.S.A.	105 8	21 0	12 0	126	72	56 sc ..	The Reid Wrecking Co., Ltd., Sarnia, Ont.
*62,279	Salvor	Victoria.....	1869	Govan, G.B	215 6	27 7	20 7	887	561	100 sc ..	The British Columbia Salvage Co., Ltd., Victoria, B.C.
116,259	Sampson.....	Toronto.....	1903	Fesserton, Ont.....	36 0	10 0	3 4	12	8	2 pa ..	W. W. Carter, Fesserton, Ont.
122,312	Sanson	Lunenburg.....	1907	Shelburne, N.S.....	83 0	20 5	8 6	111	50	33 sc ..	The La Have Steamship Co., Ltd., West La Have, N.S.
100,423	Sanson.....	Ottawa.....	1893	Simcoe, Ont	41 0	16 0	3 6	15	7	20 pa ..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
.....	Sanson.....	Montreal.....	1862	Montreal, Que.....	101 3	22 4	6 6	121	27	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
77,914	Sanson.....	Port Hope.....	1876	Lindsay, Ont.....	98 0	22 0	4 4	129	82	40 pa ..	Franklin Crandell, Lindsay, Ont.
1 11,629	Sanson.....	Quebec.....	1901	Grandes Piles, Que.....	85 2	20 1	5 8	119	81	7 sc ..	Wm. Ritchie, Three Rivers, Que.

* Formerly "Danube."

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		1905	Victoria, B.C.	115 5	30 2	5 3	425	248	13 pa.	Wm. Turpel, Victoria, B.C.
116,925	Samson	1905	Victoria	115 5	30 2	5 3	425	248	13 pa.	Wm. Turpel, Victoria, B.C.
494,623	Sand King	1888	Ottawa	108 0	23 8	7 2	158	88	40 se	H. F. Cumming, Cornwall, Ont.
103,888	Sandford	1897	"	72 4	16 5	7 5	56	38	60 se	Jas. Hunter, <i>et al.</i> , J.O., Wiarton, Ont.
107,451	Sandon	1898	Vancouver	76 0	16 9	6 2	97	66	194 se	Canadian Pacific Railway Co., Montreal, Que.
111,857	Santa Cruz	1903	Owen Sound	53 0	13 0	5 6	106	97	16 se	Julius Faquin, Wikewikong, Ont.
103,218	Sarah Agnes	1899	Ottawa	25 4	6 3	7 2	2	2	5 se	Isaac Hunter, Hunter's Point, Que.
77,627	Sarah Daly	1899	Kingston	49 6	13 3	5 6	25	17	55 se	John Jesner, sr., Cornwall, Ont.
71,141	Sarah E. Day	1872	Goderich	35 0	6 8	3 3	5	4	3 se	W. M. Tyson, Wiarton, Ont.
90,575	Sarana	1886	Toronto	25 6	5 5	1 8	2	1	3 se	Henry S. Osler, Toronto, Ont.
96,734	Sarelle	1890	Chatham, N.B.	51 0	11 4	5 4	22	15	10 se	E. Hutchison, Douglastown, N.B.
96,833	Sarnia	1901	Sarnia	66 8	21 0	11 0	85	58	27 se	Ellen Reid, Sarnia, Ont.
116,254	Sarona	1902	Toronto	71 5	10 5	7 5	32	22	4 se	Huntsville & Bracebridge Tanning Co. Ltd., Huntsville, Ont.
*80,776	Saronic	1882	Sarnia	232 8	36 0	15 0	1,961	1,296	100 se	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
122,061	Sarto	1905	Montreal	56 5	8 6	8 1	18	11	6 se	Charles Desjardins, Montreal, Que.
112,300	Saskatchewan	1904	Winnipeg	91 0	22 0	4 3	225	153	5 pa.	The Hudson's Bay Co., London, Eng.
88,380	Saturna	1885	Vancouver	48 0	12 0	5 6	22	15	3 se	The Imperial Timber & Trading Co., Ltd., Vancouver, B.C.
92,305	Saucy Jim	1887	Collingwood	84 0	16 6	8 0	93	63	16 se	Mrs. R. S. Fisher, <i>et al.</i> , Collingwood, Ont.
121,920	Savage	1907	Kenora	45 0	12 0	5 0	25	17	34 se	Joseph Boucha and Joseph Gregory, J.O., Kenora, Ont.
112,206	Sayona	1900	Hamilton	62 8	17 0	6 0	33	30	6 se	Charles Tooker Grantham, Hamilton, Ont.
126,108	Schwalbe	1908	Lunenburg	44 8	12 0	7 0	17	17	5 se	Mrs. Beatrice A. Wentzell, Halifax, N.S.
83,376	Scintilla	1884	Toronto	27 0	7 8	2 7	4	3	1 se	W. W. Sparks, Township of Pickering, Ont.
112,231	Scienda	1887	St. John, N.B.	42 9	17 6	8 9	78	53	19 se	Robert Thomson, St. John, N.B.
107,463	Scotch Lassie	1894	Lindsay	25 3	5 0	2 0	2	1	2 se	Jas. C. Appleby, Lindsay, Ont.
96,818	Scotch Thistle	1893	Sault Ste. Marie	48 6	10 3	4 6	17	10	2 se	C. Anderson, Little Current, Ont.
116,968	Scotchman	1904	Ottawa	50 0	11 2	5 6	21	14	1 se	Daniel Laug, Elgin, Ont., and Mal-cohn Laug, New Liskeard, Ont.

+ Formerly "Harry Bate." * Formerly "United Empire."

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122,425	Scotia.....	Halifax.....	1907	Mahone Bay, N.S.....	138 8	26 8	9 6	376	268	52 sc ..	Halifax & Canso Steamship Co., Ltd., Halifax, N.S.
111,865	Scotia	Ottawa.....	1901	Walker-on-Tyne, G.B.....	254 0	46 2	16 5	1,461	324	285 sc ..	Minister of Railways and Canal Ottawa, Ont.
71,073	Scotia.....	Port Stanley.....	1875	England.....	44 5	10 0	4 9	13	9	2 sc ..	Nathan S. Cornell, Port Stanley, Ont.
107,829	Scotia	Victoria.....	1899	Atlin Lake, B.C.....	80 0	19 0	3 5	214	135	pa ..	British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,114	Scotsman	Halifax.....	1903	Hull, G.B.....	98 0	19 0	9 5	141	12	60 sc ..	The Scotsman Company, Ltd., Hal- ifax, N.S.
116,331	Scotsman	Ottawa.....	1903	Ottawa, Ont.....	108 0	23 6	7 0	265	114	16 sc ..	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
†112,396	Scout.....	"	1900	Cardinal, Ont.....	103 6	25 6	9 2	176	70	12 sc ..	Minister of Marine and Fisheries, Ottawa, Ont.
107,755	Scout.....	Pictou, N.S.....	1900	Murray Harbour, P.E.I.....	35 0	9 8	5 0	9	4	1 sc ..	Charles Sproull, Pictou Landing, N.S.
126,080	Scowltz.....	Vancouver.....	1908	Harrison River, B.C.....	92 0	22 8	4 9	178	112	17 pa ..	The Rat Portage Lumber Co., Ltd., Winnipeg, Man.
112,082	Sead	Kenora.....	1903	Kenora, Ont.....	53 0	12 0	4 5	33	22	3 sc ..	Hugh Armstrong, Portage la Prairie, Man.
116,544	Scudder.....	Kingston.....	1903	Kingston, Ont.....	37 0	6 9	3 1	5	3	3 sc ..	John Rogers, Port Sandfield, Ont.
116,685	Sea Adler.....	Richibucto.....	1908	Richibucto, N.B.....	32 8	10 0	5 6	11	10	1 sc ..	James Leggo, Richibucto, N.B.
103,207	Sea Bird.....	Halifax.....	1896	Liverpool, N.S.....	67 5	16 6	6 8	41	28	13½ sc ..	The H. E. Baker Co., Ltd., Halifax, N.S.
121,739	Sea Foam.....	Vancouver.....	1906	Vancouver, B.C.....	41 6	10 5	5 2	17	12	6 sc ..	William Simpson, Vancouver, B.C.

† Formerly "Alaska."

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88,516	Sea Flower.	Toronto	1883	Toronto, Ont.	35 2	9 0	4 0	7	5	6 se.	John McL. Stevenson, Barrie, Ont.
100,941	Sea Gull.	Collingwood	1893	Port Severn, Ont.	32 0	8 9	4 0	9	6	1½ se	D. Moreau, Port Severn, Ont.
100,924	Sea Gull.	Ottawa.	1888	Ottawa, Ont.	27 9	7 4	4 0	3	2	5 se.	T. Eli Boulé, Hull, Que.
116,943	Sea Gull.	Kenora.	1900	Detroit, Mich., U.S.A.	23 5	6 0	2 5	2	2	1 se.	Jacob Hose, Kenora, Ont.
126,042	Sea Gull.	Port Arthur.	1907	Heron Bay, Ont.	42 0	13 0	6 0	15	10	3½ se.	Frank Dampier, Port Caldwell, Ont.
51,682	Sea Gull.	Sarnia.	1862	Marine City, Michigan, U.S.A.	51 2	14 0	5 2	51	35	14 se.	Henry Bell, Sault Ste. Marie, Ont.
124,848	Sea Gull.	Toronto.	1906	Callender, Ont.	82 6	18 7	6 4	150	73	29 se.	Tanagami Lumber Co., Ltd., Orillia, Ont.
107,458	Sea Gull.	Vancouver.	1898	Vancouver, B.C.	25 5	7 4	2 5	3	2	2 se.	Zachariah Simpson, Vancouver, B.C.
96,874	Sea King.	Goderich.	1892	Goderich, Ont.	58 0	13 6	5 2	26	17	29 se.	Dominion Fish Co., Ltd., Winnipeg, Man.
66,960	Sea King.	St. John, N.B.	1862	East Haddam, U.S.A.	88 0	20 4	8 5	129	87	23 se.	D. L. Tapley, St. John, N.B.
105,458	Sea Lion.	Vancouver.	1893	Vancouver, B.C.	26 2	7 8	3 9	6	4	2 se.	C. L. Shaw, <i>et al.</i> , Vancouver, B.C.
117,116	Sea Lion.	"	1905	"	114 0	22 0	19 5	218	148	52 se.	G. H. French and C. E. Robertson, Vancouver, B.C.
106,230	Sea Mew.	Halifax.	1886	Halifax, N.S.	29 6	6 6	2 8	3	2	2 se.	David McPherson, Halifax, N.S.
123,526	Sea Otter.	Vancouver.	1907	Island, B.C.	33 7	9 5	4 4	13	9	5 se.	David Stevenson, Valdez Island, B.C.
96,875	Sea Queen.	Goderich.	1892	Goderich, Ont.	52 0	12 1	4 6	18	12	20 se.	Dominion Fish Co., Ltd., Winnipeg, Man.
126,075	Sea Wolf.	Vancouver.	1908	Vancouver, B.C.	45 0	12 0	4 9	29	20	6 se.	Wilson Logging & Timber Co., Ltd., Vancouver, B.C.
112,263	Seaborn.	Montreal.	1898	Palm Beach, Fla., U.S.A.	75 0	10 0	5 0	30	26	3 se.	E. S. Clouston, Montreal, Que.
122,425	Seacrest.	Halifax.	1908	Tancock, N.S.	49 5	12 7	5 6	18	12	6 se.	John W. Smith, M. O., Halifax, N.S.
96,872	Seagull.	Goderich.	1890	Goderich, Ont.	51 0	12 1	4 6	19	13	23 se.	Dominion Fish Co., Ltd., Winnipeg, Man.
‡ 122,338	Sechelt.	Vancouver.	1893	Pontiac, Wash., U.S.A.	73 0	15 2	7 4	105	71	16 se.	Sechelt Steamship Co., Ltd., Vancouver, B.C.
100,404	Secret.	Hamilton			55 0	8 3	3 6	9	6	10 se.	Albert Stern, Yankers, N.Y., U.S.A.
94,763	Segin.	Owen Sound.	1890	Owen Sound, Ont.	207 0	34 2	13 0	1,141	771	106 se.	J. B. Miller, <i>et al.</i> , Toronto, Ont.
103,299	Selkirk.	New Westminster.	1895	Kamloops, B.C.	62 0	11 2	3 6	58	37	2 pa.	H. E. Forster, Kamloops, B.C.
107,095	Selkirk.	Victoria.	1898	Victoria, B.C.	95 6	24 0	0	142	86	12 se.	Wm. Grant, <i>et al.</i> , Victoria, B.C.

Formerly "Alma." ‡ Formerly "Hatty Hansen."

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107,835	Selkirk	Victoria	1901	White Horse, Yukon Territory.	167 0	34 0	4 5	777	490	17 pa.	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
113,495	Sellasia	St. John, N.B.	1901	Port Glasgow, G.B.	340 7	47 6	23 5	3,474	2,263	363 sc.	Steamship Sellasia Co., Ltd., Rothesay, N.B.
126,086	Senahmo	Vancouver	1907	Vancouver, B.C.	33 5	10 6	4 5	16	11	1 sc.	Robert T. Burtwell, Vancouver, B.C.
121,636	Senillante	Quebec	1905	Quebec, Que.	40 0	8 3	4 0	9	8	20 sc.	Stanislas Gaudreau, Quebec, Que.
80,902	Senator	Vancouver	1880	Burrard Inlet, B.C.	51 5	12 0	4 5	28	21	10 sc.	Wm. E. Cates, <i>ad.</i> , Vancouver, B.C.
116,438	Sendai	New Westminster	1903	Vancouver, B.C.	37 0	9 8	4 3	14	10	5 sc.	John S. Hutton M.O., New Westminster, B.C.
112,239	Senlac	St. John, N.B.	1904	St. John, N.B.	182 4	33 0	16 1	1,011	615	65 sc.	Steamship "Senlac" Co., Ltd., St. John, N.B.
73,917	Sensation	Quebec	1873	Buffalo, N.Y., U.S.A.	37 3	10 2	4 4	15	4	10 sc.	The Minister of Public Works, Ottawa, Ont.
103,720	Serena E.	St. John, N.B.	1899	Liverpool, N.S.	54 0	14 0	5 8	25	17	8 sc.	H. W. Schofield, St. John, N.B.
116,545	Shamrock	Kingston	1903	Kingston, Ont.	31 8	7 1	3 0	4	3	4 sc.	Robert Johnston, Port Sandfield, Ont.
107,497	Shamrock	Quebec	1898	Quebec, Que.	117 3	25 0	9 7	237	161	61 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
† 90,563	Shamrock	Toronto	1885	Oakville, Ont.	103 2	24 0	35 4	154	101	50 pa.	The Toronto Ferry Co., Ltd., Toronto, Ont.
121,846	Shamrock	"	1903	Kingston, Ont.	34 0	7 4	3 0	6	4	1 sc.	Robert H. Johnston, Port Carling, Ont.
* 90,807	Shamrock	Vancouver	1887	Vancouver, B.C.	76 0	19 0	7 0	90	61	8½ sc.	James S. Emerson, Vancouver, B.C.

† Formerly "Sadie." * Formerly "Mamie."

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122,522 Shamrock.....	Vancouver.....	1907	Vancouver, B.C.....	35 7	10 0	4 0	16	11	1 se...	John W. Weart, Vancouver, B.C.
116,416 Shamrock.....	Victoria.....	1904	Victoria, B.C.....	52 0	10 0	4 5	24	14	2 se...	Michael Hare, Victoria, B.C.
92,701 Shamrock.....	Winnipeg.....	1890	Big Forks, Rainy River, Ont.....	71 5	15 5	4 7	80	55	3 se...	Clifford Lewis, Kewatin, Ont.
122,353 Shamrock II.....	Kingston.....	1907	Kingston, Ont.....	45 4	9 2	3 9	10	6	4 se...	Robert Johnson, Port Carling, Ont.
107,081 Shanly.....	Ottawa.....	1890	Ottawa, Ont.....	60 6	15 3	6 7	40	19	25 se...	The Minister of Railways and Canals, Ottawa, Ont.
83,199 Shannon.....	Pictou, N.S.....	1886	Pictou, N.S.....	76 9	17 5	8 0	75	51	29 se...	H. G. Paull and W. A. Black, J. O., <i>et al.</i> , Halifax, N.S.
116,767 Sharon.....	Toronto.....	1903	Walker's Point, Ont.....	46 0	10 0	3 5	14	9	1 se...	Harper Walker, Jr., Walker's Point, Muskoka, Ont.
83,389 Shawanaga.....	".....	1882	Pentanguishene, Ont.....	80 0	17 0	8 5	96	65	75 se...	Alexander G. McKay, Owen Sound, Ont.
122,151 Shawatlans.....	Vancouver.....	1906	Vancouver, B.C.....	35 7	9 0	3 9	12	8	3 se...	Grand Trunk Pacific Railway Co., Montreal, Que.
116,225 Shirley.....	Quebec.....	1903	Bic, Que.....	51 6	15 0	5 9	37	25	11 se...	James Richardson Co., Ltd., Matane, Que.
90,777 Shoo Ply.....	Windsor, Ont.....	1870	Cleveland, O., U.S.A.....	44 1	12 1	5 7	25	17	20 se...	Stephen T. Reeves, Windsor, Ont.
103,610 Shoody.....	Ottawa.....	1893	Sundridge, Ont.....	35 0	9 0	3 0	10	8	8 se...	J. A. Stillar, Callender, Ont.
92,391 Siesta.....	Deseronto.....	1888 1906	Kingston, Ont..... Lion's Head, Ont.....	51 0	8 1	3 8	9	7	1 se...	Lesley Martindale, Lion's Head, Ont.
107,068 Siesta.....	St. Ste. Marie.....	1882	Bristol, R.I., U.S.A.....	98 6	17 0	9 0	99	67	14 se...	Frederick N. Walde, Toronto, Ont.
92,737 Siesta.....	Toronto.....	1888	Toronto, Ont.....	31 4	7 2	3 3	3	2	6 se...	Henry Whitehead, Gravenhurst, Ont.
122,072 Siesta.....	".....	1905	Waubesaheque, Ont.....	31 0	7 4	3 4	5	3	1 se...	John Chamberledge Caudley, Minnipegashene, Ont.
100,747 Silver Wing.....	".....	1890	Toronto, Ont.....	26 6	5 6	3 0	3	2	4 se...	H. E. Hobson, Toronto, Ont.
112,141 Simla.....	Kingston.....	1903	Garden Island, Ont.....	225 6	34 8	15 0	1,490	973	400 se...	The Calvin Co., Ltd., Garden Island, Ont.
100,725 Since-mnes.....	Montreal.....	1893	Montreal, Que.....	142 2	24 4	8 4	228	129	34 pa...	Since-mnes McNaughton Line, Ltd., Montreal, Que.
103,233 Sir Donald.....	".....	1867	Glasgow, G.B.....	76 9	13 5	7 8	51	33	8 se...	W. T. Greifell, M.D., London, G.B.
96,892 Sir Hector.....	Ottawa.....	1891	Ottawa, Ont.....	71 0	15 5	6 3	40	10	17 se...	Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,287 Siskiwit.....	Owen Sound.....	1879	Buffalo, N.Y., U.S.A.....	68 0	14 7	7 6	47	34	6 se...	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
122,530 Skato.....	Vancouver.....	1907	Ballard, Wash., U.S.A.....	33 0	11 0	3 6	13	9	2 se...	William Robinson, Vancouver, B.C.
126,212 Skena.....	Vancouver.....	1908	Vancouver, B.C.....	121 2	26 8	5 6	515	310	8 pa...	John W. Stewart, Vancouver, B.C.
122,523 Skookum I.....	".....	1904	Vancouver, B.C.....	68 0	26 1	6 2	129	88	2 se...	Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.

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116,542	Skye Pilot.....	Kingston.....	1902	Kingston, Ont.....	36 8	7 9	3 4	5	3	3 sc...	Jas. R. Moodie, Hamilton, Ont.
103,814	Skyark.....	Brookville.....	1874	Brooklyn, N.Y., U.S.A..	105 0	16 2	4 6	43	27	18 sc...	Mrs. Emily E. Clow, Kingston, Ont.
116,774	Slani.....	Vancouver.....	Victoria, B.C.....	43 0	12 2	4 8	17	11	1 sc...	R. H. Alexander, Vancouver, B.C.
121,680	Slocan.....	".....	1905	Roseberry, B.C.....	157 7	27 5	6 7	605	338	17 pa...	The Canadian Pacific Railway Co., Montreal, Que.
121,830	Smith Brothers...	St. John, N.B.....	1907	Central Blissville, N.B..	36 8	9 4	3 5	13	9	6 sc...	Oromocto Lumber Co., Ltd., Central Blissville, N.B.
116,410	Smuggler.....	Victoria.....	1903	Nakusp, B.C.....	48 0	9 1	5 0	16	10	4 sc...	Yale Columbia Lumber Co., Ltd., Nakusp, B.C.
94,713	Snowstorm.....	Port Stanley.....	1891	Port Stanley, Ont.....	53 0	11 0	4 6	17	10	4 sc...	Jos. Goodwin, Toronto, Ont.
116,425	Sockeye.....	Vancouver.....	1900	Vancouver, B.C.....	29 5	8 0	2 6	3	2	1 pa...	Anton Klavans, Vancouver, B.C.
122,565	Solid Comfort....	Peterborough....	1908	Peterborough, Ont....	44 0	11 0	4 2	16	11	1 sc...	Peterborough Canoe Co., Ltd., Peter- borough, Ont.
107,743	Sonie.....	Kingston.....	1900	Kingston, Ont.....	46 0	10 0	3 8	14	9	5 sc...	J. B. Tadhope, Orillia, Ont.
117,111	Sonoma.....	Vancouver.....	1905	Vancouver, B.C.....	46 5	11 0	4 6	19	13	3 sc...	A. H. Huntley and G. W. Browster, Ladners, B.C.
117,085	Soo City.....	Collingwood.....	1889	Benton, Mich., U.S.A..	135 0	25 0	9 0	500	296	34 sc...	Herbert Cleland, Collingwood, Ont.
126,327	Sooner.....	Vancouver.....	1908	Vancouver, B.C.....	33 7	6 8	5 3	10	7	1 sc...	Cyril J. and George Everitt, Van- couver, B.C.
.....	Sorel.....	Montreal.....	1871	Sorel, Que.....	108 9	18 2	4 1	158	90	— pa...	Alfred Gouin and F. J. Ritchie, J.O., Three Rivers.

|| Formerly "Mabel Bradshaw."

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		1882	Sorel, Que.	47 0	11 0	4 8	11	8	10 se ..	P. Fitzgerald, Quebec, Que.
85,778	Sorel Pay.	1882	Montreal	1 se ..	J. Cathcart, Chénamius, B.C., and R. M. Colvin, Cowichan, B.C.
111,781	Suren	1902	Victoria	.....	5 3	2 5	2	2	30 pa.	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
88,314	South	1885	Quebec	.....	130 3	25 2	9 5	349	2 se ..	D. W. Alexander, Toronto, Ont.
* 85,530	Southwood	1884	Toronto	.....	67 5	8 7	4 1	19	2 se ..	E. Rucl, Quebec, Que.
107,499	Souvenir	1897	Quebec	.....	17 5	4 6	2 2	1	8 se ..	Charles J. Snyder, M.O., Peterborough, Ont.
112,075	Sovereign	1904	Peterborough	.....	66 3	13 9	5 2	45	20 pa.	R. Booth and P. Shannon, Pembroke, Ont.
107,611	Spanish Ranger	1893	Ottawa	.....	36 0	16 0	3 4	13	8 se ..	John B. Smith, <i>et al.</i> , Toronto, Ont.
90,561	Sparrow	1882	Toronto	.....	56 4	13 9	5 6	38	1 se ..	Edwyn B. Andrews, Barrie, Ont.
92,726	Spartan	1887	"	.....	28 0	6 6	3 0	2	1 se ..	A. G. R. A. Seymour, Vancouver, B.C.
122,170	Spartan	.....	Vancouver	.....	30 0	9 0	2 4	8	3 se ..	M. S. Foley, Montreal, Que.
+ 103,241	Speed	1894	Montreal	.....	52 1	8 7	4 5	16	1 14 ..	Peter England, Chatham, N.B.
122,028	Splash	1908	Chatham, N.B.	.....	31 0	10 0	2 0	18	1 se ..	A. Robertson, <i>et al.</i> , Kenora, Ont.
103,666	Sport	1897	Winnipeg	.....	36 0	8 0	4 0	16	25 se ..	John McRae, Meaford, Ont.
90,770	Spray	1888	Goderich	.....	42 1	12 4	4 0	15	30 se ..	Sincennes McNaughton Line, Ltd., Montreal, Que.
100,727	Spray	1893	Montreal	.....	100 1	17 0	10 4	167	15 se ..	D. B. McDonell, Cambridge, Ont.
71,199	Spray	1874	Ottawa	.....	45 0	9 7	3 5	42	36 se ..	J. S. Thom, Quebec, Que.
103,145	Spray	1892	Quebec	.....	49 2	12 2	4 2	24	5 se ..	George Rudge, Port Simpson, B.C.
100,476	Spray	1893	Vancouver	.....	39 4	8 5	4 3	7	22½ se ..	George McGregor, M.O., Victoria, B.C.
122,383	Spray	1907	Victoria	.....	81 0	19 0	10 0	118	2 se ..	James Mahafferty, Port Albert, Ont.
92,646	Spray	1888	Wallaceburg	.....	74 0	18 0	6 2	47	2 se ..	Ton Bacon Priest, Selkirk, Man.
121,775	Spray	1906	Winnipeg	.....	44 0	13 5	4 0	18	61 se ..	Cumberland Railway & Coal Co., Montreal, Que.
103,011	Springhill	1893	Parsboro'	.....	101 7	23 7	10 1	189	1 se ..	J. H. Davis, Kingston, Ont.
117,422	Spry	1877	Kingston	.....	48 8	7 9	3 3	13	11 se ..	William Robinson, <i>et al.</i> , Vancouver, B.C.
116,459	Squid	1903	Vancouver	.....	72 0	16 4	5 7	60	9 se ..	Thos. Reid, M.O., Ed River, N.B.
89,948	Squired	Chatham, N.B.	33 2	9 4	4 3	13		

* Formerly "Ella Alice." + Formerly "Jeanne."

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100,677	Staffa	Vancouver.	1893	Vancouver, B.C.	81 5	15 3	6 0	51	35	6 sc ..	A. S. Reid, <i>et al.</i> , Vancouver, B.C.
116,987	Standard	Kenora	1905	Kenora, Ont.	44 0	10 0	4 5	16	11	1 sc ..	R. E. Doucett and W. A. Webster, J.O., Kenora, Ont.
111,931	Stanley	Lindsay	1901	Lindsay, Ont.	36 6	6 5	2 5	7	5	6 pa ..	John A. Ellis, Fenelon Falls, Ont.
94,630	Stanley	Ottawa	1888	Govan, G.B.	207 8	32 0	17 9	914	395	300 sc ..	The Minister of Marine and Fisheries, Ottawa, Ont.
112,046	Stanley	St. Catharines ..	1902	Racine, Wis., U.S.A.	16 2	5 2	3 8	2	1	2½ sc ..	John H. Stanley, Port Colborne, Ont.
100,042	Star	Brookville	1892	Morris Heights, N.Y., U.S.A.	18 1	5 2	2 2	1	1	2 sc ..	George Reid, Portage du Fort, Que.
100,699	Star	Pictou, N.S.	1895	Trenton, N.S.	34 4	7 6	4 4	6	4	18 sc ..	A. McCann, Wallace, N.S.
97,106	Star	Port Burwell.	1901	Erie, Pa., U.S.A.	37 2	11 0	4 5	13	9	2 sc ..	Geo. A. Brown, Port Burwell, Ont.
107,141	Star	Vancouver	1897	Everett, Wash., U.S.A.	51 5	13 0	2 4	14	9	2 sc ..	R. H. Sparling, Vancouver, B.C.
80,759	Star of the Sea ..	Quebec.	1878	Quebec, Que.	31 9	9 7	3 8	8	5	12 sc ..	Jos. Fluet, Montreal, Que.
107,622	Starling	Vancouver	1899	Port Guichon, B.C.	30 0	9 0	3 0	8	5	2 sc ..	James Des Brisay, Vancouver, B.C.
94,989	Starled Fawn ..	Toronto	1890	Toronto, Ont.	60 0	9 1	6 2	25	17	3 sc ..	Mrs. Eva Preston, Toronto, Ont., and Phoebe L. Thompson, Belleville, Ont.
97,116	Stella	Collingwood	1892	Collingwood, Ont.	44 0	10 0	5 6	16	11	2 sc ..	Jas. W. Vance, Spanish Station, Ont.
94,883	Stella	Montreal.	1888	New York, N.Y., U.S.A.	32 0	7 2	3 8	7	5	8 sc ..	Maurice Perrault, Montreal, Que.

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83,388	Stella	Toronto	1879	Kingston, Ont.	21 0	8 2	3 5	9	6	6 se	Archibald Tate and Jas. G. Tate, Penetanguishene, Ont.
1116,261	Stella	.....	"	.....	.....	.....	48 0	8 5	3 9	16	11	4 se	Henry Fowlds Sharp, Toronto, Ont.
90,804	Stella	.....	Vancouver.	.....	1886	New Westminster, B.C.	44 8	8 7	5 0	16	13	2 se	Wm. H. Hind, Vancouver, B. C.
121,981	Statson	.....	Victoria	.....	1900	Eagle Harbour, Wash., U.S.A.	53 8	15 5	5 5	36	17	6½ se	Queen City Trading & Transportation Co., Ltd., Victoria, B.C.
103,685	Stiletto	.....	Toronto	.....	1897	Victoria Harbour, Ont.	36 5	8 5	3 4	14	10	2 se	F. S. Grise, Midland, Ont.
111,881	Stoney Lake	.....	Peterborough.	.....	1904	Young's Point, Ont.	86 0	19 0	5 7	156	109	7½ se	Patrick P. Young, Young's Point, Ont.
88,683	Storm King	.....	Chatham, N.B.	.....	1885	Portland, N. B.	83 4	20 2	9 2	108	73	41 se	His Majesty King Edward VII.
122,165	Storm King	.....	Vancouver.	.....	1906	New Westminster, B.C.	82 3	19 0	9 6	99	67	16 se	Henry Symcock, New Westminster, B.C., and Albert Blain, Vancouver, B.C.
122,409	Stormont	.....	Montreal	.....	1907	Dumbarton, G. B.	249 1	42 6	20 6	1,955	1,231	202 se	Montreal Transportation Co., Ltd., Montreal, Que.
125,979	Stragwagah.	.....	Toronto	.....	1905	Hamilton, Ont.	49 5	8 5	3 0	16	11	5 se	Herman H. Laug, Cobalt, Ont.
103,878	Stranger	.....	Kingston	.....	1872 1901	Hammondsport, U.S.A. Cornwall, Ont.	84 3	15 2	4 3	88	69	4 se	Mrs. M. N. Hammond, Wolf Island, Ont.
103,304	Stranger	.....	New Westminster	.....	1895	New Westminster, B.C.	46 0	10 6	4 8	21	15	2 se	Robert Fenton, New Westminster, B.C.
77,916	Stranger	.....	Port Hope	.....	1880	Lindsay, Ont.	60 0	12 5	3 2	28	17	35 se	F. Crandell, Lindsay, Ont.
107,146	Stratheona	.....	Vancouver.	.....	1898	Vancouver, B.C.	142 4	30 4	4 0	596	376	17 pa	W. A. Rennie, <i>et al.</i> , Vancouver, B.C.
122,329	Stroller	.....	"	.....	1907	"	23 8	7 1	3 5	6	4	1½ se	John S. Gall, Vancouver, B.C.
116,976	Success	.....	Chatham, N.B.	.....	1904	Barrit Church, N.B.	61 0	12 6	2 5	21	13	5 pa	W. Anderson, Barrit Church, N.B.
103,603	Sultana	.....	Winnipeg	.....	1894	Kenora, Ont.	30 0	6 3	3 0	3	3	1 se	Sultana Mine of Canada, Ltd., London, Eng.
90,813	Sunbeam	.....	Port Hope	.....	1886	Birdsall, Ont.	29 0	8 7	3 2	13	9	4 se	Frederick Burnett, Birdsall, Ont.
85,524	Sunbeam	.....	Toronto	.....	1884	Port Sandfield, Ont.	31 6	7 3	3 2	4	2	4 se	John Rodgers, M.O., McEwara, Muskoka, Ont.
122,507	Sunbeam	.....	Vancouver.	.....	1907	Vancouver, B.C.	41 0	11 3	5 0	23	15	3 se	Simon F. MacKenzie, Vancouver, B.C.
122,388	Sunburst	.....	Victoria	.....	1908	Victoria, B.C.	61 0	15 8	7 0	42	19	4 se	Vonctari Kohori, Victoria, B.C.
96,992	Sunbury	.....	New Westminster	.....	1891	New Westminster, B.C.	60 0	12 6	4 8	38	26	3 pa	A. T. Ingram and Peter McLaggan, J.O., Vancouver, B.C.
80,908	Superior	.....	Port Arthur	.....	1881	Owen Sound, Ont.	90 0	18 3	15 0	89	71	31 se	Jos. Ganley, Sault Ste. Marie, Ont.
111,991	Superior	Vancouver.	1901	Ladners, B.C.	57 0	14 0	7 3	44	30	10 se	G. H. French, <i>et al.</i> , Vancouver, B.C.

* Formerly "Eagle."

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122,413	Supply No. 3.	Midland.	1907	Midland, Ont.	29 0	8 0	3 0	11	7	1½ sc.	The Playfair Preston Co., Ltd., Midland, Ont.
90,802	Surprise.	New Westminster.	1885	U.S.A.	31 2	6 9	3 9	14	10	12 sc.	Davis Sayward Sawmill & Land Co., Ltd., Victoria, B.C.
103,307	Surprise.	"	1896	New Westminster, B.C.	42 0	9 0	4 0	20	13	2 sc.	David Stevenson and N. Currie, J.O., Vancouver, B.C.
111,824	Surprise.	Vancouver.	1901	Vancouver, B.C.	75 7	17 4	6 5	75	51	3 sc.	The Packers Steamship Co., Ltd., Vancouver, B.C.
94,309	Surrey.	"	1890	"	100 0	22 0	6 0	263	182	17 pa.	D. C. Irwin and J. G. Scott, Vancouver, B.C.
107,569	Susie.	Parrsboro'	1901	Parrsboro', N.S.	57 5	13 5	5 1	27	16	35 sc.	J. G. Elderkin, Port Greville, N.S.
117,037	Susie Kennedy.	Sault Ste. Marie.	1904	Panotanguishene, Ont.	27 5	7 8	2 8	4	3	½ sc.	Martin Burton, Barrie, Ont.
80,533	Sutton Belle.	Toronto.	1880	Sutton, Ont.	31 3	8 6	3 0	6	4	6 sc.	Chas. Goodyear, M.O., Sutton, Ont.
92,753	Swallow.	Quebec.	1882	Quebec, Que.	23 5	9 1	4 3	9	6	20 sc.	Hon. Richard Turner, Quebec, Que.
107,479	Swan.	Port Arthur.	1899	Port Arthur, Ont.	36 0	8 8	3 0	8	6	1 sc.	Wm. A. Cross, Port Arthur, Ont.
97,102	Swan.	Port Burwell.	1895	Port Burwell, Ont.	53 0	12 0	4 6	14	8	8 sc.	H. Swan, M.O., Port Burwell, Ont.
†103,235	Swan.	Montreal.	1892	St. Laurent, Que.	48 4	7 6	2 8	12	8	3 sc.	W. J. Chapman, Perth, Ont.
116,780	Swan.	Vancouver.	1904	Vancouver, B.C.	18 0	4 6	2 2	1	1	⅔ sc.	Ernest Easthope, Vancouver, B.C.
122,340	Swan.	"	1907	"	46 4	11 8	6 6	30	21	10 sc.	George W. Roberts, M.O., Vancouver, B.C.

† Formerly "Cygne."

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100,792	Swan	Victoria	1893	Victoria, B.C.	65 8	13 8	5 4	36	25	8 se	Robt. Draney, Nanu, B.C.
100,807	Swan	Victoria	1894	Nanaimo, B.C.	41 0	8 5	2 9	12	8	3 se	Minister of Marine and Fisheries, Ottawa, Ont.
122,357	Swastika	Kingston	1907	Kingston, Ont.	43 6	8 4	3 6	9	6	2 se	John H. Davis, Kingston, Ont.
122,211	Sweepstake	Toronto	1901	Simcoe, Ont.	37 0	10 0	4 0	28	18	2 pa	The Ontario Lumber Co., Ltd., To- ronto, Ont.
94,685	Sweet Mary	Collingwood	1889	Waubaushene, Ont.	40 0	9 4	4 8	13	9	4 se	Charles Martin, Port Severn, Ont.
103,446	Swift	Ottawa	1892	Papineauville, Que.	27 7	7 5	3 6	4	3	4 se	N. A. Foubert and G. F. Foubert, Gumbarland, Ont.
121,675	Swiftsure	Vancouver	1905	Vancouver, B.C.	35 0	8 3	3 5	8	5	2 se	W. J. Massey, Vancouver, B.C.
85,697	Sybella II.	Chatham, N.B.	1884	Chatham, N.B.	80 4	20 1	5 6	71	48	40 pa	Miramichi Steam Nav. Co., Chatham, N.B.
100,769	Sylvester	Toronto	1895	Huntsville, Ont.	45 0	11 4	6 0	27	18	7 se	W. S. Shaw, Bracebridge, Ont.
122,362	T. M.	Vancouver	1904	Steveston, B.C.	33 4	11 0	3 2	13	9	4 se	Tochido Matsumaga, Steveston, B.C.
97,062	T. A. Stewart	Charlottetown	1892	Charlottetown, P.E.I.	61 8	15 2	5 5	36	25	60 se	R. S. Parquharson, Charlottetown, P.E.I.
90,528	T. J. Collop	Chatham, Ont.	1894	Mitchell's Bay, Ont.	58 6	17 0	4 6	63	42	— pa	H. McMillan and J. Grimes, J. O., Sault Ste. Marie, Ont.
112,337	T. J. Jarnin	Collingwood	1889	West Bay City, Mich., U.S.A.	60 0	16 2	8 0	47	32	17 se	C. S. Boone, Toronto, Ont.
100,416	T. Osborne	Ottawa	1893	Hull, Que.	52 8	13 5	5 3	25	18	50 se	T. Osborne, Hull, Que.
112,267	Tadousac	Montreal	1879	Whitnigton, D. C., U.S.A.	248 4	34 7	9 6	1,701	1,052	120 pa	Richelieu & Ontario Navigation Co., Montreal, Que.
112,185	Tadenac	Toronto		Collingwood, Ont.	40 0	9 0	4 5	9	6	1 se	The Tadenac Club, Ltd., Toronto Ont.
111,449	Ta-Kit-Esy	Ottawa	1899	Kingston, Ont.	43 5	8 0	4 4	5	5	12 se	W. J. Pompre, Montreal, Que.
121,770	Takara Maru	Vancouver	1905	Osaka, Japan.	53 0	12 0	6 0	30	21	12 se	A. J. Spence and R. Smith, Vancou- ver, B.C.
122,246	Takwan	St. Andrews	1905	St. Andrews, N.B.	28 6	11 0	5 6	11	9	2 se	Thomas R. Wheelock, Boston, Mass., U.S.A.
122,339	Talisman	Vancouver	1907	Vancouver, B.C.	30 1	9 5	4 0	9	6	1½ se	Robert Haddon, Vancouver, B.C.
110,601	Tanagra	St. John, N.B.	1899	Port Glasgow, G.B.	330 5	48 1	23 5	3,317	2,159	200 se	Steamship Tanagra Co., Ltd., Rother- say, N.B.
100,972	Tangent	"	1891	Hampton, N.B.	55 3	16 1	3 9	36	24	8 se	The G. & G. Flewelling Mfg. Co., Ltd., Hampton, N.B.
124,355	Tartar	Vancouver	1906	Bowling, G.B.	90 2	17 1	9 2	95	7	60 se	The Sechart Towage Co. Ltd., Van- couver, B.C.

* Formerly "Geyser." + Formerly "Virginian."

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built. — Cons- truit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. c.v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
111,786	Tasmanian.....	Victoria..	1899	Lake Bennett, B.C.....	64 0	9 4	4 4	21	12	5 sc..	George A. Huff, Alberni, B.C.
122,193	Teal.....	New Westminster...	1907	Steveston, B.C.....	38 0	8 8	4 2	18	13	2 sc..	Harry Trim, Westham Islands, B.C.
80,774	Tecumseh.....	Sarnia.....	1875	Chatham, Ont.	200 0	29 9	13 2	840	580	300 sc..	P. McArthur, Toronto, Ont.
103,691	Tecumseh.....	Sault Ste. Marie....	1895	Providence Bay, Ont....	37 0	9 0	3 4	10	6	— sc..	William Fraser, Little Current, Ont.
95,926	Tees.....	Victoria.....	1893	Thornaby-on-Tees, G.B..	165 0	26 0	10 8	679	441	95 sc..	Canadian Pacific Railway Co., Montreal, Que.
126,217	Telkwa.....	Vancouver.....	1908	Vancouver, B.C.....	31 8	7 6	4 0	8	6	3 sc..	Francis J. Ewing, Prince Rupert, B.C.
*107,364	Tenagami.....	Toronto.....	1898 1905	Toronto, Ont.....	70 5	8 5	4 0	18	12	10 sc..	Tenagami Navigation Co., Ltd., Toronto, Ont.
107,385	Teniscamingue...	Ottawa.....	1898	Teniscamingue, Que....	133 0	22 5	6 5	295	213	21 sc..	Teniscaming Nav.Co., Ltd., Mattawa, Ont.
96,851	Tempest.....	Sarnia.....	1884	Cleveland, Ohio, U.S.A..	64 0	8 6	5 4	21	14	5 sc..	The Reid Wrecking Co., Ltd., Sarnia, Ont.
112,290	Tempest.....	Winnipeg.....	1904	Selkirk, Man.....	83 0	16 0	7 6	75	51	11 sc..	Northern Fish Co., Ltd., Selkirk, Man.
78,025	Tendor.....	Toronto.....	1880	Muskoka Mills, Ont....	56 8	12 9	6 3	31	21	20 sc..	Wm. White, Midland, Ont.
87,180	Tepe.....	Vancouver.....	1883	Blackwall, G.B.....	70 1	16 3	8 2	71	37	25 sc..	E. F. Evans, Vancouver, B.C.
111,546	Terra Nova.....	".....	1901	Vancouver, B.C.....	68 5	14 7	6 1	47	32	9 sc..	Duncan Rowan, Terra Nova, B.C.
103,336	Terrebonne.....	Montreal.....	1871 1895	Sorel, Que.....	156 2	24 1	7 2	636	320	28 pa..	Rielieu & Ontario Navigation Co., Montreal, Que.

* Formerly "Wanda."

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1896	Quebec	1896	Ayer's Flat, Que.	32 6	7 6	3 4	5	5	1 se	W. E. Johnson, Lake Megantic, Que.
103,981	Tess	1896	Quebec	32 6	7 6	3 4	5	5	1 se	W. E. Johnson, Lake Megantic, Que.
116,408	Texada	1903	Vancouver	26 0	8 8	3 2	7	5	1 se	George Prestor and F. A. Hart, Vancouver, B.C.
121,679	Thames	1905	Vancouver, B.C.	41 4	10 5	4 4	20	14	3 se	E. H. Heaps, and Wm. Salley, Vancouver, B.C.
111,992	Thelma	1905	Wellington, Ont.	40 0	9 1	5 7	19	13	10 se	Kenneth B. DeMill, Wellington, Ont.
122,216	Thelma	1906	Toronto, Ont.	21 7	6 2	2 6	3	2	3 se	Seymour Halliday, Redwood, Muskoka, Ont.
90,564	Theresa	1885	"	85 5	18 0	4 8	84	57	8 se	John Fleming and A. Tynon, J.O., Toronto, Ont.
111,566	Theresa	1900	Rosseau Falls, Ont.	49 5	9 7	5 0	26	18	2 se	Knight Bros. Co., Ltd., Burk's Falls, Ont.
121,740	Thetis	1906	Vancouver, B.C.	22 3	6 1	2 6	2	1	1 se	George Buscombe, Vancouver, B.C.
115,525	Thiry-Three	1902	North Shields, G.B.	80 0	18 1	8 3	79	33	21 se	Minister of Marine and Fisheries, Ottawa, Ont.
78,024	Thistle	1881	Collingwood, Ont.	66 0	13 6	7 0	36	25	25 se	The Rondeau Tug Co., Ltd., Blenheim, Ont.
107,807	Thistle	1902	Dawson, Y.T.	102 0	19 8	3 9	225	153	7 pa.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,844	Thistle	1895	Valleyfield, Que.	31 0	6 6	3 2	2	2	4 se	W. E. James, Combermere, Ont.
103,890	Thistle	1897	Hull, Que.	40 0	9 4	3 6	5	2	6 se	A. H. Taylor and J. Sutherland, Ottawa, Ont.
100,761	Thistle	1894	Oakville, Ont.	122 0	18 9	5 8	78	68	11 pa.	The Toronto Ferry Co., Ltd., Toronto, Ont.
100,673	Thistle	1902	Vancouver, B.C.	24 0	7 3	3 4	2	2	12 se	Charles Reynolds, Broughton Island, B.C.
*126,092	Thomas R. Scott, Battle.	1888	Detroit, Mich., U.S.A.	61 0	16 5	6 0	54	33	10 se	Joseph Battle, Thorold, Ont.
107,595	Thomas Maitland	1899	Owen Sound, Ont.	89 9	18 0	8 8	107	73	31 se	J. Maitland, Owen Sound, Ont.
116,847	Thomas R. Scott	1887	Grand Haven, Mich., U.S.A.	138 0	28 0	7 6	258	175	13 1/2 se	The Peninsula Tug & Towing Co., Ltd., Warton, Ont.
103,298	Thompson	1895	Knalt Siding, B.C.	94 3	18 6	4 6	150	94	10 se	Columbia River Lumber Co., Golden, B.C.
80,765	Ther	1881	Lévis, Que.	136 7	24 5	10 0	323	203	60 pa.	William Price, Quebec, Que.
121,962	349	1906	Kingston, Ont.	34 0	6 8	3 0	4	3	3 se	John H. Davis, Kingston, Ont.
121,963	350	1906	"	34 0	6 8	3 0	4	3	3 se	John H. Davis, Kingston, Ont.
121,964	351	1906	"	34 0	6 8	3 0	4	3	3 se	John H. Davis, Kingston, Ont.
116,755	Thyra	1887	Poughkeepsie, N. Y., U.S.A.	66 0	11 0	7 1	31	23	8 se	F. B. Polson, Toronto, Ont.
116,386	Tiger	1896	Lakeport, U.S.A.	34 0	7 6	3 6	4	3	10 se	Ontario Corundum Co., Ltd., Ottawa, Ont.

*Formerly "Fannie L. Baker."

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122,359	Tillicum	Kingston.....	1907	Brighton, Ont	29 8	5 6	3 0	3	2	3 se ..	Malcolm L. Butler, Brighton, Ont.
122,535	Tillicum	Vancouver.....	1906	Port Simpson, B.C.	42 3	8 1	4 0	13	9	3 se ..	R. C. Turner, Vancouver, B.C.
75,532	Tim Doyle.....	{ Montreal	{ 1874 1894	{ Buffalo, N.Y., U.S.A.. Lachine, Que.....	40 6	11 8	6 2	15	10	5 se ..	Lyon Cohen, Montreal, Que.
117,180	Tim Healy.....	Windsor, Ont.....	1908	Sandwich, Ont.	41 2	12 0	6 8	34	26	6 se ..	The Windsor Dredging Co., Ltd., Windsor, Ont.
107,413	Tit Bit.....	Montreal.....	1899	New York, U.S.A.....	25 2	5 9	2 2	2	1	1 se ..	S. Carsley, jr., Montreal, Que.
†96,909	Tit Willow.....	Ottawa.....	1891	Kingston, Ont.....	49 9	9 1	4 3	17	11	12 se ..	J. D. Deacon and E. A. Dunlop, J.O., Pembroke, Ont.
122,492	Togo.....	Chatham, N.B.	1907	Newcastle, N.B.....	86 4	17 5	5 6	51	32	9 pa..	William Richards & Co., Ltd., Camp- bellton, N.B.
116,741	Togo.....	Halifax	1904	Halifax, N.S.	79 5	19 2	7 8	97	66	33 se ..	The Togo Co., Ltd., Halifax, N.S.
117,038	Togo.....	Sault Ste. Marie....	1905	Massey, Ont.....	44 0	10 4	5 0	15	8	1 se ..	Charles J. Clark, Massey, Ont.
116,781	Tootsie Woodsie..	Vancouver.....	1904	Vancouver, B.C.....	16 0	5 0	1 5	1	—	3 se ..	Geo. E. Cates, Vancouver, B.C.
122,162	Topaz.....	"	1903	Victoria, B.C.....	49 6	13 0	5 2	34	23	12 se ..	C.W. Peck, et al., Port Simpson, B.C.
107,166	Topsy	Collingwood.....	1896	Midland, Ont.....	36 0	8 0	4 0	15	10	4 se ..	J.A.H. Gropf, et al., J.O., Penetanguis- heane, Ont.
107,412	Toronto	Toronto	1899	Toronto, Ont.	269 4	36 0	13 8	2,779	1,652	263 pa..	The Richelieu & Ontario Navigation Co., Montreal, Que.
80,592	Toronto Belle....	"	1880	"	44 5	11 0	4 3	17	12	20 se ..	American Lumber Co., Toronto, Ont.

† Formerly "Titania."

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103,688	Torpedo	Toronto	1898	Toronto, Ont.	34 0	8 3	5 0	8	6	1 sc	Toronto Construction Co., Ltd., Toronto, Ont.
122,180	Torpy	Port Arthur	1907	Rosspart, Ont.	34 0	10 0	4 0	8	5	½ sc	John Pauluett, Rosspart, Ont.
122,540	Tory	Vancouver	1907	Vancouver, B.C.	22 3	7 6	2 0	8	5	1 sc	James R. Jolliffe, Vancouver, B.C.
116,596	Tourist	Montreal	1904	Caughnawaga, Que.	36 0	7 0	2 3	3	2	½ sc	Mrs. Elizabeth Anclair, Montreal, Que.
123,443	Tourist	St. John, N.B.	1907	Margaretville, N.S.	37 0	12 4	4 5	15	10	1 sc	Joseph C. Walton, North Kingston, N.S.
107,339	Tourist	Shelburne	1900	Yarmouth, N.S.	34 0	7 4	3 6	4	3	4 sc	Jonathan Perry, Shelburne, N.S.
107,838	Trader	Victoria	1901	Vancouver, B.C.	101 0	22 6	8 2	107	114	17 sc	Gulf Steamship & Trading Co., Ltd., Victoria, B.C.
116,256	Trauquo	Toronto	1892	Bristol, R.I., U.S.A.	77 0	11 2	6 5	39	27	5 sc	Electrical Development Co., Toronto, Ont.
126,142	Transcontinental	Sorel	1905	Sorel, Que.	46 0	8 3	2 8	9	6	1 sc	Pierre Potvin, Village La Tuque, Que.
100,794	Transfer	Victoria	1893	New Westminster, B.C.	122 0	24 5	5 6	264	98	18 pa.	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
111,930	Traveler	Midland	1871	Cheboygan, Mich., U.S.A.	140 0	24 0	12 0	438	248	118 sc	Midland Towing & Wrecking Co., Ltd., Midland, Ont.
115,272	Trebia	St. John, N.B.	1902	Port Glasgow, G.B.	338 7	46 0	25 7	3,586	2,343	3 3 sc	Steamship Trebia Co., Ltd., Rothesay, N.B.
103,812	Trent	Belleville	1893	Simcoe, Ont.	36 9	10 5	3 9	20	12	20 pa.	D. Gibmour, Trenton, Ont.
111,958	Trim	New Westminster	.....	New Westminster, B.C.	28 0	8 0	2 5	3	3	2 sc	Harry Trim, Westham Island, B.C.
.....	Trois Rivières	Montreal	1869	Sorel, Que.	218 5	32 9	9 4	1,552	794	—pa.	The Richelieu & Ontario Nav. Co., Montreal, Que.
88,233	Tropic	Brockville	1885	Smith's Falls, Ont.	40 5	8 3	3 4	9	7	7 sc	Dr. Wm. A. Gray, Smith's Falls, Ont.
107,511	Troubadour	Vancouver	1898	Victoria, B.C.	48 0	10 3	4 8	18	12	7 sc	A. E. Green, Vancouver, B.C.
121,783	Trudel II	Ottawa	1901	Douglas Farm, Quinze Lake, Que.	40 4	16 7	3 6	15	5	2 pa.	James B. Klock, Mattawa, Ont.
107,118	Trusty	Lunenburg	1898	LaHave, N.S.	77 0	17 4	7 8	58	33	110 sc	The LaHave Steamship Co., Ltd., LaHave, N.S.
100,201	Try	Vancouver	1891	Vancouver, B.C.	61 0	15 0	3 0	12	26	10 pa.	E. Burns, Vancouver, B.C.
126,208	Tseekwa	"	1908	"	27 5	8 2	4 3	8	5	2 sc	Knox Walkem, Vancouver, B.C.
126,216	Tuladi	"	1908	"	49 3	14 3	6 0	32	21	4 sc	Letson & Burpee, Ltd., Vancouver, B.C.
122,386	Tulalip	Victoria	1905	Seattle, U.S.A.	33 5	9 0	3 6	12	6	5½ sc	Joseph A. Sayward, Victoria, B.C.
*112,201	Turbina	Hamilton	1904	Hebburn-on-Tyne, G.B.	250 0	33 2	12 6	1,064	603	500 sc	Turbine Steamship Co., Ltd., Hamilton, Ont.
112,394	Turtle	Ottawa	1902	Cache Bay, Ont.	65 0	20 0	3 8	38	33	12 pa.	Geo. Gordon, et al., Pembroke, Ont.

*Turbines.

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111,885	Tuttsy	Peterborough.	1905	Peterboro', Ont	35 5	7 5	3 0	9	6	2 sc ...	H. Allen Peterboro', Ont.
88,327	Two Brothers.	Quebec	1886	Quebec, Que	41 5	11 2	5 5	23	9	40 sc ...	Achille Bernier, St. Joseph de Levis, Que.
100,627	Two Friends.	Port Dover.	1905	Port Dover, Ont.	55 3	13 0	5 0	23	16	9 sc ...	H. W. Ansley, <i>et al.</i> , Port Dover, Ont.
+ 122,611	Two Maces.	Goderich.	1880	Lorain, O., U.S.A.	55 3	13 0	6 0	24	16	3 sc ...	Robert McKay and Angus McDonald, J.O., Goderich, Ont.
107,639	Tyce.	New Westminster.	1899	New Westminster, B.C.	72 0	14 2	6 5	32	18	11 sc ...	Francis Boutilier, M.O., New Westminster, B.C.
107,159	Tyrell	Vancouver.	1898	Vancouver, B.C.	142 0	30 2	4 8	678	408	17 pa. ...	British Yukon Navigation Co., Ltd., Vancouver, B.C.
126,180	Udal	New Westminster.	1908	New Westminster, B.C.	50 0	12 0	5 2	22	11	5 sc ...	William Oliver, Skidegate, B.C.
112,246	Ula	Vancouver	1902	Vancouver, B.C.	31 8	8 6	3 0	10	7	9 sc ...	E. K. DeBeek, Vancouver, B.C.
96,697	Ulala.	Halifax.	1889	Dunbarton, G.B.	49 4	9 0	5 2	14	4	9 sc ...	Alexander C. Ross, Sydney, N.S. ¹
103,815	Ullacalala.	Belleville.	1900	St. Joseph, Mich., U.S.A.	38 0	7 0	3 6	6	4	10 sc ...	Clas. W. Turner, Campbellford, Ont.
92,658	Umbria	St. Catharines	1889	Port Dalhousie, Ont.	58 0	15 2	6 2	43	29	14 sc ...	Jas. Murray, St. Catharines, Ont.
107,370	Una.	Toronto.	1885	Peekskill, N.Y., U.S.A.	46 0	8 8	8 0	22	15	2 sc ...	David S. Pratt, Midland, Ont.
92,645	Uncle Jim.	Wallaceburg.	1886	Wallaceburg, Ont. ...	50 0	10 5	4 3	11	8	1 sc ...	Robert Graham and Mathew Graham, Kagawong, Ont.
97,101	Uncle Tom.	Port Barwell.	1893	Port Bruce, Ont.	47 0	10 8	3 6	8	5	3½ sc ...	Levi Young, M.O., Port Bruce, Ont.

+ Foreign name "Telephone."

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100,680	Uncle Tom.....	Vancouver.....	1894	Vancouver, B.C.....	29 5	7 4	3 3	3	2	$\frac{1}{2}$ sc ..	Francis W. Slaw, Vancouver, B.C.
122,546	Undan	"	1906	"	31 1	10 0	4 9	14	9	2 sc ..	Frank M. Richardson, Vancouver, B.C.
94,981	Undine.....	Toronto.....	1889	Toronto, Ont.....	49 0	8 7	4 1	17	15	10 sc ..	The Polson Iron Works, Ltd., Toronto, Ont.
103,681	Undine.....	Toronto.....	1897	Toronto, Ont.....	31 0	7 7	2 8	9	6	2 sc ..	The Mine Centre Lumber Co., Ltd. Fort William, Ont.
122,519	Unican.....	Vancouver.....	1907	Vancouver, B.C.....	35 7	10 5	5 3	15	10	3 sc ..	Alford S. Arkley, Vancouver, B.C.
96,719	Union.....	Ottawa.....	1884	Pembroke, Ont.....	87 0	23 8	5 2	75	66	30 sc ..	J. A. Thibadeau, Pembroke, Ont.
*92,654	Union.....	St. Catharines ..	1866	Kingston, Ont.....	132 0	23 6	6 8	297	163	100 sc ..	The Fort Erie Ferry Co., Fort Erie Ont.
85,707	United Lumber man.....	Midland	1884	Dresden, Ont.....	139 2	31 6	11 7	399	259	170 sc ..	Morden Transit Co., Ltd., Midland, Ont.
111,548	Uno	Vancouver.....	1901	Vancouver, B.C.....	35 2	11 5	4 0	12	8	2 sc ..	D. McIntosh, and A. McKinnon, J. O., Broughton Island, B.C.
100,653	Upar	Kingston.....	1892	Kingston, Ont.....	48 2	10 0	3 4	17	11	6 sc ..	O. R. Fraser, Edmonton, Alta.
114,053	Usher.....	Yarmouth.....	1901	Port Glasgow, G.B.....	340 0	46 0	25 7	3,594	2,350	310 sc ..	The Usher Steamship Co., Ltd., Chloggin, N.S.
100,639	Vachio.....	Vancouver.....	1892	Victoria, B.C.....	40 2	10 4	4 0	10	7	2 sc ..	Francis W. Walsh, Vancouver, B.C.
107,684	Vacuna	Prescott	1896	Bristol, R.I., U.S.A.....	75 1	13 5	8 0	52	35	75 sc ..	J. P. Wiser, Prescott, Ont.
103,262	Vacuna.....	St. John, N.B.....	1888	Brewer, Me., U.S.A.....	35 0	8 5	2 7	10	6	1 sc ..	S. W. Conrad, Ste. Croix, N.B.
124,077	Vadso.....	Victoria.....	1881	Gothenburg, Sweden.....	191 2	28 7	21 7	908	638	110 sc ..	The Basowitz Steamship Co., Ltd., Victoria, B.C.
*126,324	Valdes.....	Vancouver.....	1896	Seattle, Wash., U.S.A.....	33 5	11 6	4 2	12	8	2 sc ..	Roderick Martin, Vancouver, B.C.
103,230	Valeda.....	Ottawa.....	.....	Pembroke, Ont.....	30 0	6 4	3 0	2	2	4 sc ..	Charles Lemoine, Pembroke, Ont.
*96,907	Valeria.....	Sorel.....	1891	Kingston, Ont.....	75 4	13 5	4 0	52	33	20 sc ..	François Crepeau, Sorel, Que.
111,541	Vallalla.....	Vancouver.....	1901	Nelson, B.C.....	102 5	20 8	9 0	153	34	37 sc ..	Canadian Pacific Railway Co., Montreal, Que.
69,595	Valleyfield.....	Montreal.....	1873 1901	Quebec, Que..... Montreal, Que.....	116 0	23 2	6 5	417	280	12 sc ..	Jos. A. Lamoine, Montreal, Que.
92,775	Vancouver.....	Vancouver.....	1888	Vancouver, B.C.....	72 0	13 7	5 2	50	34	4 sc ..	E. H. Heaps and Wm. Sulley, Vancouver, B.C.
116,907	Vanguard.....	Parrsboro.....	1907	Cape D'Or, N.S.....	47 2	12 3	6 0	16	11	35 sc ..	Charles G. Hill, Cape D'Or, N.S.
\$75,538	Varenes.....	Montreal.....	1874	Sorel, Que.....	170 0	26 5	8 0	362	228	150 pb.	Ritchie & Ontario Navigation Co., Montreal, Que.

* Formerly "Watertown." † Foreign Name "Roma." ‡ Formerly "Lorelei."

|| Formerly "Paul Smith" and "Caineau." § Formerly "Cultivateur."

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Built. — Cons- truit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10th. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. or Kilowatts and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
72,467	Varuna	Pictou, Ont.	1880	Wolfe Island, Ont.	94 4	17 0	5 1	134	85	40 sc ..	J. E. Rathbun, <i>et al.</i> , Pictou, Ont.
100,927	Varuna	Ottawa	1891	Carleton Place, Ont.	23 0	5 0	2 4	1	1	2 sc ..	Geo. P. Spittal, Ottawa, Ont.
88,578	Vega	Toronto	1884	Kingston, Ont.	37 0	6 6	3 5	7	5	4 sc ..	J. K. Macdonald, Toronto, Ont.
117,147	Venetia	Halifax	1904	Mahone, Bay, N.S.	30 5	9 0	3 5	5	5	$\frac{1}{2}$ sc ..	Joseph N. Pettipas, Bay of Islands, Nfld.
107,709	Venetia	Toronto	1898	Toronto, Ont.	61 5	11 5	7 6	31	21	6 sc ..	David Smith, Toronto, Ont.
122,163	Venture	Vancouver	1906	Vancouver, B.C.	29 1	9 3	3 4	8	6	1 sc ..	John J. Hodder, New Westminster B.C.
111,776	Venture	Victoria	1902	Victoria, B.C.	153 4	36 2	9 5	812	489	65 sc ..	The Boscowitz, Steamship Co., Ltd., Victoria, B.C.
107,449	Vera	Vancouver	1898	Birkenhead, G.B.	31 5	7 3	3 8	6	4	6 sc ..	Louis Haptonstall, Port Essington, B.C.
116,251	Vera A.	Toronto	1902	Midland, Ont.	35 3	9 0	3 3	11	7	1 sc ..	Georgian Bay Lumber Co., Ltd., Waukegan, Ont.
126,211	Vera S. Fry	Vancouver	1908	Vancouver, B.C.	29 0	10 5	4 8	9	6	1 sc ..	George H. Fry, Vancouver, B.C.
122,601	Verbena	Kenora	1907	Kenora, Ont.	70 0	16 0	6 0	72	49	13 sc ..	Lake of the Woods Milling Co., Ltd., Montreal, Que.
94,913	Verbena May	Southampton	1888	Southampton, Ont.	38 0	12 0	4 6	16	11	8 sc ..	Richard Gawley, Mars, P.O., Ont.
121,956	Verla Belle	Port Stanley	1908	Port Stanley, Ont.	55 5	13 6	6 4	34	23	4 sc ..	J. R. Moore, H. L. Moore and W. S. Stanton, J. O., Port Stanley, Ont.
80,939	Vergey	Hamilton	1888	Pictou, Ont.	54 0	9 0	3 5	18	14	16 sc ..	Thos. H. Lawry, Hamilton, Ont.

* Formerly "Geraldine."

SESSIONAL PAPER No. 21b

107,423	Vernon, Jr.	Brockville	1902	Manitowac, Wis., U.S.A.	70 6	13 6	7 0	46	26	10½ se	William H. Constock, Brockville, Ont.
103,689	Verva	Toronto	1898	Wahnapitac, Ont.	66 0	15 2	6 9	55	37	40 se	John Waldie, Toronto, Ont.
88,296	Vesper	Brockville	1887	Brockville, Ont.	30 7	6 2	2 6	2	2	3 se	W. J. Giffard, Napanee, Ont.
111,531	Vesper	Vancouver	1900	Vancouver, B.C.	26 0	8 2	2 3	4	3	6 se	Frank N. Asman, Vancouver, B.C.
90,796	Vesper	Victoria	1887	Victoria, B.C.	27 0	6 4	2 9	6	4	1 se	Miss Mary A. Ellison, Victoria, B.C.
100,405	Vesta	Hamilton	1895	Hamilton, Ont.	28 0	7 5	3 6	8	5	5 se	Oronhyateka, M.D., Toronto, Ont.
100,698	Vesta	Pictou, N.S.	1896	Pictou, N.S.	35 8	8 3	3 9	9	5	1 se	J. L. Philips, Mira Gut, N.S.
116,923	Vesta	Victoria	1901	Port Simpson, B.C.	44 0	8 8	5 6	12	7	2 se	D. A. Robertson and George Rudge, Port Simpson, B.C.
96,728	Victor	Chatham, N.B.	1889	Chatham, N.B.	71 6	15 8	5 0	46	29	15 pa	Wm. Richards & Co., Ltd., Boies-town, N.B.
69,665	Victor	Montreal	1875	Quebec, Que.	59 0	14 6	6 4	35	18	8½ se	E. A. D. Morgau, Montreal, Que.
121,759	Victor	Vancouver	1906	Vancouver, B.C.	31 0	9 7	4 4	14	19	3 se	Abraham R. Bittencourt, Gauges, B.C.
121,778	Victor	Winnipeg	1906	The Landing, Man.	52 0	12 0	4 5	26	18	3½ se	The Manitoba Gypsum Co., Ltd., Winnipeg, Man.
107,746	Victoria	Brockville	1900	Kingston, Ont.	72 6	15 5	5 0	58	40	3 se	The Brockville Navigation Co., Ltd., Brockville, Ont.
107,402	Victoria	Lindsay	1894	Lindsay, Ont.	35 0	6 6	3 0	4	3	6 se	R. B. Rogers, Peterborough, Ont.
107,408	Victoria	Montreal	1899	Toronto, Ont.	100 0	21 0	5 6	181	168	17 se	Ottawa River Navigation Co., Montreal, Que.
111,666	Victoria	"	1902	Sorel, Que.	101 7	21 2	6 9	363	183	17 se	Amedee Malette, Rigaud, Que.
107,687	Victoria	Ottawa	1897	Pembroke, Ont.	128 7	21 0	7 1	188	99	60 pa	Pembroke Nav. Co., Ltd., Pembroke, Ont.
112,400	Victoria	"	1901	Simcoe, Ont.	42 4	16 0	3 6	25	20	20 pa	Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
103,802	Victoria	Pictou, N.S.	1904	Pugwash, N.S.	61 4	17 4	6 6	68	40	5 se	Geo. D. Grimmer, St. Andrews, N.B.
.....	Victoria	Port Hope	1897	Lindsay, Ont.	33 7	15 4	6 5	191	120	.....	Whitby & Port Perry Railway Co., Whitby, Ont.
112,029	Victoria	Quebec	1901	Quebec, Que.	70 2	13 9	6 5	48	32	13 se	John S. Thom, Quebec, Que.
107,063	Victoria	St. John, N.B.	1897	St. John, N.B.	191 2	30 0	7 9	1,002	631	53 pa	Star Line S.S. Co., Ltd., Gagetown, N.B.
94,917	Victoria	Southampton	1891	Port Elgin, Ont.	31 3	7 1	2 5	3	2	7 se	W. F. Davidson, Colpoys Bay, Ont.
116,751	Victoria	Toronto	.....	.....	37 8	10 0	3 9	13	9	2 se	Peter Light, Penetanguishene, Ont.
116,365	Victoria K	Goderich	1903	Goderich, Ont.	72 4	15 1	6 8	41	28	14 se	Daniel and Frank Sullivan, J.O., Blind River, Ont.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built. Construit en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
103,917	Victorian.....	Victoria.....	1898	Victoria, B.C.....	146 5	33 4	4 7	716	455	15 hp.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
.....	Victory.....	Montreal.....	1870	Montreal, Que.	65 9	13 4	7 0	56	38	.....	Wm. O. Connors, Quebec, Que.
*107,863	Vidette.....	Dawson.....	1898	St. Michaels, Alas., U.S.A.	96 0	18 0	3 5	134	67	120 hp.	Comptroller Northwest Mounted Police, Ottawa, Ont.
116,700	Vigil.....	Kenora.....	1903	Kenora, Ont.....	18 0	5 4	2 6	1	—	5 sc.	Henry de Saras, Whitewood, Sask., and R. Wolff, Winnipeg, Man., J.O.
117,070	Vigilant.....	Ottawa.....	1904	Toronto, Ont.	177 0	22 1	13 2	396	243	65 sc.	The Minister of Marine and Fisheries Ottawa, Ont.
111,594	Vigilant.....	Vancouver.....	1890	Victoria, B.C.....	52 0	12 4	5 0	29	20	8 sc.	Robt. Bailey, Vancouver, B.C.
116,371	Viking.....	Port Arthur.....	1902	Rosspport, Ont.....	44 0	11 4	5 0	15	10	4 sc.	Thomas Craigie, Rosspport, Ont.
143,130	Viking.....	St. Andrews.....	1891	Ashtabula, Ohio, U.S.A.	75 3	21 1	6 4	128	87	17 sc.	Deer Island & Campo Bello SS. Co., Campo Bello, N.B.
107,211	Viking.....	Winnipeg.....	1899	Winnipeg, Man.....	43 7	11 7	7 4	17	12	2 sc.	Stephen Sigurdson, Hnausa, Man.
112,397	Ville Marie..	Ottawa.....	1902	Ville Marie, Que....	35 0	11 5	4 0	32	27	2 sc.	Joseph Lavigne, Ville Marie, Que.
112,076	Villeneuve.....	Kenora.....	1901	Kenora, Ont.....	50 0	9 8	4 2	28	19	2 sc.	Jos. S. Villeneuve, Kenora, Ont.
122,515	Vina.....	Vancouver.....	1907	Vancouver, B.C.....	36 4	9 0	4 3	16	11	2 sc.	William Harries, Vancouver, B.C.
*112,275	Viola.....	Montreal.....	1903	Montreal, Que.....	25 0	6 4	2 3	2	2	1 sc.	Mrs. Ida H. O. Moseley, Westmount, Que.
116,880	Viola.....	St. Catharines.....	1905	Hamilton, Ont.....	35 0	9 8	3 4	5	4	7 sc.	Arthur E. Masters, et al., Niagara on the Lake, Ont.

* Formerly "May West." * Formerly "Ninie."

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85,749	Viola.....	Toronto.....	1883	Lévis, Que.....	100 0	16 3	6 0	68	46	11 se ..	The Viola Steam Yacht Co., Toronto, Ont.
107,740	Viper.....	Kingston.....	1899	Kingston, Ont.....	40 6	7 9	4 6	8	5	10 se ..	F. J. Drake, Kingston, Ont.
111,852	Viper.....	Port Arthur.....	1901	Owen Sound, Ont.....	60 0	13 0	5 6	34	19	4 se ..	Wm. Collis, Bruce Mines, Ont.
*71,615	Virginia.....	Montreal.....	1875	Philadelphia, Pa., U.S.A.	107 0	24 0	10 8	146	89	17 1/2 se ..	Sincombes McNaughton Line, Ltd., Montreal, Que.
112,265	Vison.....	".....	1902	St. Joseph, Mich., U.S.A.	23 2	6 0	2 3	2	1	1 se ..	P. Beauchemin, Sorel, Que.
111,805	Viva.....	Sault Ste. Marie.....	1893	Wyandotte, Mich., U.S.A.	33 0	8 0	3 6	7	5	1 se ..	John McEwen, Sarnia, Ont.
90,577	Vivid.....	Toronto.....	1886	Toronto, Ont.....	83 8	12 0	6 6	56	35	25 se ..	Frank B. Polson, Toronto, Ont.
116,612	Vixen.....	Dawson.....	1907	White Horse, Y.T.....	40 0	7 2	.....	5	4	3 se ..	Eli Verrean, Dawson, Y.T.
122,404	Vixen.....	Montreal.....	1907	Lachine, Que.....	32 0	5 9	2 7	3	2	2 se ..	Andrew S. Forman, Montreal, Que.
111,592	Vixen.....	New Westminster.....	1898	Kaslo, B.C.....	35 0	7 0	3 0	7	5	2 se ..	J. D. Montgomery, Spokane, Wash., U.S.A.
71,228	Vixen.....	Sault Ste. Marie.....	1886	Drummond Island, Mich., U.S.A.	48 0	13 8	5 0	68	53	18 se ..	J. H. McCaul, Sault Ste. Marie, Ont.
122,371	Volage.....	Vancouver.....	1895	Vancouver, B.C.....	36 5	10 0	5 0	13	9	1/2 se ..	William M. Sprott, Vancouver, B.C.
100,694	Volunda.....	Pictou, N.S.....	1894	New Glasgow, N.S.....	73 4	9 4	5 9	30	14	7 se ..	Jos. L. Phillips, M.O., Mira, N.S.
103,442	Volunteer.....	Ottawa.....	1889	Ottawa, Ont.....	35 4	6 6	3 0	3	2	4 se ..	M. P. Davis, Ottawa, Ont.
103,553	Voyageur.....	Midland.....	1895	Montreal, Que.....	67 6	12 0	4 8	44	30	2 se ..	Canada Iron Furnace Co., Ltd., Montreal, Que.
107,425	Vulcan.....	New Westminster.....	1899	New Westminster, B.C.....	72 0	16 0	7 5	77	52	17 se ..	The Penetco Sawmill Co., Ltd., New Westminster, B.C.
92,756	Vulcan.....	Quebec.....	1889	Dalhousie, N.B.....	43 3	11 8	5 5	18	13	35 se ..	The Mabou & Gulf Coal Co., Ltd., Mabou N.S.
121,678	W. L.....	Vancouver.....	1905	Whateon, Wash., U.S.A.	23 0	4 8	2 2	2	2	1/2 se ..	W. Lomborg, Vancouver, B.C.
116,394	W. B. Aldrich.....	Chatham, Ont.....	1868 1905	Milwaukee, U.S.A..... (Chatham, Ont.....)	68 5	15 0	9 0	59	33	10 se ..	H. A. Hackett, et al., J.O., Amherstburg, Ont.
69,526	W. C. Francis.....	Montreal.....	1873	Buffalo, N.Y., U.S.A.....	64 0	15 6	8 4	38	14	80 se ..	John Blackader, Cornwall, Ont.
117,636	W. D. Brock.....	Sault Ste. Marie.....	1905	Echo Bay, Ont.....	35 0	10 0	5 7	13	9	2 se ..	Frederick H. Lawrence, Echo Bay, Ont.
116,264	W. D. Matthews.....	Toronto.....	1903	Collingwood, Ont.....	365 5	48 0	28 0	3,965	2,450	151 se ..	St. Lawrence & Chicago Steam Navigation Co., Ltd., Toronto, Ont.
78,026	W. E. Gladstone.....	Owen Sound.....	1882	".....	72 0	16 0	6 8	45	30	25 se ..	The Lencick Tug Co., Ltd., Lion's Head, Ont.

* Formerly "Lake."

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96,942	W. E. Vroom.....	St. John, N.B.....	1889	New Glasgow, N.S.....	32 8	7 0	2 5	10	7	1 sc ..	John A. Gregory, Grand Bay, N.B.
112,332	W. H. Price.....	Collingwood	1903	Collingwood, Ont.....	38 0	10 0	4 6	13	9	2 sc ..	J. H. Daball, Parry Sound, Ont.
111,810	W. H. Seymour....	Sault Ste. Marie....	1874	Manitowoc, Wis., U.S.A.	66 0	17 3	8 5	85	42	— sc ..	N. H. Wright, Outler, Ont.
71,247	W. J. Atkins.....	Toronto	1874	Buffalo, N.Y., U.S.A....	60 0	15 0	6 5	42	25	40 sc ..	D. C. Graham, Fort William, Ont.
107,133	W. J. Emerson....	Goderich	1900	Goderich, Ont	66 0	12 7	5 5	28	19	6 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
100,922	W. J. Henry	Ottawa	1890	Carleton Place, Ont.....	22 5	5 0	2 3	1	1	3 sc ..	R. L. Haycock, Ottawa, Ont.
*80,691	W. J. Poupore....	Montreal....	1881	Montreal, Que.....	70 5	15 0	5 9	47	22	55 sc ..	W. J. Poupore, Montreal, Que.
107,194	W. J. Strong	Southampton	1900	Port Elgin, Ont.....	58 0	14 0	7 0	41	23	5 sc ..	W. J. Strong, <i>et al.</i> , Southampton, Ont.
78,040	W. J. Taylor.....	Chatham, Ont	1883	Chatham, Ont.....	35 0	8 0	3 0	9	6	10 sc ..	St. Clair Tunnel Co., Sarnia, Ont.
42,655	W. M. German....	Port Dover	1888	Port Robinson, Ont.....	58 0	12 0	5 0	28	19	9 sc ..	H. W. Ansley, Port Dover, Ont.
94,697	W. M. Weather- spoon.....	Sydney, N.S.....	1890	Digby, N.S.....	70 2	15 8	6 6	59	34	24 sc ..	Hugh McDonald, Sydney, N.S.
96,869	W. P. Buckley	Prescott.....	1870	Wilson, N.Y., U.S.A....	45 0	9 5	3 4	27	12	— sc ..	James Buckley, Prescott, Ont.
85,709	W. S. Ireland.....	Wallaceburg	1872	Wallaceburg, Ont.....	86 5	24 2	6 7	105	71	9 sc ..	John Cooper, Chatham, Ont.
107,592	W. S. Oldfield	Owen Sound	1898	Warton, Ont.....	42 0	12 4	5 0	15	10	26 sc ..	W. H. Oldfield, Parry Sound, Ont.

* Formerly "Rigand."

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94,923	Water Lily.....	Pictou, Ont.....	1891	Pictou, Ont.....	100 0	18 4	5 7	95	60	11 se ..	Ontario & Quebec Navigation Co., Ltd., Pictou, Ont.
112,256	Water Lily.....	Vancouver.....	1903	Vancouver, B.C....	27 7	7 6	3 4	4	3	2 se ..	Wilbur Johnston, Vancouver, B.C.
116,288	Water Witch.....	Halifax.....	1903	Dartmouth, N.S.....	80 0	18 0	8 3	90	61	75 se ..	Peter Judge, <i>et al.</i> , Halifax, N.S.
107,877	Water Witch.....	Lindsay.....	1900	Lindsay, Ont.....	44 8	10 5	4 2	18	12	2 se ..	Michael Dovey, Lindsay, Ont.
77,917	Water Witch.....	Port Hope.....	1880	"	40 0	9 0	5 0	9	3	12 se ..	J. H. Dunsford, Lindsay, Ont.
116,836	Waterlily.....	Kingston.....	1904	Toronto, Ont.....	25 7	5 8	2 6	2	2	½ se ..	Charles H. Gray, Gananoque, Ont.
112,336	Waubausheue.....	Collingwood.....	1904	Collingwood, Ont.....	78 0	18 5	12 6	135	92	37 se ..	Georgian Bay Lumber Co., Ltd., Waubausheue, Ont.
85,415	Waubausheue.....	St. Catharines.....	1882	St. Catharines, Ont.....	71 0	18 2	8 8	97	47	100 se ..	D. J. Burke, Midland, Ont.
111,889	Wauweta.....	Peterborough.....	1906	Lakefield, Ont.....	25 2	5 2	2 5	2	2	½ se ..	Thomas and William Gordon, J.O., Lakefield, Ont.
\$107,750	Wawa.....	Kingston.....	1901	Kingston, Ont.....	41 0	8 6	2 4	9	6	6 se ..	Mrs. Gerald de C. O'Grady, Toronto, Ont.
116,769	Wawakesh.....	Toronto.....	1903	Simcoe, Ont.....	37 0	9 3	2 8	19	12	2 se ..	Wm. E. Bigwood, Toronto, Ont.
116,762	Wawinet.....	"	1904	Toronto, Ont.....	87 0	12 5	7 5	68	46	9 se ..	Wm. McKenzie, Toronto, Ont.
71,076	We C. U.....	Amherstburg.....	1898	Detroit, Mich., U.S.A..	57 0	8 0	3 8	6	4	12 se ..	W. E. Hardison, Welland, Ont.
122,541	We Two.....	Vancouver.....	1907	Vancouver, B.C.....	50 9	13 5	6 4	32	22	9 se ..	Mhn S. Pendygrasse, Vancouver, B.C

§ Formerly "Kacymo."

	1907	Kenora, Ont.	22 0	6 0	3 4	2	1	1 se ..	Charles N. Sterling, Kenora, Ont.
121,919	Weigo	Collingwood	52 0	11 0	5 2	21	14	13 se ..	Thos. Falls and James Poole, J.O. Meldrum Bay, Ont.
85,500	Welcome	New Westminster	75 0	9 0	2 5	32	20	4 pa ..	Fidewater Timber Co., Ltd., Vancouver, B.C.
111,536	Welcome	New Westminster	31 7	7 7	3 5	16	11	4 se ..	The Victoria Canning Co. of B. C., Ltd., Victoria, B.C.
90,806	Wellington	Ottawa	105 0	23 0	6 0	201	99	48 se ..	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
107,789	Welshman	Sackville	49 0	11 0	4 7	25	17	2 se ..	G. McKean, M. O., St. John, N.B.
92,744	Wenola	Prescott	66 6	10 4	4 6	26	17	8 se ..	Upper Ontario Steamboat Co., Ltd., New Liskeard, Ont.
107,685	Wenona	Chatham, N.B.	31 5	8 8	4 2	9	6	4 se ..	F. M. Tweedie, Chatham, N.B.
111,841	Wenonah	Kingston	37 0	8 6	3 5	6	4	— se ..	Wm. McLaren, Perth, Ont.
103,650	Wenonah	Toronto	31 0	6 5	2 5	4	3	3 se ..	Samuel William Howard, Toronto, Ont.
122,215	Wenonah	"	94 6	18 0	6 8	93	56	9 se ..	Robert J. Watson, Burk's Falls, Ont.
92,433	Wenonah	Ottawa	37 0	15 8	3 6	17	9	20 se ..	Rideau Lumber Co., Ltd., Ottawa, Ont.
103,441	Westemkoon	Sturgeon Falls, Ont.	55 0	12 8	5 5	27	24	35 se ..	Henry Quesnel, J.P., Sturgeon Falls, Ont.
111,861	West Arm	Milledgeville, N.B.	112 0	30 0	10 8	425	169	90 pa ..	The Mayor, Aldermen and Council of the City of St. John, N.B.
64,594	Western Extension	Sooke, B.C.	42 8	14 0	6 4	19	12	1 se ..	Richard Cairns, Victoria, B.C.
123,392	Western Slope	Victoria, B.C.	52 3	10 4	5 0	18	14	15 se ..	British Columbia Canning & Cold Storage Co., Ltd., Victoria, B.C.
85,671	Westminster	New Westminster	248 7	42 0	20 6	1,875	1,171	280 se ..	Montreal Transportation Co., Ltd., Montreal, Que.
114,445	Westmount	Bedford Mills, Ont.	102 9	20 6	7 7	196	165	15 se ..	M. Scanlan, Montreal, Que.
71,179	Westport	Westport, Ont.	87 5	18 9	6 0	89	48	10 se ..	Wesley Brooker, Portland, Ont.
116,546	Westport	Shelburne, N.S.	101 0	21 3	9 0	140	49	24 se ..	The Insular S.S. Co., Ltd., Westport, N.S.
116,298	Westport III	Waymouth Bridge, N.S.	102 7	19 0	7 6	154	106	26 se ..	The Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
94,824	Weymouth	Kingston, Ont.	77 0	12 8	6 6	48	26	90 se ..	John F. Chapman, Gananoque, Ont.
92,400	Where Now	Kingston, Ont.	37 0	8 2	3 2	10	7	3 se ..	John McGraw, Brockville, Ont.
112,350	Whirl	White Horse, Y.T.	167 0	34 5	4 5	987	631	17 pa ..	Herbert M. Cottingham, Vancouver, B.C.
126,074	Whistle Wing	Vancouver	39 3	8 2	4 6	14	9	2 se ..	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
107,837	White Horse	Victoria	167 0	34 5	4 5	987	631	17 pa ..	The British Yukon Navigation Co., Ltd., Vancouver, B.C.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built. Construit en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c.v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant et adresse.
103,555	White Squall.	Montreal.	1895	Valleyfield, Que.	42 2	9 9	3 4	7	5	1 sc.	Montreal Cotton Co., Valleyfield, Que.
103,961	White Star.	"	1897 1905	Montreal, Que. Cornwall, Ont.	107 2	41 8	8 2	629	313	37½ pa.	The St. Lawrence Canadian Navigation Co., Ltd., Montreal, Que.
111,583	White Star.	Peterborough.	1900	Lakefield, Ont.	30 0	7 4	2 4	9	6	6 pa.	Mrs. Ellen M. White, Lakefield, Ont.
103,392	White Wings.	Deseronto.	1894	Deseronto, Ont.	35 0	6 1	1 7	3	2	— sc.	T. McDonald, Thurlow, Ont.
121,743	Wiking.	Vancouver.	1905	Esburne, B.C.	30 0	9 0	3 0	8	5	1 sc.	John Anderson, Esburne, B.C.
99,103	Wild Rose.	Montreal.	1891	Dartmouth, N.S.	47 0	7 0	4 0	10	6	10 sc.	E. W. Parker, Montreal, Que.
103,713	Wilfred C.	Moncton.	1897	Yarmouth, N.S.	80 0	18 5	8 0	99	48	16 sc.	Shepody Navigation Co., Ltd., Moncton, N.B.
75,594	William.	Montreal.	1877	Montreal, Que.	57 4	15 0	7 4	49	32	60 sc.	Wm. W. Tate, Montreal, Que.
96,858	William A. Rooth.	Sarnia.	1871	Port Colborne, Ont.	81 0	15 7	7 6	52	32	20 sc.	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
90,880	William Aitken.	Charlottetown.	1887	Yarmouth, N.S.	73 9	18 3	7 8	75	51	38 sc.	W. H. Bart, Charlottetown, P.E.I.
†85,520	William Booth.	Toronto.	1883	Bronte, Ont.	67 0	12 2	4 6	46	32	20 sc.	Henry Quinlan, et al., Belleville, Ont.
107,204	William Cross.	Winnipeg.	1897	Lake Maniton, Ont.	43 0	10 0	4 2	22	16	1 sc.	L. R. Johnstone, et al., Wabigoon, Ont.
121,953	William D.	Port Stanley.	1899	Erie, Pa., U.S.A.	35 6	9 5	3 4	10	7	1 sc.	Joseph Griffin, St. Thomas, Ont.
103,952	Wm. Davis.	Montreal.	1897	Montreal, Que.	63 3	16 0	6 0	40	27	9 sc.	Michael McAuliff, et al., Welland, Ont.

† Formerly "Blandina."

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77,717	Wm. F. McRae...	Wallaceburg...	1880	Wallaceburg, Ont.....	65 0	14 4	6 8	46	31	35 se...J Mayhew Moore, Ont.
100,887	Wm. H. Murray...	St. John, N.B.....	1894	St. John, N.B.....	74 1	17 4	8 2	75	51	33 se...J. Holly, St. John, N.B.
90,763	Wm. H. Seibold...	Goderich, Ont.....	1887	Goderich, Ont.....	58 0	12 2	6 0	22	15	25 se...Dominion Fish Co., Ltd., Winnipeg, Man.
*111,482	William Hackett...	Quebec, Ont.....	1900	Quebec, Ont.....	98 7	20 0	8 0	126	86	39 se...The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
80,874	William Johnston...	Kingston, Ont.....	1878	Garden Island, Ont.....	85 9	20 9	6 6	95	53	32 se...The Cadvin Co., Ltd., Garden Island, Ont.
111,842	Wm. M.	Chatham, N.B.....	1901	Chatham, N.B.....	54 0	14 4	6 0	29	20	13 se...Wm. M. and E. H. Sinclair, Newcastle, N.B.
107,527	William Ogilvie...	Victoria, B.C.....	1899	Lake Bennett, B.C.....	63 0	14 4	4 5	82	56	5 se...The Tashin Yukon Steam Navigation Co., Ltd., Victoria, B.C.
92,549	William Paul...	Montreal, Ont.....	1888	Sord, Que.	40 9	10 5	4 6	7	5	4 se...H. Larose, Pierreville, Que.
88,631	William Ross...	"	1870	Port Robinson, Ont.....	40 0	8 9	5 0	14	10	25 se...N. Anclair, Montreal, Que.
103,665	William Whyte...	Winnipeg, Ont.....	1897	Wabigoon, Ont.....	36 0	9 0	3 9	18	12	1 se...L. R. Johnstone, et al., Wabigoon, Ont.
97,004	William Wilson...	St. Catharines...	1892	Ridgeway, Ont.....	43 4	11 1	5 2	15	10	1 se...Frank Ross, Port Maitland, Ont.
103,309	Willie	Vancouver, B.C.....	1884	Shelton, Wash., U.S.A..	65 6	15 5	4 5	85	56	4 pa...Wm. C. Brown, Vancouver, B.C.
107,402	Willie C.	Montreal, Ont.....	1893	Eldieville, N.Y., U.S.A.	39 0	9 6	4 0	8	6	3 se...Lyon Cohen, Montreal, Que.
80,780	Willie Seagel...	Sarnia, Ont.....	1888	Sarnia, Ont.	37 0	8 6	4 0	22	15	2 se...J. Telfer, jr. Blenheim, Ont.
100,929	Willis	Ottawa, Ont.....	1893	Ottawa, Ont.....	30 4	7 6	3 0	2	1	6 se...D. O'Connor, Ottawa, Ont.
116,839	Willowde...	Kingston, Ont.....	1904	Kingston, Ont.	69 6	9 9	5 0	25	17	15 se...W. L. Hepton, Leeds, G.B.
103,562	Windermere...	Quebec, Ont.....	1881	Montreal, Que.....	76 7	10 5	4 9	31	21	3 se...Antoine Gagnon, Quebec, Que.
†125,986	Windson...	Montreal, Ont.....	1892	Marine City, Mich., U.S.A.	257 1	41 0	24 4	1,962	1,276	73½ se...Montreal Transportation Co., Ltd., Montreal, Que.
103,893	Winetta	Vancouver, B.C.....	1897	New Westminster, B.C..	46 8	10 0	3 8	24	16	1 se...Paterson Timber Co., Ltd., Vancouver, B.C.
122,414	Winnama	Midland, Ont.....	1907	Midland, Ont.....	91 5	20 2	10 3	199	125	75 se...William White, Midland, Ont.
*116,314	Winner	Amherstburg...	1884	Tolado, O., U.S.A.....	77 5	15 9	7 4	83	56	6 se...Albert Henning, Pelase Island, Ont.
121,838	Winnie	St. John, N.B.....	1906	Jenaseg, N.B.....	46 9	12 1	5 2	26	17	13 se...George W. Colwell, M.O., St. John, N.B.
94,920	Winnie	Southampton	1897	Pike Bay, Ont.....	48 0	9 5	5 0	14	9	2 se...L. Belmore, Southampton, Ont.
94,808	Winnifred...	Victoria, B.C.....	1889	Victoria, B.C.....	44 0	9 9	4 2	13	8	6 se...H. O. Bell-Irving, Vancouver, B.C.
94,717	Winona	Midland, Ont.....	1902	Port Stanley, Ont.....	101 2	22 9	6 8	231	149	24 se...Mrs. Isabella D. White, Midland, Ont.

* Formerly "Adriatic." † Formerly "Troquois."

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Built — Con- struit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
121,706	Winona	Toronto	1905	Toronto, Ont.	47 5	10 0	4 3	20	13	4 sc ..	W. P. Murray, Toronto, Ont.
96,855	Winslow	Sarnia.	1865	Cleveland, Ohio, U.S.A.	120 0	19 0	10 0	353	193	150 sc ..	F. F. Pardee, Sarnia, Ont.
100,709	Wobun	Pictou, N.S.	1902	Greenock, G.B.	257 5	37 1	18 2	1,551	990	185 sc ..	Wolm Steamship Co., Ltd., New Glasgow, N.S.
‡116,763	Wolfe Islander	Kingston	1904	Toronto, Ont.	118 6	17 7	6 8	224	98	28 pa ..	The Corporation of the Township of Wolfe Island, Ont.
116,452	Wolverine	Vancouver	1903	Vancouver, B.C.	29 3	8 4	3 5	8	5	1 sc ..	R. C. Wynne and E. T. Tait, J. O., Vancouver, B.C.
112,295	Wolverine.	Winnipeg.	1903	Selkirk, Man.	126 0	24 5	7 6	278	189	17 sc ..	The Imperial Fish Co., Ltd., Selkirk, Man.
107,214	Wrigley	"	1898	Fort Smith, N.W.T.	86 0	16 0	7 0	105	67	5 sc ..	Hudson's Bay Co., London, G.B.
116,402	Yale	Victoria	1903	Nakusp, B.C.	75 0	13 6	5 1	36	25	17 sc ..	The Yale Columbia Lumber Co., Ltd., Nakusp, B. C.
122,521	Yanato	Vancouver	1907	Steveston, B.C.	42 0	10 8	4 1	16	11	3‡ sc ..	Naokiichi Hanaguchi, Steveston, B.C.
92,480	Yantic	Charlottetown	1888	Lot 3, P.E.I.	40 7	10 7	5 2	14	9	4 sc ..	John Read, Tidnish, N.S.
93,373	Yarmouth	Yarmouth	1887	Dumbarton, G.B.	220 3	35 2	21 0	1,452	725	260 sc ..	Dominion Atlantic Railway Co., London, G.B.
122,545	Yeba.	Vancouver	1907	Steveston, B.C.	33 4	9 0	3 0	9	6	2 sc ..	Motoroshi Suwa, Vancouver, B.C.

‡ Formerly "Tom Fawcett."

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107,258	Yellow Kid.	New Westminster...	1898	Linderman, B.C.	29 0	7 0	4 0	3	2	1 sc ..	F. Porter Worsnop, Lake Linderman, B.C.
107,452	Ymir	Vancouver	1898	Nelson, B.C.	77 7	16 7	6 0	70	47	27 sc ..	Canadian Pacific Railway Co., Montreal, Que.
111,979	York	"	1901	Toronto, Ont.	88 0	16 2	4 9	134	91	13 sc ..	"
112,050	Yon and I	St. Catharines	1902	Port Maitland, Ont.	52 0	14 2	5 6	25	17	20 sc ..	John McKeown, Port Maitland, Ont.
75,723	Yuba	Barrington	1878	Vernmouth, N.S.	40 2	11 3	4 0	12	6	2 sc ..	Ephraim Larkin, Barrington, N.S.
107,098	Yukoner	Victoria	1898	St. Michaels, Alaska, U.S.A.	170 8	32 0	5 7	781	492	17 pa.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
121,744	Yuno	Vancouver	.....	.....	26 0	10 4	3 6	7	5	4 sc ..	Ernest W. Stark, Vancouver, B.C.
122,226	Yvon	Montreal	1906	Sorel, Que.	58 0	17 5	8 4	51	26	10 sc ..	The Sincennes McNaughton Line, Ltd., Montreal, Que.
104,650	Yvonne	Victoria	1890	Vancouver, B.C.	29 0	7 3	3 0	5	3	1 sc ..	Henry G. Hohman, Vancouver, B.C.
88,510	Zaidoo	Sydney	1884	Dartmouth, N.S.	49 3	11 8	4 4	19	13	12 sc ..	J. G. H. Purves, North Sydney, N.S.
100,625	Zara	Port Dover	1903	Port Rowan, Ont.	55 4	9 1	3 8	35	24	16 sc ..	F. H. Pearsall, et al, Port Rowan, Ont.
107,830	Zealandian	Victoria	1900	Lake Bennett, B.C.	102 0	23 0	5 0	180	141	7 pa.	Canadian Development Co., Ltd., Victoria, B.C.
100,041	Zeila	Brockville	1890	Brockville, Ont.	36 8	7 1	3 7	3	3	6 sc ..	B. D. Stacey, Brockville, Ont.
107,880	Zebna	Lindsay	1900	Lindsay, Ont.	22 0	5 2	2 6	1	1	4 sc ..	Reuben L. Morgan, Lindsay, Ont.
92,616	Zenac	Port Arthur	1886	Fort William, Ont.	27 9	8 6	2 8	4	4	3 sc ..	James Whalen, Port Arthur, Ont.
88,524	Zephyr	Hamilton	1886	Hamilton, Ont.	27 0	6 0	3 0	3	2	8 sc ..	C. A. Bagert, Toronto, Ont.
88,232	Zephyr	Toronto	1885	Brockville, Ont.	52 0	10 0	4 5	19	11	8 sc ..	Thos. Marks, Port Arthur, Ont.
112,220	Zuleika	St. John, N.B.	1893	Gloucester, Mass., U.S.A.	48 4	9 0	4 6	16	11	4 sc ..	John F. Gregory, St. John, N.B.
75,910	Zulu	Chatham, N.B.	1879	Chatham, N.B.	56 0	10 8	4 6	18	10	35 pa.	New Brunswick Trading Co. of London, Ltd., London, G.B.

PART II

SAILING VESSELS

PARTIE II

VOILIERS

PART II — PARTIE II

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, December 31, 1908.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, 31 décembre 1908.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built—Construit en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
116,995 A.		Ottawa	Barge—Chd.	1903	Barry's Bay, Ont.	50 0	12 0	4 0	16	Canada Cornudum Co., Ltd., Toronto, Ont.
107,922 A. No. 1.		New Westminster	"	1897	New Westminster, B.C.	60 0	24 0	5 0	68	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
107,923 A. No. 2.		"	"	1897	"	60 0	24 0	5 0	68	"
117,155 A. B. C. No. 1.		"	Scow—Chd.	1906	"	65 0	24 0	2 8	91	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
111,602 A. B. C. No. 5.		"	Barge—Chd.	1900	Steveston, B.C.	50 0	14 0	3 0	17	"
111,606 A. B. C. No. 6.		"	"	1900	New Westminster, B.C.	45 0	14 0	3 0	15	"
111,603 A. B. C. No. 25.		"	"	1900	Steveston, B.C.	50 0	14 0	3 0	17	"
107,921 A. C. C. No. 3.		"	"	1897	New Westminster, B.C.	68 0	24 0	5 0	150	Automatic Can Co., Ltd., New Westminster, B.C.
107,406 A. D.		Quebec	Sloop	1899	St. Thomas de Pierre-ville, Que.	147 0	30 1	13 4	462	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
111,837 A. L. B.		Lanenburg	Schr—Glt	1901	Phinney's Cove, N.S.	40 0	14 7	6 0	22	H. W. Adams and A. Knickle, J.O., Lanenburg, N.S.
107,457 A. M. No. 1.		Vancouver	Scow—Chd.	1891	Vancouver, B.C.	72 0	23 9	6 2	90	Alex. Morrison, Vancouver, B.C.
121,719 A. M. No. 5.		"	"	1902	"	78 3	30 3	7 5	105	William C. Ditmars, Vancouver, B.C.
117,014 A. M. No. 6.		"	"	1902	"	79 0	30 0	7 5	160	Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.

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111,867	A. A. Buell.....	Ottawa.....	Barge—Chd.....	1902	Hull, Que.....	108 5	22 6	8 0	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,881	A. C. Bartlett.....	St. John, N.B....	Schr—Glt.....	1892	Oromocto, N.B....	45 7	14 3	5 1	20	William Bryson, Oromocto, N.B.
103,922	A. C. Davis.....	Ottawa.....	Horse ferry.....	1893	Quyon, Que.....	43 0	24 8	2 1	12	William McLean, Quyon, Que.
94,632	A. C. Greenwood.....	Shelburne.....	Schr—Glt.....	1888	Sand Point, N.S.....	41 0	13 7	6 0	15	Ernest Mason, Tangier, N.S.
97,631	A. D'E.....	Yarmouth.....	".....	1891	Pubnico, N.S.....	38 0	13 8	5 5	15	A. D'Entremont, Pubnico, N.S.
103,438	A. D. Smith.....	Ottawa.....	Barge—Chd.....	1895	Barry's Bay, Ont.....	32 3	11 3	3 6	14	D. Johnston, Combermere, Ont.
112,986	A. E. Moore.....	Digby.....	Sloop.....	1902	Church Point, N.S.....	27 0	8 9	4 9	11	Jas. A. Moore, Westport, N.S.
116,539	A. K. Maclean.....	Lunenburg.....	Schr—Glt.....	1905	LaHave, N.S.....	105 5	26 8	11 0	176	Freeman S. Messenger, M.O., Petite Riviere, N.S.
126,111	A. V. Conrad.....	".....	".....	1908	".....	101 6	27 2	10 0	147	Albert V. Conrad, M.O., LaHave, N.S.
90,461	A. Anthony.....	St. John, N.B....	".....	1884	Lower Selnah, N.S.....	71 1	21 3	7 8	78	Arthur Pritchard, St. Martin's, N.B.
85,771	A. Gauthier.....	Ottawa.....	Barge—Chd.....	1884	Monte Bello, Que.....	111 6	22 7	6 5	137	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,939	A. Gill.....	Montreal.....	Sloop.....	1898	Pierreville, Que.....	95 8	22 9	6 5	105	Nazaire Lavigne, St. Paul l'Érmitte, Que.
107,321	A. Lincoln.....	Charlottetown.....	Schr—Glt.....	1865	Essex, Mass., U.S.A.....	72 5	18 8	7 0	58	Herbert Gray, Charlottetown, P.E.I.
72,714	A. Muir.....	St. Catharines.....	".....	1874	Port Dalhousie, Ont.....	138 4	23 9	11 4	330	Wm. Muir, Port Dalhousie, Ont.
122,258	A. Renaud.....	Quebec.....	".....	1907	La Petite Rivière St. François Xavier, Que.....	68 5	23 0	8 6	83	Alfred Renaud, La Petite Rivière St. François Xavier, Que.
97,199	A. Robillard.....	Montreal.....	Sloop.....	1890	Pierreville, Que.....	110 1	22 8	7 8	133	A. Robillard, Montreal Que.
83,323	Aaron.....	Ottawa.....	Barge—Chd.....	1881	Montreal, Que.....	108 0	22 0	6 4	141	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
94,790	Abana.....	Charlottetown.....	Schr—Glt.....	1889	La Have, N.S.....	76 0	23 6	8 7	76	Lawrence Lanigan, Souris, P.E.I.
96,945	Abana.....	St. John, N.B....	".....	1890	St. Martin's, N.B....	77 5	25 9	7 6	97	G. R. McDonough, St. Martin's, N.B.
121,808	Abbie.....	Barrington.....	Sloop.....	1904	Clyde, N.S.....	31 0	11 4	6 0	10	C. D. Atkinson, Cape Island, N.S.
107,798	Abbie Keest.....	St. John, N.B....	Schr—Glt.....	1899	Cambridge, N.B....	83 0	27 0	7 3	96	E. A. Vaughan, et al., Parrsboro, N.S.
122,637	Abbie L. Andrews.....	Kingston.....	".....	1873	Toledo, Ohio, U.S.A.....	138 7	26 1	11 1	287	Pittsburg & Erie Coal Co., Ltd., Toronto, Ont.
121,802	Abbie May.....	Barrington.....	Sloop.....	1904	Shelburne, N.S.....	30 0	10 6	6 0	10	Charles E. Rapp, McNutt's Island, N.S.
107,670	Abbie Verna.....	St. John, N.B....	Schr—Glt.....	1898	Waterborough, N.B....	69 5	24 3	6 4	66	Thomas Antle, Parrsboro', N.S.
77,826	Abby G.....	Halifax.....	".....	1873	Ship Harbour, N.S....	54 6	15 8	6 2	31	Walter Clawson, Ship Harbour, N.S.

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92,603	Abby Jane	Sydney	Schr—Glt	1899	Aspy Bay, N.S.	45 5	15 6	6 1	19	John Fitzgerald, Aspy Bay, N.S.
92,625	Acacia	Barrington	Schr—Glt	1887	Conquerall, N.S.	80 6	24 7	9 5	99	James E. Brown, Clarke's Harbour, N.S.
83,313	Acacia	Port Medway	Bgtn—Bkglt	1884	Port Medway, N.S.	98 4	25 6	10 1	186	B. H. Hammett, Boston, Mass., U.S.A.
112,126	Acadia	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	90 4	24 3	9 3	91	Alexander Knickle, et al., Lunenburg, N.S.
72,942	Acadia	Montreal	Barge—Chd	1875	Quebec, Que.	150 0	26 5	11 5	375	Montreal Transportation Co., Ltd. Montreal, Que.
83,431	Acadian	Weymouth	Schr—Glt	1886	Meteghan River, N.S.	54 5	17 5	7 0	32	A. H. Comeau, Meteghan River, N.S.
80,861	Acme	Amherst, N.S.	"	1880	Wallace, N.S.	71 0	19 9	7 5	59	John W. Morris, Wallace, N.S.
122,301	Active	Lunenburg	"	1907	Lunenburg, N.S.	53 8	16 4	7 6	35	Frank Young, Pleasant Harbour, N.S.
90,464	Active	Maitland	"	1884	Great Village, N.S.	35 0	10 9	4 6	12	Joseph Hiltz, Penbroke, N.S.
103,834	Active	Quebec	"	1896	St. John, I. Orleans, Que.	38 8	12 6	4 7	13	Zepherin Asselin, St. Famille, Que.
85,710	Active	Wallaceburg	Barge—Chd	1887	Wallaceburg, Ont.	84 4	23 0	5 0	64	J. McCallum, Wallaceburg, Ont.
59,255	Ada	Chatham, N.B.	Schr—Glt	1866 1890	Cambridge, N.B.	73 2	24 9	6 7	72	The W. J. Poupore Co., Ltd., Montreal, Que.
92,748	Ada	Sackville	"	1896	Port Elgin, N.B.	72 0	24 2	8 9	78	S. Trenholm, Pictou Landing, N.S.
92,517	Ada	St. Andrews	"	1888	Campo Bello, N.B.	26 0	11 0	5 0	10	A. G. Matthews, St. George, N.B.

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*80,045	Ada	Victoria	Sehr—Glt	1880	St. John, N.B.	72 5	25 4	7 3	91	Jos. Boscowitz, Victoria, B.C.
88,381	Ada L.	Windsor, N.S.	"	1881	Walton, N.S.	46 4	16 5	6 9	31	David C. Hunter, Walton, N.S.
90,737	Ada Louise	Port Hawkesbury	"	1888	Port Hawkesbury, N.S.	60 5	19 9	7 2	57	Margaret Embree, Port Hawkesbury, N.S.
83,086	Ada M.	"	"	1882	"	40 0	14 0	6 0	20	Wm. Burko, River Bourgeois, N.S.
107,961	Ada Mildred	Lunenburg	"	1900	Sable River, N.S.	92 4	24 4	9 5	99	William Duff, Lunenburg, N.S.
116,900	Ada & Pearl	Yarmouth	Sloop	1904	Acadia, N.S.	34 0	12 0	6 2	13	J. T. Duncan, Clarke's Harbour, N.S.
107,476	Addie B.	Digby	"	1900	Westport, N.S.	36 0	13 3	6 0	13	Charles Bailey, Westport, N.S.
103,124	Addio B.	St. Andrews	"	1893	"	29 0	11 0	5 9	13	John Mulholland, Campo, Bello, N.B.
121,932	Addie M.	Halifax	Sehr—Glt	1905	West Dover, N.S.	39 2	11 3	5 0	11	Isaac Morash, West Dover, N.S.
121,898	Addie & Beatrice	Shelburne	"	1906	Shelburne, N.S.	113 0	29 0	11 0	197	John G. Porter, Kingstown, St. Vincent, B.W.I.
116,803	Adel	Sorel	Barge—Clad	1903	Sorel, Que.	73 5	18 6	4 4	43	J. L. B. Leclaire, Sorel, Que.
116,526	Adelaide	Lunenburg	Sehr—Glt	1905	Lunenburg, N.S.	38 5	11 7	5 5	13	J. F. Gray, Pemiunt, N.S.
100,714	Adèle	Montreal	Barge—Clad	1893	Yamaska, Que.	127 3	28 5	10 8	297	Adolf Lomer, Montreal, Que.
72,099	Adelina	Chatham, N.B.	Sehr—Glt	1876	Shippegan, N.B.	35 0	11 2	4 6	12	Patrick D. Blanchard, Caraquet, N.B.
36,608	Adeline	Liverpool	"	1859	Parrsboro', N.S.	65 3	19 8	8 3	63	A. P. Mills, Summerside, P.E.I.
103,009	Adeline Gladys	Chatham, N.B.	"	1890	Caraquet, N.B.	35 5	12 6	5 0	12	John Young, Tracadie, N.B.
100,350	Adella	Maitland	"	1893	Minasville, N.S.	63 8	20 3	8 1	99	Daniel Henderson, Minasville, N.S.
103,370	Adjutor	Quebec	Sloop	1895	Trois Saumons, Que.	60 6	20 5	5 4	41	C. Methot, Trois Saumons, Que.
116,965	Admiral Togo	St. Andrews	"	1903	Grand Manan, N.B.	27 8	12 0	5 9	12	William and Walter Benson, Grand Manan, N.B.
111,999	Adonis	Windsor, N.S.	Sehr—Glt	1903	Bridgetown, N.S.	150 0	32 0	11 3	316	The Adonis Co., Ltd., Wolfville, N.S.
121,876	Adorian	Yarmouth	Sloop	1906	Plymouth, N.S.	36 0	12 0	7 0	15	Arnaud G. LeBlanc, M.O., Plymouth, N.S.
122,308	Adriatic	Lunenburg	Sehr—Glt	1907	Bridgewater, N.S.	96 0	26 8	10 0	99	Joshua Oakes, M.O., Bridgewater, N.S.
80,839	Adrienne	Amherst, N.S.	"	1883	South Boston, Mass.	73 8	18 2	9 0	51	David W. Robb, Amherst, N.S.
112,000	Advance	Windsor, N.S.	"	1902	Canning, N.S.	150 0	31 8	10 7	295	The Advance Co., Ltd., Wolfville, N.S.
112,321	Advent	"	"	1902	Parrsboro', N.S.	127 3	32 4	10 3	256	The Advent Co., Ltd., Wolfville, N.S.

* Formerly "Ariel."

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'inscription.	Rig. — Gréement.	Built—Constructé en.	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10es.	Breadth in feet and 10ths. — Largeur en pieds et 10es.	Depth in feet and 10ths. — Profondeur en pieds et 10es.	Registered Tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. — Armateur ou propriétaire gérant, et adresse.
61,989	Adventure.....	Port Hawkesbury.....	Schr—Glt	1871	Wallace, N.S.	60 0	21 1	7 7	54	Duncan McDonald, Port Hood, N.S.
111,514	Eolus.....	St. John, N.B.	Sloop	1899	St. John, N.B.	27 6	8 1	3 2	4	Arthur C. Fairweather, Rothesay, N.B.
122,132	Aerolite.....	Yarmouth	"	1906	Cape Island, N.S.	36 0	13 0	6 6	16	James J. Duncan, Cape Island, N.S.
52,730	Aggie.....	Toronto	Sloop	1887	Oakville, Ont.	47 3	12 0	5 4	13	Christopher Armstrong, Oakville, Ont.
36,996	Agile.....	Halifax	Schr—Glt	1861	Lunenburg, N.S.	54 6	16 4	6 9	27	James A. Coolan, East Dover, N.S.
36,146	Agility.....	Arichat.....	"	1858	Port Medway, N.S.	75 6	21 8	8 2	72	Isidore Porrier, West Arichat, N.S.
112,036	Aglaée.....	Quebec.....	"	1902	Grandes Bergeronnes, Que.	54 9	16 2	5 8	37	Cyille Levesque, Green Island, Que.
112,376	Agnes.....	Arichat.....	"	1902	Scatterie Island, N.S.	39 5	10 7	6 1	15	Patk. Waddin, Scatterie Island, N.S.
85,660	Agnes.....	Halifax.....	"	1877	Cheztook, N.S.	34 0	12 7	5 1	11	Jacob Lapierre, Cheztook, N.S.
121,700	Agnes E.....	Yarmouth.....	Sloop	1904	Cape Island, N.S.	31 0	11 8	6 0	10	George Hurst, Canso, N.S.
116,492	Agnes G. Donahoe.	Lunenburg.....	Schr—Glt	1903	Lunenburg, N.S.	96 8	24 8	10 0	99	Sprott Baleom, et al., Victoria, B.C.
78,046	Agnes Hudson.....	Richibucto.....	"	1889	Richibucto, N.B.	34 8	12 6	4 2	9	R. T. Huhnan, Summerside, P.E.I.
116,898	Agnes M.....	Yarmouth.....	Sloop	1905	Tusket Wedge, N.S.	37 0	11 6	6 5	11	I. Donette, M. O., Tusket Wedge, N.S.
111,641	Aguadilla.....	Lunenburg.....	Schr—Glt	1901	Lunenburg, N.S.	94 6	24 9	9 8	100	Freeman Anderson, Lunenburg, N.S.

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90,533	Aid	Prescott ..	Barge—Chd	1885Montreal, Que.	153 2	24 4	11 7	368	Treffe Rondeau, Lanoaie, Que.
85,511	Aileen	Toronto	Sloop	1882Toronto, Ont	65 0	11 8	8 3	25	Robt. Myles, Toronto, Ont.
72,817	Ainoko	Victoria ..	Schr—Glt	1891Yokohama, Japan	75 5	21 8	7 7	75	Victoria Sealing Co., Ltd., Victoria, B.C.
61,970	Alabama	Quebec	Barge—Chd	1871Grande Bay, Saguenay, Que.	100 2	21 6	8 5	151	John Torrance, Montreal, Que.
111,528	Alart	Digby	Sloop	1901Capo St. Mary's, N.S.	35 0	11 0	4 2	11	Stephen A. Doucette, <i>et al.</i> , Cape St. Mary's, N.S.
117,096	Alaska	Aricat	Schr—Glt	1906Sampsonville, N.S.	34 5	11 3	4 9	10	Angus Morrison, Glace Bay, N.S.
77,897	Alaska	Sackville ..	"	1884Sackville, N.B.	94 0	29 9	8 5	118	J. N. Pugsley, Parrsboro', N.S.
61,512	Alba	Aricat	"	1871St. John, N.B.	87 4	26 3	9 4	157	John W. Hayes, Holbrook, G.B.
100,243	Alba	Halifax	Sloop	1894Shelburne, N.S.	36 5	9 3	3 8	5	James Fraser, Halifax, N.S.
85,974	Alba	St. John, N.B.	Schr—Glt	1882Waterborough, N.B.	83 4	27 0	7 2	92	Robert Newcomb, Parrsboro', N.S.
112,341	Albani	Liverpool ..	"	1902Liverpool, N.S.	126 0	29 9	11 0	249	Francis Davidson, <i>et al.</i> , Bridgewater, N.S.
85,777	Albani	Montreal ..	Sloop	1883Yanaska, Que.	107 5	22 6	7 4	159	H. F. Gunning, Cornwall, Ont.
122,302	Albata	Lunenburg ..	Schr—Glt	1907Lunenburg, N.S.	46 8	13 5	6 8	20	Henry Wainant and Creighton Young, Indian Harbour, N.S.
103,081	Albatross	Chatham, N.B.	"	1894Shippegan, N.B.	35 3	12 3	5 1	13	T. Abier, Shippegan, N.B.
100,846	Albatross	Lunenburg ..	"	1894Malone Bay, N.S.	41 4	15 7	6 4	26	J. Arsenault, Little Bras d'Or, N.S., and John Pym, North Sydney, N.S.
75,633	Albatross	St. Catharines ..	"	1871Port Dalhousie, Ont.	136 0	26 3	11 9	317	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
92,371	Albatross	St. John, N.B.	"	1881Greenwich, N.B.	60 3	19 2	5 2	45	F. F. Walton, Greenwich, N.B.
103,573	Albert	Montreal ..	Barge—Chd	1897Yanaska, Que.	109 4	23 1	7 1	147	H. E. Larkin and A. Sangster, Iroquois, Ont.
112,000	Albert D. Mills ..	Amnapolis Royal ..	Schr—Glt	1902Meteghan River, N.S.	139 5	32 0	11 7	326	F. W. Pickels, M.O., Amnapolis Royal, N.S.
121,818	Albert J. Lotz	Digby	Schr—Glt	1908Shelburne, N.S.	90 0	23 0	9 8	95	John D. Apt, Port Wade, N.S.
100,378	Albert P	Sydney	"	1892New Harris, N.S.	69 5	19 8	7 1	60	Peter Porrier, West Arichat, N.S.
112,156	Albert W	Chatham, N.B.	Schr—Glt	1902Miscoon Head, N.B.	33 6	12 9	4 9	10	W. S. Loggie Co., Ltd., Chatham, N.B.
100,586	Alberta	Montreal ..	Barge—Chd	1892Yanaska, Que.	136 2	27 4	11 2	292	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
100,179	Alberta	"	"	1891Kingston, Ont.	103 5	23 2	10 2	314	Montreal Transportation Co., Ltd., Montreal, Que.
107,381	Alberta	Ottawa	Scow—Chd	1898Ottawa, Ont.	40 5	12 2	2 0	6	Jas. Cunningham Wright, Hull, Que.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrites sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en.	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10es.	Breadth in feet and 10ths. — Largeur en pieds et 10es.	Depth in feet and 10ths. — Profondeur en pieds et 10es.	Registered Tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address, — Armateur ou propriétaire gérant, et adresse.
107,644	Albertha.....	Lunenburg.....	Schr—Glt.....	1869	La Have, N.S.....	86 9	24 2	9 5	94	T. J. Clarke, Halifax, N.S.
54,227	Albion.....	Halifax.....	".....	1866	Casepuepec, P.E.I.....	53 7	16 5	6 4	30	Michael Wells, Guysboro', N.S.
94,625	Albion.....	Ottawa.....	Barge—Chd.....	1888	Rockland, Ont.....	110 0	22 8	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,266	Albya.....	Montreal.....	Sloop.....	1902	Pierreville, Que.....	162 3	23 0	7 2	123	Ignace Caron, St. Aimé, Que.
107,657	Aleasa.....	Port Medway.....	Schr—Glt.....	1899	Lunenburg, N.S.....	97 7	25 4	9 6	99	William Parnell, M. O., Port Medway, N.S.
74,284	Alec.....	Quebec.....	Barge—Chd.....	1875	Yamaska, Que.....	93 8	22 0	6 1	90	E. Paul, Sorel, Que.
103,968	Aleide.....	Montreal.....	Sloop.....	1897	Pierreville, Que.....	82 2	19 0	5 1	65	Leopold Beauchemin, Notre Dame de Pierreville, Que.
116,235	Aleyone.....	Digby.....	Schr—Glt.....	1904	Shelburne, N.S.....	78 0	19 2	8 0	52	Howard Anderson, M. O., Digby, N.S.
112,287	Ala.....	Digby.....	".....	1902	Apple River, N.S.....	27 0	10 5	6 0	11	H. B. McCormac, Short Beach, N.B.
112,115	Aldine.....	Lunenburg.....	".....	1903	La Have, N.S.....	92 9	24 5	9 4	99	Albert V. Conrad, La Have, N.S.
88,595	Aldine.....	St. Andrews.....	".....	1884	Belliveau's Cove, N.S.....	131 0	29 5	12 8	299	Wm. A. Carson, <i>et al.</i> , St. Andrews, N.B.
122,090	Alena L. Young.....	Charlottetown.....	".....	1878	Boothbay, Me., U.S.A.....	52 0	17 0	7 0	35	Geo. Dunn, Murray Harbour, P.E.I.
90,736	Alert.....	Port Hawkesbury.....	".....	1879	Little Harbour, N.S.....	31 6	12 3	4 7	11	Wm. A. Keating, Port Mulgrave, N.S.
122,243	Alert.....	St. Andrews.....	".....	1860	Georgetown, N.B.....	47 5	15 8	6 9	18	David J. Spear, Penfield, N.B.

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94,823	Alert	Weymouth.....	Schr—Glt	1889 Gilbert Cove, N.S.	108 0	26 8	12 0	229	G. J. Howatson, New York, N. Y., U.S.A.
80,640	Alert	Yarmouth.....	"	1877 Chebogue, N.S.	31 5	11 0	4 2	8	Benj. Davis, Yarmouth, N.S.
...	Alexander.....	St. Catharines.....	"	1857 Port Dalhousie, Ont.	134 0	23 0	11 0	351	Bryce Muir, Port Dalhousie, Ont.
74,046	Alexander.....	Sydney	"	1877 Little Narrows, N.S.	75 2	22 3	8 3	78	John Cameron, Rexton, N.B.
*72,671	Alexander	Victoria	"	1876 Port Essington, B.C.	170 0	27 2	12 5	189	Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
79,920	Alexander Black.....	Dorchester	Bk—Pq	1891 Harvey, N.B.	165 8	34 9	13 3	575	C. I. McBride, et al., Waterville, N.S.
122,486	Alexander McLaurin.....	Quebec	Barge—Chd	1907 St. Alexis, Que.	106 0	22 5	7 8	102	John C. Kaine, Quebec, Que.
116,748	Alexander R.	Halifax.....	Schr—Glt	1905 Liscomb, N.S.	71 2	19 8	9 0	75	Nathaniel Iutt, Bay St. George, Nfld.
112,107	Alexandra.....	Lunenburg.....	"	1903 Lunenburg, N.S.	93 2	24 4	9 6	43	Freeman Anderson, Lunenburg, N.S.
122,596	Alexandra	Vancouver	Sloop.....	1907 Vancouver, B.C.	38 1	8 2	4 9	7	Richard H. Alexander, Vancouver, B.C.
107,698	Alexandra	Weymouth	Schr—Glt	1901 Weymouth Bridge, N.S.	105 0	27 8	9 8	178	Thomas C. Rice, Weymouth Bridge, N.S.
.....	Alexina.....	Montreal	Barge—Chd	1873 Lachine, Que.	85 2	22 0	7 0	97	G. Matkayez, Lachine, Que.
83,258	Alfred	Weymouth.....	Schr—Glt	1883 Granville, N.S.	47 4	16 3	6 5	29	Peter Belliveau, Belliveau's Cove, N.S.
103,343	Alfred.....	Montreal	Sloop.....	1895 Yankaska, Que.	125 4	26 4	10 8	266	Edwardsburgh Starch Co., Ltd., Montreal, Que.
80,694	Alfred.....	"	"	1881 "	110 0	22 3	7 7	165	R. Bickerdike and R. Ironside, Montreal, Que.
77,577	Alfred Demers.....	"	Sloop	1878 Three Rivers, Que.	105 0	22 5	7 6	131	The Minister of Public Works, Ottawa, Ont.
94,878	Alfred R. Davison.....	"	Barge—Chd	1885 Whitehall, N.Y., U.S.A.	97 4	17 6	7 0	99	Amedee Mallette, Rigaud, Que.
122,606	Alfreda.....	Yarmouth.....	Sloop.....	1905 Barrington, N.S.	30 0	11 0	6 0	11	Peter Nickerson, Cape Island, N.S.
100,489	Algoma	Lunenburg.....	Schr—Glt	1892 Dublin Shore, N.S.	62 6	20 8	8 1	56	W. J. Publicover, et al., Dublin Shore, N.S.
125,987	Algonquin.....	Montreal	Drig—Drague (.....	1894 Point Levis, Que.	90 8	36 6	6 9	335	Hector M. Connolly, Montreal, Que.
111,647	Alhambra.....	Lunenburg.....	Schr—Glt	1901 Mahone Bay, N.S.	88 2	24 5	9 6	90	Thomas Hannu, Lunenburg, N.S.
77,549	Alice.....	Amherst, N. S.	"	1879 Partsboro' N.S.	37 0	11 5	4 4	8	W. B. Manning, Partsboro', N.S.
71,302	Alice.....	Charlottetown.....	"	1881 Rexton, N.B.	37 0	12 0	4 7	10	Alex. McArthur, Lot 14, P.E.I.
100,984	Alice.....	Chatham, N.B.	"	1888 Caraquet, N.B.	35 0	12 5	4 8	11	Mrs. Sarah Young and F. T. B. Young, J. O., Caraquet, N.B.
111,843	Alice.....	"	"	1901 Shippegan, N. B.	73 2	18 4	8 8	66	Wm. Fruing & Co., Ltd., Jersey.

*Formerly a steamer.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Générment.	Built—Construct en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
122,057	Alice	Chatham, N.B.	Schr—Glt	1907	Shippegan Island, N.B.	37 2	13 2	11 3	15	Sévère Dugué, Shippegan, N.B.
90,806	Alice ..	Halifax	"	1885	La Have, N.S.	36 0	11 4	4 4	12	James Hemlow, jr., Liscomb, N.S.
103,206	Alice	Liverpool	"	1896	Port Mouton, N.S.	56 5	18 7	7 6	42	Wm. Burke, Main-à-dieu, N.S.
100,712	Alice	Montreal	Sloop	1893	Yanaska, Que.	109 6	22 9	9 6	186	Adolf Lomer, Montreal, Que.
92,776	Alice	New Westminster ..	" .....	.....	Mud Bay, B.C.	32 6	10 5	3 0	9	Donald Urquhart, Vancouver, B.C.
103,440	Alice	Ottawa	Barge—Chd	1890	Buckingham, Que.	63 4	14 9	3 4	30	O. M. Harris, Buckingham, Que.
100,332	Alice	Sydney	Schr—Glt .....	.....	Burgeo, Nfld.	37 6	12 0	5 3	10	Wm. Hunt, Sydney, N.S.
100,561	Alice ..	"	"	1892	Lunenburg, N.S.	120 7	25 8	12 9	248	Domion Coal Co., Ltd., Montreal, Que.
75,612	Alice	Yarmouth	"	1877	Shelburne, N.S.	43 0	15 7	6 8	17	J. J. Duffy, Saulnierville, N.S.
107,313	Alice A	Halifax	"	1899	Grand Desert, N.S.	42 0	13 5	5 8	16	W. McPherson, Pope's Harbour, N.S.
74,085	Alice Butt	"	"	1876	Bay St. George, Nfld.	50 0	18 3	7 6	40	Nathaniel Butt, Bay St. George, Nfld.
85,375	Alice E. L'	Halifax	"	1882	Moser's River, N.S.	63 4	20 9	7 7	59	James T. Thomson, Halifax, N.S.
111,738	Alice Gertrude	Lunenburg	"	1902	La Have, N.S.	83 4	22 3	9 4	81	The Canada Sealing Co. Ltd., Halifax, N.S.
107,992	Alice J. Davis	Canso	"	1899	Canso, N.S.	44 0	14 8	7 1	20	Edward Hearn, Canso, N.S.

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116,657	Alice M	Yarmouth	Schr—Glt	1901	Puabuco, N.S.	52 0	16 6	7 5	26	Rémi Boudrot, <i>et al.</i> , Petite de Grat N.S.
121,801	Alice M. Atwood	Yarmouth	Shoop	1901	Clarke's Harbour, N.S.	30 0	10 6	6 0	10	D. A. Atwood, Clarke's Harbour, N.S.
103,279	Alice Maud	Chatham, N.B.	Schr—Glt	1895	Caraguet, N.B.	36 0	12 0	4 4	10	Fabien Arsenault, Tignish, P.E.I.
64,530	Alice Maud	St. John, N.B.	"	1871	St. John, N.B.	43 0	16 4	5 4	25	Wm. Langwith, Minidie, N.S.
92,487	Alice Maud	Windsor, N.S.	"	1881	Grand Manan, N.B.	32 0	11 0	6 0	12	John R. Paul, Hall's Harbour, N.S.
88,456	Alice May	Arichat	"	1888	Port Hawkesbury, N.S.	51 1	18 6	6 7	39	Wm. LeVesconte, Descouse, N.S.
88,270	Alice May	St. John, N.B.	"	1884	Musquash, N.B.	35 3	12 5	5 0	10	Isaac H. Northup, St. John, N.B.
*90,690	Alice May	Yarmouth	"	.....	Vinalhaven, Me., U.S.A.	46 5	15 4	5 7	18	Chas. Tweed, Freeport, N.S.
.....	Alice Paey	Montreal	Barge—Chd	1871	Montreal, Que.	115 8	25 0	9 2	240	G. M. Miller and J. G. B. Jones, Montreal, Que.
90,719	Alice Phoebe	Charlottetown	Schr—Glt	1886	Ship Harbour, N.S.	62 0	20 5	9 4	71	Thomas Kiekham, Souris, P.E.I.
77,725	Alice and Nellie	Digby	"	1878	Freeport, N.S.	50 6	17 3	6 2	30	A. T. Thurber, <i>et al.</i> , Freeport, N.S.
100,739	Alida A.	Windsor, N.S.	"	1894	Cambridge, N.S.	27 9	9 4	3 4	4	Wm. Burgess, Kempt, N.S.
97,194	Alida	Chatham, N.B.	"	1891	Shippegan, N.B.	37 5	12 2	4 6	12	L. Paulin, Shippegan, N.B.
100,857	Alix	Quebec	"	1893	Montmagny, Que.	32 8	12 8	5 6	13	J. A. Martin, Rimouski, Que.
103,731	Alkaline	Parrsboro'	Bk—Bq	1897	Parrsboro', N.S.	173 6	37 1	17 2	626	Alex. Harrison, Philadelphia, Pa., U.S.A.
126,165	Allans No. 1	Montreal	Barge—Chd	1908	Montreal, Que.	139 0	32 9	9 2	250	H. Montagne Allan, Montreal, Que.
126,166	Allans No. 2	"	"	1908	"	159 6	30 7	8 9	279	Hugh A. Allan, " "
126,167	Allans No. 3	"	"	1908	"	121 0	30 7	7 6	170	Andrew A. Allan, " "
126,168	Allans No. 4	"	"	1908	"	100 5	30 6	9 0	152	Bryce J. Allan, Boston, Mass, U.S.A.
126,169	Allans No. 5	"	"	1908	"	117 0	29 6	5 0	105	Joint Owners.
126,170	Allans No. 6	"	"	1908	"	117 8	29 1	7 9	172	"
74,410	Alliance	Chatham, N.B.	Bgtn—Bkgle	1877	Shippegan, N.B.	90 0	19 5	11 4	99	Wm. Fruing & Co., Ltd., Jersey.
78,034	Alliance	Chatham, Ont.	Schr—Glt	1897	Port Dover, Ont.	47 0	16 8	5 0	33	Arnold Winegardin, Chatham, Ont.
36,176	Alliance	Liverpool	"	1854	Petite Riviere, N.S.	56 2	17 9	7 5	40	C. H. Innes, Liverpool, N.S.
103,478	Allie L. Alger	Victoria	"	1886	Seattle, Wash., U.S.A.	76 0	25 0	8 5	75	John Kingsman, Victoria, B.C.

* Foreign name "P. & B. Crowell."

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112,391	Allumet.....	Ottawa ..	Scow—Chd ..	1902	Ottawa, Ont.....	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
103,769	Alma.....	Chatham, N.B.....	Schr—Glt ..	1894	Caraguet, N.B.....	31 5	12 0	4 4	11	John B. Simois, Caraguet, N.B.
112,162	Alma.....	Chatham, N.B.....	Schr—Glt ..	1903	Lameque, N.B.....	38 0	13 0	5 6	12	Agapit Duguay, Lameque, N.B.
92,554	Alma.....	Montreal.....	Sloop ..	1881	Sorel, Que.....	85 3	19 6	4 1	47	J. Daneau, St. François du Lac, Que.
85,755	Alma ..	Quebec.....	Schr—Glt ..	1882	St. Jean Port Joli, Que.	31 2	11 0	4 3	9	Pierre Bernier, L'Assomption de Mac- vidier, Que.
73,038	Alma ..	" ..	Barge—Chd ..	1866	Batiscau, Que.	71 5	20 0	5 1	48	P. Carrier, Boucherville, Chambly Co., Que.
107,221	Alma.....	Quebec.....	Sloop ..	1897	St. Siméon, Que.....	34 4	13 0	4 2	11	Henri Simard, St. André de Kamour- aska, Que.
107,550	Alma ..	St. John, N.B ..	Schr—Glt ..	1898	Cambridge, N.B.....	73 0	24 7	6 5	70	John E. Moore, St. John, N.B.
107,357	Alma.....	Sydney ..	" ..	1898	Aspy Bay, N.S.....	52 9	18 1	5 5	34	G. Burton, Aspy Bay, N.S.
103,867	Alma H ..	Quebec.....	" ..	1898	Ship Harbour, N.S.....	53 8	16 4	6 8	32	Wm. Lebel, Rimouski, Que.
85,404	Alma L. Gertie ..	Magdalen Islands.....	" ..	1906	Grindstone, Que.....	63 3	18 9	7 6	43	John McLean, Souris, P.E.I.
112,105	Alma Nelson ..	Lunenburg ..	" ..	1902	Lunenburg, N.S.....	94 6	25 0	10 0	99	David Backman, et al., Lunenburg N.S.
48,198	Almaunda.....	Quebec.....	" ..	1864	St. Thomas, Que.....	74 0	24 8	9 1	98	Jos. Bergeron, Les Eboulements, Que.
74,266	Almaunda ..	" ..	" ..	1876	Cap St. Ignace, Que ..	60 5	19 0	6 6	41	J. Bouchard, Malbaie, Que.

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85,482	Angola.....	Liverpool	Schr—Glt	1883	Jordan River, N.S.	82 4	22 2	8 7	94	Chs. Brister, Halifax, N.S.
116,522	Anita.....	Lunenburg	"	1905	Lunenburg, N.S.	48 6	13 5	6 1	16	Win. F. Smith and John Himmelman, Rosebay, N.S.
107,803	Anita.....	St. John, N.B.	Sloop	1896	St. Andrews, N.B.	32 6	12 0	5 0	10	Isaac Treecartin, Grand Manan, N.B.
122,093	Anita.....	Yarmouth	Sloop	1905	Surette's Island, N.S.	30 0	11 0	6 0	11	Agustin Bourque, Tusket, N.S.
52,032	Anna.....	Annapolis Royal	Schr—Glt	1865	Wilnot, N.S.	74 8	24 4	8 9	88	J. Brown, Port George, N.S.
92,419	Anna.....	Chatham, N.B.	"	1889	Shippegan, N.B.	34 7	12 2	5 0	12	Dosthé Chiasson, Shippegan, N.B.
103,073	Anna.....	"	"	1892	"	35 2	12 8	5 0	11	Luke Friolet, Caraquet, N.B.
103,244	Anna.....	Montreal	Sloop	1890	Yanaska, Que.	33 0	21 4	5 6	76	Zotique LeBrun, St. Aime, Que.
69,579	Anna.....	Quebec	Schr—Glt	1865	Chicoutimi, Que.	40 5	13 5	5 5	18	Mrs. H. Brassard, Malbaie Que.
103,837	Anna.....	"	"	1896	Grondines, Que.	103 2	24 6	8 8	138	T. Rivard, Grondines, Que.
77,772	Anna E. Foster.....	Goderich.....	"	1877	Cheboygan, Mich., U.S.A.	66 0	17 0	6 6	39	W. Foster, Owen Sound, Ont.
117,028	Anna F.	Sydney	Sloop	1905	Ingonish, N.S.	37 0	12 4	6 3	14	J. Brewer and J. Hawley, Ingonish, N.S.
103,275	Anna Helen.....	Chatham, N.B.	Schr—Gilt	1894	Tracadie, N.B.	38 5	12 9	5 0	12	Jos. Williston, Chatham, N.B.
80,093	Anna K	St. John, N.B.	"	1881	Greenwich, N.B.	40 4	13 3	5 8	14	George H. Gibson, Margardsville, N.S.

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103,453	Anna Maul.....	Arichat.....	Schr—Glt.....	1892 Georgetown, P.E.I.....	31 2	13 7	4 6	10	R. H. Munro, Whitehaven, N.S.
112,116	Amundale.....	Kingston.....	House boat.....	1903 Rockport, Ont.....	62 6	22 2	1 2	75	The Kideau House Boat Association Ltd., Kingston, Ont.
80,768	Annie Prudence.....	Quebec.....	Schr—Glt.....	1881 Cap St. Ignace, Que.....	41 5	14 7	6 2	24	Joseph Tremblay, Châteauguay, Que.
92,759	Annette.....	".....	".....	1889 Anse St. Jean, Que.....	42 0	15 0	6 4	21	M. Blais, jr., Rivière Romagné, coast of Labrador.
57,260	Annie.....	Arichat.....	".....	1867 La Havo, N.S.....	70 0	22 0	8 8	68	Edward J. LeBlanc, West Arichat, N.S.
75,888	Annie.....	Charlottetown.....	".....	1880 Pictou, N.S.....	43 3	16 4	5 6	22	J. B. Sundby, Port Elgin, N.B.
72,081	Annie.....	Chatham, N.B.....	".....	1875 Richibucto, N.B.....	41 3	13 8	4 7	13	John P. Breman, Alberton, P.E.I.
71,106	Annie.....	Chatham, Ont.....	".....	1853 Swan Creek, U.S.A.....	55 4	16 6	4 4	30	P. Deniers and M. Thibeau, Dover East, Ont.
103,507	Annie.....	Halifax.....	".....	1894 Malone Bay, N.S.....	39 0	12 6	5 6	16	Joshua Hutt, M.O., Alberton, P.E.I.
.....	Annie.....	Montreal.....	Barge—Chd.....	1869 Williamstown, Ont.....	121 1	22 9	7 6	185	Ernest Templeier, Montreal, Que.
94,897	Annie.....	New Westminster.....	Sloop.....	1889 Vancouver, B.C.....	31 0	10 0	5 0	9	Hudson's Bay Co., London, G.B.
80,886	Annie.....	St. Andrews.....	Schr—Glt.....	1881 St. Andrews, N.B.....	68 0	18 1	6 2	41	James D. Ellis, Kingsport, N.S.
83,030	Annie.....	Wallaceburg.....	Barge—Chd.....	1883 Dresden, Ont.....	96 0	24 0	4 7	70	Asa Ribble, Dresden, Ont.
103,061	Annie.....	Yarmouth.....	Schr—Glt.....	1895 Salmon River, N.S.....	77 6	25 0	6 5	71	Ben. Gullison, Salmon River, N.S.
112,388	Annie Amelia.....	Sydney.....	".....	1903 Ingonish, N.S.....	40 5	12 5	6 4	13	Matthew Hawley, Ingonish, N.S.
111,422	Annie B.....	Halifax.....	".....	1901 Port Felix, N.S.....	49 2	16 4	7 7	26	Benjamin Boudrot, Port Felix, N.S.
111,879	Annie B.....	Yarmouth.....	Sloop.....	1902 Pubnico, N.S.....	41 0	14 9	6 6	20	Theod. D'Entremont, Pubnico, N.S.
116,344	Annie B. M.....	Arichat.....	Schr—Glt.....	1903 L'Ardoise, N.S.....	44 6	13 3	6 0	18	The Whitman Fish Co., Ltd., Canso, N.S.
103,027	Annie Blanche.....	Parrsboro'.....	".....	1895 Parrsboro', N.S.....	68 7	22 3	7 1	68	G. R. Smith, et al., Parrsboro, N.S.
72,978	Annie Coggins.....	Digby.....	".....	1876 Freeport, N.S.....	67 7	18 0	8 4	22	Robert Redden, Windsor, N.S.
71,261	Annie Cuthbert.....	Cobourg.....	Sloop.....	1874 Cobourg, Ont.....	55 4	17 4	7 2	36	Alex. Cuthbert, Cobourg, Ont.
80,627	Annie D.....	Shelburne.....	Schr—Glt.....	1881 Pubnico, N.S.....	72 8	23 0	7 9	71	Mrs. Margaret Olsen, Port Hawkesbury, N.S.
90,731	Annie E. Paint.....	Victoria.....	".....	1885 Port Hawkesbury, N.S.....	77 0	24 1	9 2	82	Victoria Sealing Co., Ltd., Victoria, B.C.
90,487	Annie Eliza.....	Halifax.....	".....	1880 Jeddore, N.S.....	35 3	14 3	5 6	14	Arthur Day, Jeddore, N.S.
100,389	Annie, F.....	Sydney.....	".....	1895 Main-a-Dieu, N.S.....	37 4	13 0	5 2	13	John Farrell, Main-a-Dieu, N.S.

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75,827	el Ann G.....	Halifax.....	Schr—Glt	1878	Indian Harbour, N.S.....	58 8	18 5	8 0	38	J. Rogers, Fortune, Nfld.
122,422	Annie G. W.....	Halifax	"	1907	Sheet Harbour, N.S.....	42 6	15 0	6 0	17	James Westhaver, Sheet Harbour, N.S.
85,981	Amie Gale.....	St. John, N.B.	"	1882	Waterborough, N.B.....	77 8	26 4	7 0	97	Stephen B. Kelly, River Hebert, N.S.
61,595	Amie Louisa.....	Halifax.....	Schr—Glt	1876	Jordan River, N.S.....	56 6	20 0	7 5	40	Oscar O. Dauphinee, M.O., Marriott's Cove, N.S.
117,134	Annie Lue.....	Yarmouth	Sloop	1904	Shelburne, N.S.....	33 0	11 4	6 0	10	J. M. Crowell, M.O., Port La Tour, N.S.
107,766	Amie M.....	Canso.....	Schr—Glt	1903	Queensport, N.S.....	48 0	15 8	8 5	29	John O'Leary, Queensport, N.S.
112,021	Annie M.....	Charlottetown.....	"	1902	Mimicash, P.E.I.	35 6	13 9	6 1	20	Henry Perry, Palmer Road, P.E.I.
100,960	Annie M.....	Chatham, N.B.....	"	1890	Shippegan, N.B.....	36 2	12 3	4 8	11	W. S. Loggie Co., Ltd., Chatham, N.B.
107,062	Annie M.....	St. John, N.B.....	Sloop	1897	St. John, N.B.....	42 2	14 3	4 0	18	Edward McGuigan, jr., St. John, N.B.
111,737	Annie M. W.....	Lunenburg.....	Schr—Glt	1902	LaHave, N.S.....	90 4	24 3	9 3	98	Edgerton Ritecy, M.O., Riverport, N.S.
59,172	Annie McNairn....	Halifax.....	"	1868	Buctouche, N.B.....	128 6	30 7	12 8	308	Geo. E. Franklin, Halifax, N.S.
103,463	Annie May.....	Arichat	"	1899	River Bourgeoise, N.S....	39 4	13 4	4 9	11	John J. Langley, Summerside, N.S.
111,472	Annie May.....	"	"	1900	Rockdale, N.S.....	44 5	11 2	7 0	17	J. E. Jean and W. G. Jean, J.O., Atri- chat, N.S.
111,526	Annie May.....	Digby.....	"	1900	Port Lorne, N.S.....	28 0	11 3	5 8	11	David Sabean, Port Lorne, N.S.

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121,433	Annie May	Halifax	Schr—Glt	1906	Spry Bay, N.S.	48 5	14 3	7 6	24	John A. Gerrard, M. O., Spry Bay, N.S.
83,413	Annie Minnes	Port Hope	"	1877 { 1881	Portsmouth, Ont.	101 9	24 9	8 6	155	W. H. Braund, Port Hope, Ont.
100,512	Annie Pearl	Moncton	"	1892	Parrsboro', N.S.	56 2	17 8	6 4	40	J. W. V. Smith, Moncton, N.B.
90,495	Annie S	Halifax	"	1885	Ship Harbour, N.S.	49 3	17 6	7 0	34	David A. Boudro, Port Felix, N.S.
107,279	Annie Smith	Paspébiac	Bktn—Brgt	1899	Liverpool, N.S.	120 0	29 4	10 8	249	W. T. Smith, New Carlisle, Que.
121,890	Annie Smith	Yarmouth	Sloop	1906	Clyde, N.S.	34 0	12 0	6 0	13	William L. Smith, Port LaTour, N.S.
90,622	Annie T. McKie	Charlottetown	Schr—Glt	1884	New London, P.E.I.	69 0	21 0	9 0	68	Joseph A. Hawes, Parrsboro', N.S.
80,992	Annie W	Glaysboro'	"	1883	Wino Harbour, N.S.	37 5	11 0	4 4	10	Elijah Walters, Wino Harbour, N.S.
103,991	Annie & Lillie	St. Andrews	Sloop	1897	Grand Manan, N.B.	26 9	12 5	6 5	10	Joseph Hatt, Grand Manan, N.B.
90,655	Aminia	Yarmouth	Schr—Glt	1886	Eel Brook, N.S.	40 4	13 0	4 3	12	Hilaire Bourque, Eel Brook, N.S.
75,631	Antelope	Toronto	"	1873	Port Dalhousie, Ont.	138 6	26 3	11 4	334	Albert J. Foster and Amelia Uwe, J.O., Toronto, Ont.
55,014	Antiope	Victoria	Bk—Bq	1806	Port Glasgow, G.B.	242 3	38 4	23 7	1380	Peter J. R. Matheson, Ladysmith, B.C.
38,498	Appoline	Arichat	Schr—Glt	1868	River Inhabitants, N.S.	51 8	18 9	8 1	40	C. D. Terrio, Arichat, N.S.
100,671	April	Vancouver	Scow—Chd	1888	Vancouver, B.C.	80 8	23 2	6 2	96	Gordon T. Legg, Vancouver, B.C.
74,205	Arab	Montreal	Barge—Chd	1876	Montreal, Que.	122 9	26 9	7 5	204	D. Anderson, Montreal, Que.
100,987	Arabi	Chatham, N.B.	Schr—Glt	1890	Shippegan, N.B.	34 6	13 1	4 8	12	P. Rivo, Caraquet, N.B.
117,750	Arabia	Lunenburg	"	1902	La Have, N.S.	84 5	23 2	9 0	80	Wm. Forsey, Grand Bank, Nfld.
121,652	Arabia	Yarmouth	Sloop	1904	Tusket Wadga, N.S.	33 0	10 6	6 0	10	Eloi J. Leblanc, M.O., Tusket Wedge, N.S.
	Arabian	Montreal	Barge—Chd	1865	Yanaska, Que.	76 3	20 9	5 5	61	Narcisse Forcier, St. Amé, Que.
38,355	Arbutus	Arichat	Schr—Glt	1852	Essex, Mass, U.S.A.	64 0	19 9	7 0	44	Saml. Lawrence, Margaree, N.S.
121,943	Arcade	Sorel	Sloop	1907	Pierreville, Que.	109 0	23 2	7 7	140	Agapit Dancan, Notre-Dame-de-Pierre-ville, Que.
129,186	Archie Crowell	Shelburne	Schr—Glt	1908	Shelburne, N.S.	106 0	27 0	10 0	175	Zephoniah Nickerson, Port Clyde, N.S.
107,182	Arclight	Charlottetown	"	1898	Souris, P.E.I.	91 0	27 5	8 8	103	Jas. Poole, Channel, Nfld.
	Arcic	St. Catharines	"	1868	Port Dalhousie, Ont.	130 0	21 0	8 2	172	Catherine Sidley, Belleville, Ont.
100,612	Ardella	Shelburne	"	1892	Sand Point, N.S.	27 6	12 0	5 6	10	Peter M. Crowe, Shelburne, N.S.

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96,739	Argeline.....	Chatham, N.B.....	Schr—Glt	1890	Caraquet, N.B.....	37 0	13 0	5 4	14	O. Gionet, Caraquet, N.B.
103,085	Argentina	"	"	1894	"	37 4	13 3	5 0	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
121,698	Argo.....	Yarmouth.....	Sloop.....	1904	Tusket Wedge, N.S.....	32 0	11 0	6 0	10	C. L. Nickerson, Deep Cove, N.S.
94,778	Argosy.....	Lunenburg.....	Schr—Glt	1888	Lunenburg, N.S.....	73 5	23 5	9 0	84	J. H. Beaver, Pleasant Harbour, N.S.
83,478	Argyle.....	St. Andrews.....	"	1880	Argyle, N.S.....	34 4	11 0	5 0	10	Andrew McGee, St. George, N.B.
111,702	Ariadne.....	Kingston.....	"	1901	Amherst Island, Ont.....	57 6	14 5	4 0	23	E. Burnside and R. T. Loughlin, Wolfe Island, Ont.
103,647	Ariadne.....	"	"	1891	Cape Vincent, N.Y., U.S.A.	56 3	18 3	4 5	16	J. McIntosh, South Marysburg, Ont.
112,102	Ariadne.....	St. John, N.B.....	"	1902	Petite Rivière, N.S.....	63 4	19 1	7 4	48	Holland D. Outhouse, Tiverton, N.S.
103,487	Ariadne.....	Victoria.....	Yawl—Voile.....	1896	Esquimault, B.C.,	46 8	15 2	7 0	23	T. E. Williams, Gloucestershire, G.B.
107,078	Ariel.....	St. John, N.B.....	Sloop.....	1894	Rothsay, N.B.....	27 0	10 8	4 4	7	R. Matthews, St. John, N.B.
90,870	Arietis.....	Victoria.....	Schr—Glt	1887	Lunenburg, N.S.....	77 6	23 5	8 8	86	Victoria Sailing Co., Ltd., Victoria, B.C.
88,313	Arinda.....	Quebec.....	Sloop.....	1885	St. Thomas, Que.....	50 8	17 0	4 6	23	Hamilton Powder Co., Montreal, Que.
85,756	Aristile.....	"	Schr—Glt	1883	Natasquan, Que.....	40 8	15 2	6 1	19	Louis St. Hilaire, Baie St. Paul, Que.
112,314	Aritus.....	St. Andrews.....	Sloop.....	1902	Campo Bello, N.B.....	34 5	13 0	7 8	16	Ralph Colson, Campo Bello, N.B.

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83,307	Arizona	Liverpool	Schr—Glt	1883	Port Medway, N.S.	84 0	25 0	9 8	99	T. J. Pondrot, Anichat, N.S.
71,039	Arizona	Yarmouth	"	1876	Pubnico, N.S.	81 9	22 6	8 8	85	L. D. D'Entremont, Pubnico, N.S.
72,957	Ark	St. Catharines	"	1875	Port Dalhousie, Ont.	175 6	35 6	10 4	521	The Montreal Lighterage Co., Ltd., Montreal, Que.
116,499	Arkansas	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	99 6	26 0	10 0	98	Samuel Piercy, Grand Bank, Nfld.
100,587	Armand	Montreal	Barge—Chd	1892	Yamaska, Que.	131 6	27 9	11 2	256	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
107,439	Armita	St. Andrews	Sloop	1894	Digby, N.S.	35 0	12 2	5 0	15	Judson L. Gupell, Grand Manan, N.B.
116,501	Arnold	Lunenburg	Schr—Glt	1904	La Have, N.S.	94 6	25 0	10 0	99	Nathaniel Smith, M.O., Halifax, N.S.
107,913	Arnold B.	St. Andrews	Sloop	1897	Church Point, N.S.	29 0	11 3	4 6	10	Henry H. Cheney, Grand Manan, N.B.
121,695	Arona S.	Yarmouth	"	1904	Pubnico, N.S.	34 0	11 4	6 0	10	L. C. Amiro, M. O., Pubnico, N.S.
103,205	Arostook	Lunenburg	Schr—Glt	1880	Essex, Mass., U.S.A.	75 0	22 0	7 9	67	Alton Westhaver, Martin's Brook, N.S.
85,694	Arrow	Chatham, N.B.	"	1883	Bathurst, N.B.	41 4	13 2	5 0	14	William Daly, Bathurst, N.B.
121,946	Arthur	Sorel	Barge—Chd	1907	Sorel, Que.	109 0	22 8	9 6	198	J. L. B. Leclaire, Sorel, Que.
111,927	Arthur	Toronto	Schr—Glt	1873	Manitowoc, Wis., U.S.A.	148 0	26 2	11 3	327	The Elias Rogers Co., Ltd., Toronto, Ont.
71,032	Arthur	Yarmouth	"	1876	Meteghan, N.S.	47 5	16 7	5 7	22	Wesley Outhouse, Westport, N.S.
116,911	Arthur H. Wight	Lunenburg	"	1904	Liverpool, N.S.	103 0	25 5	9 5	99	The Atlantic Fish Companies, Ltd., M.O., Lunenburg, N.S.
107,844	Arthur Hannah	Toronto	"	1899	Port Rowan, Ont.	47 5	16 0	4 6	22	Caleb Hopkins, Port Credit, Ont.
85,299	Arthur P.	Montreal	Barge—Chd	1892	Sorel, Que.	116 5	24 3	8 7	182	Prosper Laplante, Lachine, Que.
*94,886	Asia	"	"	1889	Pierreville, Que.	107 0	23 3	9 6	179	Dolphin Hamel, St. Thomas de Pierreville, Que.
126,283	Asp.	St. John, N.B.	Dredge—Drague	1906	Gagetown, N.B.	60 5	20 7	5 3	82	Jas. S. Gregory, St. John, N.B.
107,436	Ashore	St. Andrews	Sloop	1899	Calais, Me., U.S.A.	15 8	6 3	1 6	1	W. B. Ganong, St. Stephen, N.B.
112,122	Atalaya	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	89 0	24 6	9 0	79	W. C. Smith & Co., Ltd., M. O., Lunenburg, N.S.
103,734	Athelia	Parrsboro	Schr—Glt	1897	Moose River, N.S.	52 3	19 0	6 2	40	Mrs. Carrie A. Elliott, Economy, N.S.
126,131	Atheling	Halifax	Schr—Glt	1908	Jeddore, N.S.	63 8	19 7	8 2	63	Arthur Webber, Jeddore, N.S.
92,498	Athens	Windsor, N.S.	Bk—Bq	1888	Newport, N.S.	164 4	36 5	16 1	663	Thomas C. Thomson, Mobile, Ala., U.S.A.
121,895	Athlete	Shelburne	Sloop	1906	Shelburne, N.S.	38 0	13 0	5 7	13	John C. Cook, Grand Harbour, N.B.

* Formerly "Montcalm."

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ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. — Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. — Profondeur en pieds et 10 ^{es} .	Registered Tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. — Armateur ou propriétaire gérant, et adresse.
103,495	Athlon	Lunenburg	Schr—Glt	1895	La Have, N.S.	87 5	23 6	9 4	99	Wm. H. Bennett, Bay St. George, Nfld.
100,107	Athol	Parrsboro'	"	1891	Advocate, N.S.	73 6	24 4	6 5	70	Daniel Desmond, Parrsboro', N.S.
*111,487	Atlantic	Quebec	Barge—Chd	1879	Philadelphia, U.S.A.	153 6	28 2	9 6	271	William Desrosiers, Lanoraie, Que.
77,601	Atlas	Lunenburg	Schr—Glt	1878	LaHave, N.S.	64 4	20 0	7 9	52	Simon Naas, Lunenburg, N.S.
107,828	Atlas	Victoria	Barge—Chd	1882	Victoria, B.C.	115 5	23 0	9 2	176	Pacific Barge Co., Ltd., Victoria, B.C.
116,921	Athin	"	"	1904	White Horse, Y.T.	58 0	18 0	4 0	34	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,996	Au revoir	St. Andrews	Sloop	1897	West Isles, N.B.	35 0	13 8	5 0	15	Fredk. S. Russell, Grand Manan, N.B.
83,433	Audacious	Weymouth	Schr—Glt	1886	Meteghan River, N.S. ..	79 7	23 4	9 0	99	D. J. McLangon, Gilbert's Cove, N.S.
111,557	Andley R.	St. Andrews	Sloop	1894	West Isles, N.B.	38 0	13 0	4 6	19	S. R. Watt, Grand Manan, N.B.
121,685	Augusta	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	34 0	11 0	6 0	11	L. D. Boudreau, M.O., Tusket Wedge, N.S.
107,603	Augusta Evelyn	St. John, N.B.	Schr—Glt	1900	Belliveau's Cove, N.S. ..	53 0	17 5	7 0	31	James Scovil, Grand Manan, N.B.
100,360	Augusta	Quebec	"	1890	St. Thomas, Que	67 5	21 4	5 6	49	Evan John Price, Quebec, Que.
96,919	Augustus	Kingston	"	1893	Garden Island, Ont. ..	177 5	39 6	15 0	802	The Montreal Transportation Co., Ltd., Montreal, Que.
97,134	Aurelia	Quebec	"	1886	Mille Vaches, Que	38 8	14 8	4 6	14	J. L. Fiquet, Bonne Esperance, Coast of Labrador.

* Formerly "Wanderer," and a steamer.

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94,727	Aurelia.....	St. John, N.B.	Schr—Glt.....	1889	Hall's Harbour, N.S.....	40 8	15 5	6 0	22	Chas. Watt, Grand Manan, N.B.
73,638	Aurèle.....	Quebec.....	Barge—Chd.....	1873	Yamaska, Que.....	102 1	22 2	7 5	127	Alexander Laplante, Lachine, Que.
90,735	Aurova.....	Victoria.....	Schr—Glt.....	1888	Mayne Island, B.C.....	66 7	18 4	6 4	41	Victoria Sealing Co., Ltd., Victoria, B.C.
94,980	Aurore.....	Yarmouth.....	".....	1890	Puabico, N.S.....	81 1	22 2	7 6	86	Edward Baswell and Allan McLean, Chapend, P.E.I.
83,463	Austin P.....	St. Andrews.....	".....	1882	West Isles, N.B.....	32 0	13 5	6 0	12	Chas. W. Stewart, West Isles, N.B.
94,791	Autumn Belle.....	Richibucto.....	".....	1888	Richibucto, N.B.....	37 2	13 4	5 0	15	John Robertson, Rexton, N.B.
107,903	Ava M.....	St. Andrews.....	Sloop.....	1899	West Isles, N.B.....	35 0	13 3	6 0	17	George A. Johnson, Grand Manan, N.B.
92,500	Avalon.....	Windsor, N.S.....	Schr—Glt.....	1888	Advocate, N.S.....	93 9	28 2	7 9	116	J. Willard Smith, St. John, N.B.
88,699	Avenue.....	St. John, N.B.....	".....	1885	Waterborough, N.B.....	65 4	23 0	6 1	51	Wm. N. Durost, Cambridge, N.B.
103,745	Avis.....	Quebec.....	".....	1896	La Have, N.S.....	85 9	24 3	9 4	100	Wm. Bouchard, M.O., St. Simon, Que.
111,504	Avis.....	St. John, N.B.....	Sloop.....	1895	Perth Amboy, Me., U.S.A	31 0	8 3	2 9	4	John B. Cudlip, St. John, N.B.
103,127	Avis C. Tobey.....	St. Andrews.....	".....	1896	West Isles, N.B.....	35 0	12 4	4 8	13	H. H. Bancroft, Grand Manan, N.B.
116,824	Avis Pauline.....	Barrington.....	Sloop.....	1903	Clarke's Harbour, N.S.....	31 6	11 9	5 4	12	Peter Kenney, Clarke's Harbour, N.S.
100,578	Avon.....	Halifax.....	Schr—Glt.....	1893	La Have, N.S.....	57 9	20 1	7 9	49	John Driscoll, Conception Harbour, Nfld.
103,216	Avon.....	Ottawa.....	Scow—Chd.....	1890	Buckingham, Que.....	50 0	14 4	4 3	16	George Bothwell, Buckingham, Que.
75,643	Ayr.....	St. Catharines.....	Schr—Glt.....	1858	Port Dalhousie, Ont.....	132 0	23 4	11 3	299	Alexander McArthur, Toronto, Ont.
.....	Azov.....	Hamilton.....	Schr—Glt.....	1866	Wellington Square, Ont.....	108 1	23 7	10 0	135	John McDonald, Goderich, Ont.
116,996	B.....	Ottawa.....	Barge—Chd.....	1903	Barry's Bay, Ont.....	50 0	12 0	4 0	16	The Canada Corundum Co., Ltd., Toronto, Ont.
122,529	B. H.....	Vancouver.....	Scow—Chd.....	1907	Vancouver, B.C.....	73 9	30 0	8 0	158	Bernuda Steamship Co., Ltd., Vancouver, B.C.
107,928	B. No. 1.....	New Westminster.....	Barge—Chd.....	1900	New Westminster, B.C.....	73 0	28 0	6 0	123	The B. C. Mills, Timber & Trading Co., Vancouver, B.C.
111,601	B. No. 13.....	".....	".....	1891	New Westminster, B.C.....	58 0	19 0	5 0	134	The B. C. Mills Timber & Trading Co., Vancouver, B.C.
100,463	B. C.....	Quebec.....	Schr—Glt.....	1891	St. Thomas, Que.....	37 4	12 6	5 0	15	E. Caron, Montigny, Que.
121,982	B. C. C. No. 3.....	Victoria.....	Barge—Chd.....	1905	Ladners, B.C.....	49 5	18 3	5 0	49	British Columbia Canning Co., Ltd., London, Eng.
121,983	B. C. C. No. 4.....	".....	".....	1906	".....	45 5	16 2	5 0	333	".....

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructé en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
126,234	B. C. S. and G. Co. No. 1	Victoria.....	Barge—Chd.....	1908	Sidney, B.C.....	90 0	30 7	8 0	166	British Columbia Sand & Gravel Co., Ltd., Victoria, B.C.
107,719	B. K. C. 1.....	Vancouver.....	Scow—Chd.....	1899	New Westminster, B.C..	52 0	12 3	3 7	21	Geo. W. Dawson, Vancouver, B.C.
107,720	B. K. C. 2.....	" ..	" ..	1899	" ..	52 0	12 3	3 7	21	" ..
111,607	B. S. M. No. 7.....	New Westminster...	Barge—Chd.....	1892	" ..	64 0	20 0	6 0	64	The Brunette Sawmill Co., Ltd., New Westminster, B.C.
100,547	B. and C.....	Digby	Sloop.....	1893	Deer Island, N.B.....	40 0	15 0	7 0	14	John W. Thurber, Presport, N.S.
100,018	B. B. Hardwick.....	Annapolis Royal....	Schr—Glt	1897	Clementsport, N.S.....	96 5	28 2	9 0	123	Saml. Potter, Clementsport, N.S.
103,503	B. G. Anderson.....	Lunenburg	" ..	1896	Lunenburg, N.S.....	85 2	23 6	9 3	95	Wm. Morrison, Bay St. George, Nfld.
103,858	B. & B. Holland.....	Halifax.....	Schr—Glt	1897	Duncan's Cove, N.S. ..	52 8	14 4	7 2	26	W. W. Jackson, Rose Blanche, Nfld.
83,063	B. Donaldson.....	Ottawa.....	Barge—Chd.....	1881	Hull, Que.	111 2	22 5	7 8	162	John O'Toole, Ottawa, Ont.
38,501	B. Wier & Co.	Arichat	Schr—Glt	1869	L'Ardoise, N.S.....	54 3	16 0	5 6	25	Thomas D. Morrison, Desconse, N.S.
50,717	Babineau & Gaudry.	Quebec.....	" ..	1894	Grondines, Que.....	95 5	23 5	9 8	156	Hiran Ives, Windsor, Ont.
74,308	Bald Eagle.....	Yarmouth....	" ..	1876	Short Beach, N.S.....	40 2	15 3	5 2	14	A.O.H. Wilson, St. John, N.B.
103,347	Balmoral	Montreal.....	Barge—Chd.....	1894	Montreal, Que.....	104 4	23 2	8 7	179	J. Gagnon, St. Henri, Que.
107,752	Baltic	Charlottetown	Schr—Glt.....	1847	Essex, Mass., U.S.A. ..	75 2	19 6	8 1	64	J. G. Scrimgeour, Cardigan, P.E.I.

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.....	Baltic	Montreal.....	Barge—Clad	1873 Rivière du Loup, Que.....	103 0	20 8	6 5	130 E. Lapointe, St. Henri, Que.
116,760	Batie	Toronto.....	"	1856 Philadelphia, Pa., U.S.A.	136 0	22 0	9 0	134 John Galna and R. W. Danter, J. O., Perry Sound, Ont.
72,590	Bangalore	Kingston.....	Schr—Glt	1877 Kingston, Ont.....	136 0	26 2	12 0	236 A. Rondeau, Lauriat, Que.
.....	Bangor	Montreal.....	Barge—Clad	1872 Pierreville, Que.....	97 7	19 0	6 1	105 O. Paul Hus, Sorel, Que.
72,009	Barbara Fritchie.....	Arlchat	Schr—Glt	1866 Kenebunk, Me., U.S.A.	72 6	20 4	7 3	63 Jas. Byrne, St. Lawrence, Nfld.
103,501	Barcelona	Lunenburg.....	"	1896 LaHave, N.S.....	84 9	24 3	9 3	99 W. J. and Geo. Borgal, Pleasant Har- bour, N.S.
107,207	Barge No. 1.....	Ottawa.....	Barge—Clad	1898 Hull, Que	50 4	31 9	4 9	48 H. F. Cumming and J. B. McMillan, J.O., Cornwall, Ont.
107,268	Barge No. 2.....	"	"	1898 "	81 0	28 0	5 0	60 Wm. Lawlor, Hawkesbury, Ont.
107,269	Barge No. 3.....	"	"	1898 "	81 0	20 1	5 0	54 "
107,270	Barge No. 4.....	"	"	1898 "	81 0	20 1	5 0	54 Contractors' Supply Co., Ltd., Ottawa, Ont.
74,381	Bark Swallow.....	Toronto	Schr—Glt	1872 Port Credit, Ont.	42 4	11 5	4 0	14 J. H. Hill, M.O., Port Credit, Ont.
98,301	Baroda.....	Victoria.....	Ship.....	1891 Dunbarton, G.B.....	237 5	36 2	21 5	1353 James Dunsmin, Victoria, B.C.
94,621	Barrington	Ottawa.....	Schr—Glt	1887 Shelburne, N.S.....	75 0	22 4	9 8	81 Minister of Marine and Fisheries Ottawa, Ont.
100,004	Bartholdi.....	Annapolis Royal.....	"	1891 Granville, N.S.....	126 0	30 0	12 2	299 T. C. Thomson, Mobile, Ala., U.S.A.
111,900	Basile	Weymouth.....	"	1906 Belliveau's Cove, N.S.....	95 0	27 8	10 0	158 Benjamin Belliveau, M.O., Belliveau's Cove, N.S.
*112,383	Beastland.....	Liverpool	"	{ 1870 Bath, Me., U.S.A. } 1903 Liverpool, N.S. }	116 9	29 0	8 4	190 Reynolds Harrington, Sydney, N.S.
97,188	Bay Queen.....	Digby	"	1891 Mount Denison, N.S.	51 0	16 2	6 5	32 Wm. Trahan, Belliveau's Cove, N.S.
75,609	Bear River	"	"	1878 Bear River, N.S.....	57 0	18 6	6 3	38 John H. Lent, <i>et al.</i> , Bear River, N.S.
122,185	Beatrice.....	Arlchat	"	1898 Queensport, N.S.....	38 0	10 2	6 1	11 Joseph C. Ryan, Causo, N.S.
116,828	Beatrice.....	Barrington	Sloop.....	1903 Clarke's Harbour, N.S.....	32 6	12 0	6 1	12 Frank A. Swinn, Clarke's Harbour, N.S.
97,077	Beatrice.....	Charlottetown	Schr—Glt	1893 Souris, P.E.I.....	32 8	11 1	5 3	8 Benjamin Clow, Murray Harbour, P.E.I.
85,346	Beatrice.....	Chatham, N.B.....	"	1883 Lunenburg, N.S.....	74 4	25 6	8 4	79 Alfred Manley, Halifax, N.S.
117,185	Beatrice.....	Charlottetown	"	1905 Elm Tree, N.B.....	65 0	19 0	7 5	51 Patrick McCarthy, Souris, P.E.I.
116,672	Beatrice	St. Andrews.....	Sloop.....	1897 West Isles, N.B.	36 6	13 8	6 0	19 Henry Benson, Grand Manan, N.B.
107,130	Beatrice L. Corkum.....	Halifax	Schr—Glt	1899 Lunenburg, N.S.....	91 8	24 5	9 5	81 John A. Bechtel, Victoria, B.C.

* Formerly "Samuel C. Hart."

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116,498	Beatrice S. Mack.	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	92 4	24 8	10 0	99	Wm. C. Smith, <i>et al.</i> , Lunenburg, N.S.
74,233	Beau Rosier	Montreal	Sloop.	1875	St. Thomas, Que.	89 0	21 0	5 6	75	J. A. Bonin, Lanoraie, Que.
66,075	Beauport	Montreal	Barge—Chd	1873	Point Lévis, Que.	145 6	29 3	9 9	331	J. E. Robillard, Montreal, Que.
33,654	Beaver.	Chatham, N.B.	Sloop	1878	Paspébiac, Que.	45 0	15 4	6 6	28	A. Loggie, M.O., Chatham, N.B.
100,056	Beaver.	St. John, N.B.	Schr—Glt	1890	Perry's Point, N.B.	117 8	28 0	9 2	192	S. F. Hatfield (ship's husband), St. John, N.B.
112,160	Beaver II.	Chatham, N.B.	"	1903	Shelburne, N.S.	58 0	21 8	6 5	53	Robert Loggie, M.O., Loggieville, N.B.
111,943	Beaver No. 3.	New Westminster.	Barge—Chd	1900	Blaine, Wash., U.S.A.	55 0	13 0	3 6	22	National Packing Co., Vancouver, B.C.
61,431	Bee.	Chatham, N.B.	Schr—Glt	1874	Shippegan, N.B.	35 0	11 4	4 5	11	Paul Noël, Shippegan, N.B.
100,983	Bee.	"	"	1888	Carquet, N.B.	35 6	12 0	5 6	11	C. Robin, Collas & Co, Ltd., Halifax, N.S.
107,892	Bel	Montreal	Barge—Chd	1858	Montreal, Que.	93 8	18 1	5 1	82	Amb. Bertrand, Vaudreuil, Que.
72,986	Belknap	Wallaceburg	Sloop	1900	Yanaska, Que.	90 7	21 6	6 1	87	Jos. Myette, Ste. Anne de Soré, Que.
88,569	Bella.	Kingston.	Barge—Chd.	1874	Port Huron, Mich., U.S.A.	81 5	19 0	4 3	46	John Cooper, Chatham, Ont.
122,109	Bella.	Yarmouth.	"	1870	Garden Island, Ont.	166 0	26 5	11 9	434	Montreal Transportation Co., Ltd., Montreal, Que.
			Sloop.	1906	Tusket Wedge, N.S.	36 0	13 0	7 0	18	William Pothier, M.O., Tusket Wedge, N.S.

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*163,631	Bella Ritchie	Ottawa	Barge—Chd.....	1895	Quyon, Que.....	87 7	15 9	6 4	27	P. G. Cavanagh, Perth, Ont.
116,363	Bella Rose	Charlottetown.....	Schr—Glt	1905	Bayfield, P.E.I.....	41 6	13 6	5 8	21	John McLean, Souris East, P.E.I.
74,141	Belle	Grayshoro'	"	1876	Lower Dublin, N.S.....	52 0	17 3	7 0	31	Alex. Jackson, Murray Harbour, P.E.I.
96,368	Belle	Montreal	Barge—Chd	1897	Toronto, Ont.....	130 0	27 0	11 0	335	Montreal Transportation Co., Ltd., Montreal, Que.
116,960	Belle Hanscom	Sarnia	Barge—Chd	1874	Toledo, O., U.S.A.....	129 5	24 6	10 5	299	The Reid Wrecking Co., Ltd., Sarnia, Ont.
92,009	Belle of the Bay	Sydney	Schr—Glt	1889	Little Bras d'Or, N.S.....	33 7	12 5	4 6	11	Patrick Burke, Mira Bay, N.S.
61,409	Belmont	Chatham, N.B.....	"	1871	Caracquet, N.B.....	38 5	13 7	5 4	13	P. Callichan, Caracquet, N.B.
83,432	Belmont	Lambert	"	1886	Gilbert Cove, N.S.....	80 0	23 4	8 2	98	Mrs. C. S. H. Pearl, Mahone Bay, N.S.
83,050	Belmont	Shelburne	"	1882	Shelburne, N.S.....	63 0	20 5	7 9	54	Jos McGill, Shelburne, N.S.
98,630	Belmont	Yarmouth	Bk—Bq	1891	Port Glasgow, G.B.....	235 4	38 1	21 8	1415	The Belmont Shipping Co., Ltd., Yarmouth, N.S.
103,187	Ben Bolt	Yarmouth	Schr—Glt	1896	Lockeport, N.S.....	98 9	23 4	9 1	91	The Yarmouth Trading Co., Limited, M.O., Yarmouth, N.S.
103,072	Ben Hur	Chatham, N.B.....	Schr—Glt	1892	Tracadie, N.B.....	34 0	12 2	5 2	11	Adolf LeClere and John LeClere, Caracquet, N.B.
117,192	Ben Lomond	Kenora	Barge—Chd.....	1897	Keewatin, Ont.....	50 0	20 5	4 4	45	H. J. Davis, Kenora, Ont.
96,787	Benevia Boy	Halifax	Schr—Glt	1889	Straits of Canso, N.S.....	31 2	10 8	6 6	11	Michael Crispo, Harbour au Bonche, N.S.
107,566	Benefit	Parrsboro'	"	1900	Port Greville, N.S.....	116 8	28 9	10 2	229	Alfred Potter, Canning, N.S.
88,300	Bernadette	Quebec	Schr—Glt	1883	Bay St. Paul, Que.....	43 8	16 5	6 5	28	Mrs. Lucy Bolly, Baie St. Paul, Que.
107,237	Bernadette	"	Sloop	1898	Isle aux Grues, Que.....	35 0	13 8	4 4	13	Jos. Lachance, Isle aux Grues, Que.
122,102	Bernice N	Yarmouth	Sloop	1905	Shelburne, N.S.....	30 0	11 0	6 0	10	John C. Nickerson, M.O., Woods Harbour, N.S.
77,789	Bertha	Port Medway	Schr—Glt	1881	Port Medway, N.S.....	54 5	18 9	7 4	42	Minnie Saban, Port Medway, N.S.
97,028	Bertha	Yarmouth	"	1880	Port Maitland, N.S.....	33 0	11 3	4 6	10	Alex. Shaw, Yarmouth, N.S.
122,453	Bertha A	Yarmouth	Sloop	1907	Clyde, N.S.....	34 0	11 0	6 0	12	Thomas Ross, Port LaTou, N.S.
100,253	Bertha Belle	Halifax	Schr—Glt	1894	Moer's River, N.S.....	52 2	17 2	6 6	32	J. F. Guite, Maria, Que.
73,969	Bertha E.	"	"	1877	Liverpool, N.S.....	44 4	16 3	6 6	21	W. H. Doggett, White Point, N.S.
90,900	Bertha Kelley	Yarmouth	Sloop	1886	Tusket Wedge, N.S.....	34 0	13 3	5 1	12	Benj. Davis, Yarmouth, N.S.
122,127	Bertha M.	Halifax	Schr—Glt	1907	Chester, N.S.....	45 0	12 4	5 4	14	J. Foster Rood, Halifax, N.S.

* Formerly a steamer.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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88,251	Bertha Maud.	St. John, N.B.	Schr—Glt	1883	Waterborough, N.B.	74 6	26 3	6 8	82	St. John Sulphite Pulp Co., Ltd., Leven, G.B.
107,911	Bertie.	St. Andrews.	Sloop	1894	Digby, N.S.	34 0	11 8	5 0	13	Judson L. Gupit, jr., Grand Manan, N.B.
107,051	Bertie C.	Barrington.	"	1897	Eel Brook, N.S.	43 0	15 3	4 8	13	Thos. D. Crowell, Shag Harbour, N.S.
100,111	Bess.	Digby.	Schr—Glt	1891	Port Greville, N.S.	46 1	16 3	5 9	24	S. Oliver and R. Hayes, Port Oliver, N.S.
100,545	Bessie.	"	"	1896	Plympton, N.S.	78 8	24 0	8 2	88	Wm. M. Warner, Plympton, N.S.
100,373	Bessie.	Sydney	Schr—Glt	1891	Little Bras d'Or, N.S.	44 8	16 5	6 2	20	James Warburton, Glace Bay, N.S.
94,662	Bessie Florence.	Halifax	"	1888	Mahone Bay, N.S.	33 6	12 3	5 5	12	James Howard, Terence Bay, N.S.
83,622	Bessie G.	Parrsboro'	"	1884	Parrsboro', N.S.	76 0	25 5	6 9	69	J. N. Pugsley, et al., Parrsboro', N.S.
88,267	Bessie May.	Yarmouth.	"	1883	Carlton, N.B.	50 0	16 4	5 8	23	William A. Killam, Yarmouth, N.S.
96,931	Bessie S. Keefer	Charlottetown.	"	1890	Murray Harbour, P.E.I.	68 5	23 2	8 5	79	Wm. A. Horton, et al., Murray Har- bour, P.E.I.
96,725	Bessie T.	Chatham N.B.	"	1889	Tracadie, N.B.	31 6	12 3	4 5	10	Donald Loggie, Church Point, N.B.
122,089	Bessie Willow	Charlottetown	"	1907	Point Prim, P.E.I.	39 6	12 2	5 4	17	Samuel McLeod, Point Prim, P.E.I.
111,559	Beta.	St. Andrews.	Sloop	1896	West Isles, N.B.	37 0	12 4	5 5	15	F. S. McLaughlin, Grand Manan, N.B.
73,985	Bethleen.	Quebec.	Barge—Chd	1874 1904	St. Jean Deschaillons, Que. Leclercville, Que.	97 4	25 3	7 6	129	Mrs. Marie A. Beaudet, Deschailions, Que.

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	Toronto.....	(Schr—Glt.....)	1868 Toronto, Ont.....	45 0	12 0	3 7	19
	Chatham, N.B.....	"	1871 Shippegan, N.B.....	36 0	11 6	4 4	13
72,079 Betsy.....	Sydney.....	"	1891 Bras d'Or, N.S.....	32 9	13 2	5 0	11
100,372 Betsy Jane.....	Lunenburg.....	"	1883 Summerside, P.E.I.....	81 3	23 6	9 2	97
85,730 Beulah.....	St. John, N.B.....	"	1888 Canning, N.S.....	76 4	26 2	6 9	81
94,742 Beulah.....	Weymouth.....	"	1875 Port Medway, N.S.....	56 2	18 6	7 0	36
71,362 Beulah Benton.....	Windsor, N.S.....	"	1888 Newport, N.S.....	94 6	28 6	10 6	180
94,722 Bianca.....	Chatham, N.B.....	"	1888 Caraquet, N.B.....	34 0	12 1	4 4	10
100,975 Big Bear.....	Victoria.....	Barge—Chd.....	1906 White Horse, Y.T.....	106 4	34 5	5 7	161
121,971 Big Salmon.....	St. Andrews.....	Schr—Glt.....	1881 Cornwallis, N.S.....	62 0	18 8	8 0	54
83,210 Billow.....	Montreal.....	"	1871 Port Dalhousie, Ont.....	131 7	27 0	11 5	302
72,578 Bismarek.....	New Westminster.....	"	1897 New Westminster, B.C.....	34 0	11 5	4 4	12
103,893 Bismarek.....	New Westminster.....	Barge—Chd.....	1900 " " " " " " " "	43 0	13 0	3 5	20
107,938 Bk. No. 3.....	"	"	1900 " " " " " " " "	43 0	13 0	3 5	20
107,939 Bk. No. 4.....	New Westminster.....	Barge—Chd.....	1892 Seattle, Wash., U.S.A.....	128 0	29 0	7 0	203
103,293 Black Prince.....	Yarmouth.....	Schr—Glt.....	1892 Port la Tour, N.S.....	37 0	12 4	5 5	13
103,701 Black Prince.....	Charlottetown.....	"	1884 Rexton, N.B.....	45 8	15 3	6 0	23
71,310 Black Watch.....	Lunenburg.....	"	1902 Shelburne, N.S.....	81 0	21 0	9 6	99
111,734 Blake.....	Chatham, N.B.....	"	1892 Caraquet, N.B.....	34 2	12 2	5 0	12
100,299 Blanchard.....	Chatham, N.B.....	"	1900 Caraquet, N.B.....	34 3	12 7	4 6	12
116,474 Blanchard.....	Barrington.....	"	1894 Lockeport, N.S.....	42 2	16 3	7 0	24
100,813 Blanche.....	Canso.....	"	1901 Canso, N.S.....	35 6	11 3	6 9	13
112,016 Blanche.....	Shelburne.....	"	1905 Sable River, N.S.....	37 1	13 5	4 9	12
116,855 Blanche.....	Yarmouth.....	Sloop.....	1904 Clyde, N.S.....	31 0	11 4	6 0	10
121,806 Blanche.....	Quebec.....	Schr—Glt.....	1890 Ste. Anne, Que.....	78 2	22 8	8 3	87
97,122 Blanche Alma.....							

10 J. E. Nickerson, Woods Harbour, N.S.
 87 Joseph Simard, M.O., St. Anne de Monts, Que.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Constructé en.	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. — Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. — Profondeur en pieds et 10 ^{es} .	Registered Tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant, et adresse.
88,551	Blanche M. Thor- bourn.	Charlottetown.....	Schr—Glt.....	1884	Shelburne, N.S.....	83 9	23 3	9 0	70	Edward Boswell and J. J. Lord, Victoria, Canada, P.E.I.
103,589	Blenheim.....	Chatham, N.B.....	".....	1896	Caracquet, N.B.....	37 7	13 3	5 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
100,265	Blomidon.....	Windsor, N.S.....	".....	1891	Canning, N.S.....	123 0	31 0	11 5	271	Miss Lizzie W. O'Connell, Pasca- gonia, Miss., U.S.A.
75,599	Blue Jay.....	Digby.....	Schr—Glt.....	1877	Clare, N.S.....	39 1	14 2	5 7	14	Annie B. Stevens, Grand Manan, N.B.
80,370	Blue Wave.....	Parrsboro'.....	".....	1880	Parrsboro', N.S.....	55 8	18 5	6 7	37	Wm. I. Hawes, Parrsboro' N.S.
100,909	Bluenose.....	Chatham, N.B.....	".....	1889	Caracquet, N.B.....	36 0	12 6	4 5	11	J. Sewell, Caracquet, N.B.
107,073	Bluenose.....	St. John, N.B.....	Sloop.....	1891	St. John, N.B.....	23 2	8 0	2 3	2	George E. Holder, St. John, N.B.
112,062	Bluenose.....	Windsor, N.S.....	Schr—Glt.....	1903	Falmouth, N.S.....	104 6	27 0	10 4	166	G. I. MacNamara. <i>et al</i> , Parrsboro', N.S.
.....	Bob O'Link.....	Toronto.....	".....	1870	Toronto, Ont.....	35 0	11 3	4 8	15	Zeno Orton Quick, Point Pelee Island, Ont.
*92,747	Bobs.....	Parrsboro'.....	".....	1893	Sackville, N.B.....	77 8	26 4	7 5	97	Wm. Anthony, <i>et al</i> , Lower Selmah, N.S.
122,573	Bohemia.....	Yarmouth.....	Sloop.....	1907	Tusket Wedge, N.S.....	31 0	12 8	6 8	10	W. F. Doucette, M.O., Tusket Wedge, N.S.
122,222	Bolivia.....	Montreal.....	Barge—Ghd.....	1874	Oswego, N.Y., U.S.A.....	140 0	26 4	12 7	310	Aristide Mondor and Joseph Bonin, Lanoraie, Que.
94,782	Bona Fides.....	Charlottetown.....	Schr—Glt.....	1889	Lunenburg, N.S.....	76 6	23 6	8 7	78	Geo. H. Toombs, Charlottetown P.E.I.
122,250	Bonita.....	St. Andrews.....	Sloop.....	1902	West Isles, N.B.....	30 0	13 0	6 6	15	John and Benjamin Carter, Seeley's Cove, N.B.

* Formerly "Sackville Packet."

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126,106	Bonnie B.	Lunenburg.	Schr—Glt.	1908	Tancook, N.S.	48 4	13 0	6 5	19	Percy Publicover, M.O., Blandford, N.S.
111,503	Bonnie Jean.	St. John, N.B.	Sloop.	1900	St. John, N.B.	37 7	13 3	5 5	12	Frank Ingersoll, Grand Manan, N.B.
75,802	Bonnie Kate.	Halifax.	Schr—Glt.	1877	Sheet Harbour, N.S.	57 8	19 0	7 7	56	Mrs. B. Munroe, Bonharderie, N.S.
88,506	Bonnie Kate.	Sydney.	"	1884	Little Bras d'Or, N.S.	44 0	14 4	5 7	14	Robert Moore, North Sydney, N.S.
112,020	Bonny Kate.	Canso.	"	1902	Canso, N.S.	36 6	13 0	7 0	14	Robert Meagher, Canso, N.S.
94,647	Bonus.	Halifax.	"	1888	Conquerall, N.S.	73 5	23 0	8 7	86	Wm. Vincent, Bay St. George, Nfld.
103,862	Boojum.	"	Sloop.	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	H. V. Kent, Halifax, N.S.
97,159	Borealis.	Victoria.	Schr—Glt.	1891	Victoria, B.C.	71 5	21 4	7 8	47	Victoria Sealing Co., Ltd., Victoria, B.C.
75,561	Boreas.	Lunenburg.	"	1876	La Have, N.S.	55 5	19 0	7 6	41	John Colford, Port Hawkesbury, N.S.
103,091	Bosphore.	Montreal.	Sloop.	1890	Pierreville, Que.	109 9	22 9	7 4	137	Noe Gervais, St. Michel d'Yamaska, Que.
107,888	Boulau.	Montreal.	Sloop.	1900	Lachine, Que.	44 9	11 4	4 0	18	F. Tremblay, Montreal, Que.
103,110	Bout de Lile.	"	Horse ferry.	1887	Bout de l'Isle, Que.	63 6	26 3	2 8	10	Sam. Beandry, Pointe aux Trembles, Que.
+ 103,746	Bras d'Or.	Amherst, N.S.	Sloop.	1895	Lunenburg, N.S.	26 8	8 8	4 2	4	Aubrey G. Robb, Amherst, N.S.
103,497	Bravo.	Pasphebiac.	Schr—Glt.	1895	Lunenburg, N.S.	99 7	25 5	10 0	147	E. S. Giffin, <i>et al.</i> , Goldboro', N.S.
74,320	Breton.	Yarmouth.	"	{ 1877 Tusket, N.S. 1895 Meteghan, N.S. }	72 0	23 0	8 1	69	Henry E. and W. F. Fougere, Descourse, N.S.	
103,954	Brighton.	Montreal.	"	1897	Kingston, Ont.	179 6	34 7	11 4	607	Montreal Transportation Co., Ltd., Montreal, Que.
85,347	Brilliant.	Charlottetown.	"	1882	La Have, N.S.	73 0	21 8	9 3	76	Garret and John H. Hubley, Southport, P.E.I.
90,721	Brilliant Star.	Sydney.	"	1886	Jeddore, N.S.	46 6	18 0	7 0	32	Laurence Levash, Arichat, N.S.
42,210	Brisk.	Liverpool.	"	1850	Ragged Island, N.S.	41 6	11 0	6 6	18	Nathan Gardner, Brooklyn, N.S.
78,988	Bristol.	Windsor, N.S.	Bk—Bq.	1878	Hantsport, N.S.	196 9	39 7	23 6	1305	Gypsum Packet Co., Ltd., Windsor, N.S.
116,857	Britannia.	Charlottetown.	Schr—Glt.	1905	Shelburne, N.S.	64 4	18 8	7 2	48	G. B. Ellis and R. H. Ellis, Alberton, P.E.I.
103,780	Britannia.	Chatham, N.B.	"	1897	Carasquet, N.B.	38 4	13 0	5 0	13	W. S. Loggie Co., Ltd., Chatham, N.B.
103,128	Britannia.	St. Andrews.	Sloop.	1896	Grand Manan, N.B.	40 0	15 0	6 0	22	M. Calder and W. Cline, Campbellton, N.B.
122,520	Britannia.	Vancouver.	"	1905	Nanaimo, B.C.	34 8	8 9	2 6	7	Frederick G. Seaton, Vancouver, B.C.
103,780	Britannic.	Chatham, N.B.	Schr—Glt.	1892	Carasquet, N.B.	37 1	12 6	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.

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52,029	British Eagle.....	Yarmouth.....	Schr—Glt.....	1866	Jordan River, N.S.....	67 0	20 4	8 2	64	Thos. Burke, Cocagne, N.B.
80,577	British Lion.....	Windsor, Ont.....	".....	1883	Pike Creek, Ont.....	84 6	22 6	5 5	80	James Moss, Dunnville, Ont.
37,619	British Queen.....	Halifax.....	".....	1858	La Have, N.S.....	52 5	16 7	7 0	34	Cornelius Fader, Chester Basin, N.S.
107,079	British Queen.....	St. John, N.B.....	Sloop.....	1887	St. John, N.B.....	27 0	8 7	2 8	4	Charles Kain, St. John, N.B.
41,775	British Tar.....	Halifax.....	Schr—Glt.....	1853	La Have, N.S.....	57 6	18 3	7 5	41	J. W. Baker, Jeddore, N.S.
* 92,643	Briton (The).....	Bowmanville.....	".....	1862	South Marysburg, Ont.....	106 0	23 8	8 7	146	A. M. Palmatier, Pictou, Ont.
107,784	Brittania.....	Ottawa.....	Horse ferry.....	1899	Amprior, Ont.....	54 0	22 0	3 6	14	John McAr, Bristol, Que.
103,186	Brittania.....	Shelburne.....	Schr—Glt.....	1806	Green Harbour, N.S.....	35 5	11 5	4 7	11	Ross Easlow, Green Harbour, N.S.
85,297	Brodeur Demers.....	Montreal.....	Sloop.....	1882	Sorel, Que.....	106 1	22 8	7 7	142	D. Leroux, Vaudeuil, Que.
71,743	Brodieck Castle.....	Victoria.....	Ship.....	1875	Whiteinch, G.B.....	258 6	40 3	23 0	1770	Ship Brodieck Castle Co., Ltd., Victoria, B.C.
111,697	Brooklyn.....	Liverpool.....	Schr—Glt.....	1901	Brooklyn, N.S.....	116 2	30 4	11 8	247	C. E. Whidden, Antigonish, N.S.
113,415	Brookside.....	Yarmouth.....	Bk—Bq.....	1891	Arundel, N.S.....	182 2	35 5	16 4	672	The Brookside Shipping Co., Ltd., Yarmouth, N.S.
71,143	Brothers.....	Goderich.....	Schr—Glt.....	1874	Ashfield, Ont.....	44 8	13 8	4 8	14	Jas. Thorburn, Kincaidline, Ont.
83,379	Bruin.....	Toronto.....	Scow—Chd.....	1881	Gravenhurst, Ont.....	97 0	25 0	5 3	104	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.

* Formerly "S. & J. Collier."

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107,612	Brunette	Ottawa	Barge—Chd	1899	Hull, Que.	108 0	24 0	8 0	163	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,228	Buckingham	"	"	1893	Buckingham, Que.	74 0	18 7	4 0	43	Frank Ross, Quebec, Que.
100,092	Bud	St. John, N.B.	Schr—Glt	1892	Greenwich, N.B.	51 9	17 7	4 4	35	Chas. Kennedy, St. John, N.B.
80,795	Buda	Digby	"	1882	Meteghan River, N.S.	12 0	15 0	5 6	20	P. W. Connors, <i>et al.</i> , Black's Harbour, N.B.
122,288	Buena	Shelburne	"	1908	Lunenburg, N.S.	54 9	16 4	7 6	36	Herbert R. Swin, M.O., Lockeport, N.S.
85,425	Buffalo	St. Catharines	Scow—Chd	1895	Port Robinson, Ont.	104 0	25 0	4 5	88	Abraham H. Bradley, Dunnville, Ont.
116,450	Barleigh	Shelburne	Schr—Glt	1904	Shelburne, N.S.	101 0	25 6	10 8	122	Nathaniel Smith, <i>et al.</i> , Halifax, N.S.
111,765	Burma	Kingston	"	1901	Garden Island, Ont.	183 6	39 5	15 0	885	The Calvin Co., Ltd., Garden Island, Ont.
111,897	Barque Brothers	Weymouth	Sloop	1905	Church Point, N.S.	33 0	12 2	5 1	10	Peter Barque, Church Point, N.S.
122,384	Bute No. 1	Victoria	Barge—Chd	1905	Vancouver, B.C.	66 0	24 5	6 3	87	Albert Berquist, Sidney, B.C.
85,293	Butte de St. Anne	Montreal	Sloop	1881	St. Thomas, Que.	87 2	22 5	6 0	79	J. Millette and D. Millette, Sorel Que.
116,997	C	Ottawa	Barge—Chd	1903	Barry's Bay, Ont.	80 0	12 0	4 0	31	The Canada Cornum Co., Ltd., Toronto, Ont.
100,176	C. A.	Montreal	Sloop	1887	Gentilly, Que.	78 4	21 4	4 3	47	E. Martelle, Pierreville, Que.
107,338	C. M. B.	Yarmouth	"	1899	Tusket Wedge, N.S.	34 0	11 0	6 0	10	Charles M. Boudreau, Tusket Wedge, N.S.
83,376	C. M. G. P.	Quebec	Schr—Glt	1882	Esquimaux Point, Que.	58 8	17 5	7 9	46	Joseph Boudrault, Anse St. Jean, Que.
72,001	C. P. M.	Arichat	Schr—Glt	1880	River Bourgeoise, N.S.	48 2	15 4	6 3	22	Desiré Burke, River Bourgeoise, N.S.
100,508	C. P. N. No. 1	Victoria	Scow—Chd	1887	Burrard Inlet, B.C.	101 0	26 0	5 0	91	Canadian Pacific Railway Co., Montreal, Que.
111,651	C. P. R.	Montreal	Barge—Chd	1892	St. François du Lac, Que.	105 6	22 6	8 6	116	Anselm Verville, St. François du Lac, Que.
126,235	C. P. R. No. 2	Victoria	Barge—Chd	1908	Vancouver, B.C.	106 0	30 0	8 5	221	Canadian Pacific Railway Co., Montreal, Que.
111,465	C. R. C.	Chatham, N.B.	Schr—Glt	1901	Caraguet, N.B.	37 6	12 8	5 2	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
116,467	C. W. 1	Vancouver	Barge—Chd	1903	Vancouver, B.C.	79 0	29 9	6 0	122	S. K. Champion and W. W. White, Vancouver, B.C.
117,020	C. W. 2	"	Scow—Chd	1904	"	72 0	24 0	6 0	88	"
121,720	C. W. 3	"	"	1905	"	76 0	26 0	7 8	86	"

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126,071	C. W. 4	Vancouver.....	Scow—Chd.	1908	Vancouver, B.C.	81 8	28 9	7 4	176	William W. White, Vancouver, B.C.
111,534	C. & P. No. 1.	"	"	1893	"	85 5	27 0	6 5	128	John S. Crowder, Vancouver, B.C.
94,645	C. A. Chisholm.	Lunenburg.....	Schr—Glt	1888	Mahone Bay, N.S.	73 7	22 8	9 0	78	Benj. Clow, Murray Harbour, P.E.I.
90,434	C. A. Goreham.	Barrington.....	"	1890	Tusket, N.S.	51 3	18 3	6 6	33	Arthur E. Goreham, <i>et al.</i> , Woods Har- bour, N.S.
111,698	C. B. Whidden.	Liverpool.....	Bktn—Brglt.	1901	Liverpool, N.S.	132 4	32 3	12 4	349	C. B. Whidden, <i>et al.</i> , Antigonish, N.S.
126,011	C. D. Pickels.	Annapolis Royal....	Schr—Glt	1908	Bridgetown, N.S.	172 0	33 4	12 5	400	Frank W. Pickels, M.O., Annapolis Royal, N.S.
116,333	C. E. Russell.	Ottawa.....	Barge—Chd	1903	Hull, Que.	108 5	23 6	8 0	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,375	C. G. Munro.	Arichat.....	Schr—Glt	1901	Causo, N.S.	38 7	11 4	6 1	14	Vincent Richard, Charles Cove, N.S.
96,743	C. J. Colwell.	St. John, N.B.	"	1889	Cambridge, N.B.	78 9	27 0	6 9	82	Ingram Salmon, and C. M. Kerrison, St. John, N.B.
117,178	C. J. Magill	Windsor, Ont.	Barge—Chd	1863	Cleveland, O., U.S.A.	139 5	30 4	10 4	373	Archibald McInnes, Windsor, Ont.
92,294	C. W. Bangs.	Ottawa.....	Barge—Chd	1886	Ottawa, Ont.	105 0	22 0	7 4	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,588	C. W. Janes.	Quebec	Bktn—Brglt.	1884	Meteghan River, N.S.	165 3	36 0	20 5	825	W. J. Sallust Smith, Gibraltar.
112,002	C. W. Mills	Annapolis Royal....	Schr—Glt	1904	Granville, N.S.	141 0	31 8	11 4	318	Frank W. Pickels, M.O., Annapolis Royal, N.S.
66,722	C. Averet.	Liverpool.....	"	1871	East Port Medway, N.S.	41 0	14 2	6 0	19	Alex. Goreham, Shelburne, N.S.

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100,506	C. Bibeau	Montreal	Sloop	1891	Pierreville, Que.	105 6	22 9	6 8	126	T. Baudet, St. Jean Deschailions, Que.
69,580	C. Colombe	"	Barge—Chd.	1872	St. Amé, Que.	106 2	22 5	8 8	142	Géon Gayer, Montreal, Que.
90,550	C. Richard	Ottawa	"	1887	Sord, Que.	111 9	22 8	8 1	172	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,346	Caddie	Yarmouth	Schr—Glt	1898	Port Maitland, N.S.	31 0	10 5	5 6	10	James E. Perry, Port Maitland, N.S.
100,988	Cesar	Chatham, N.B.	"	1893	Shippegan, N.B.	34 3	13 0	4 6	10	P. Rive, Caraquet, N.B.
80,373	Calabria	Windsor, N.S.	"	1881	Parrsboro', N.S.	154 4	36 5	16 2	451	Christopher Spruce, St. John, N.B.
111,732	Calavera	Lunenburg	"	1902	Malomo Bay, N.S.	90 8	24 7	9 7	90	Henry Moser, <i>et al.</i> , Lunenburg, N.S.
90,478	Calburga	Maitland	Blk—Bq	1890	Maitland, N.S.	210 0	39 2	23 2	1350	Thomas Douglass, Halifax, N.S.
103,725	Calcium	Parrsboro'	"	1896	Parrsboro', N.S.	106 3	35 9	18 7	687	Alexander Harrison, Philadelphia, Pa., U.S.A.
116,587	Caledonia	Liverpool	Schr—Glt	1903	Liverpool, N.S.	113 9	23 6	11 0	188	Abram W. Hendry, Liverpool, N.S.
97,084	Calla Lilly	Quebec	"	1890	La Have, N.S.	61 9	21 8	8 3	62	Alfred Mercier, Berthier, Que.
100,774	Calliope	Chatham, N.B.	"	1892	Caraquet, N.B.	37 8	11 9	5 0	12	P. Rive, Caraquet, N.B.
96,701	Calumet	Ottawa	Barge—Chd	1889	Grenville, Que.	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,128	Campania	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	88 8	24 6	9 2	90	Thos. Romkey, La Have, N.S.
96,778	Campania	Port Hawkesbury	"	1894	Cheticamp, N.S.	35 6	11 8	5 3	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
111,631	Canada	Lunenburg	"	1900	Lunenburg, N.S.	116 9	27 5	10 6	199	J. Jos. Rodolf, <i>et al.</i> , Lunenburg, N.S.
75,674	Canada	Quebec	Schr—Glt	1877	Cap St. Ignace, Que.	59 8	17 5	5 5	35	Jos. Deslaurier, Fraserville, Que.
107,531	Canada	St. John, N.B.	Sloop	1898	St. John, N.B.	36 2	11 4	3 0	8	Fred. S. Heans, <i>et al.</i> , St. John, N.B.
111,773	Canada	Vancouver	Barge—Chd.	1883 } 1901 }	Victoria, B.C.	145 0	32 1	7 2	391	Mackenzie Bros., Ltd., Vancouver, B.C.
116,485	Canada	Wallaceburg	"	1907	Wallaceburg, Ont.	84 0	21 9	4 6	85	Daniel B. McCallum, M.O., Wallaceburg, Ont.
100,292	Canada	Windsor, N.S.	Ship—3 m.	1891	Kingsport, N.S.	257 0	45 0	26 6	2137	The Ship Canada Co., Ltd., Wolfville, N.S.
111,580	Canada No. 1	Toronto	Barge—Chd.	1896	"	96 0	17 7	6 3	85	Canada Ice Co., Ltd., Toronto, Ont.
112,188	Canada No. 3	"	"	1896	Buffalo, N.Y., U.S.A.	96 0	18 0	8 9	113	"
73,047	Canadian	Quebec	Schr—Glt	1875	Lothbinière, Que.	68 9	21 4	6 0	59	Z. Marchand, Three Rivers, Que.
80,770	Canadian	"	Barge—Chd	1881	Batiscan, Que.	102 3	22 5	8 5	137	Narcisse Paul, Sorel, Que.

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73,495	Canadienne.....	Halifax.....	Schr—Glt.....	1883	Pt. Basque, Magdalen Islands, Que.	62 5	20 2	8 0	53	J. N. Arsenault, House Harbour, Magdalen Islands, Que.
73,096	Canadienne.....	Montreal.....	Sloop.....	1875	Yamaska, Que.....	102 0	22 2	7 0	113	Jean L. Rondeau, Lanoraie, Que.
74,100	Candid.....	Arlivat.....	Schr—Glt.....	1877	Chezetcook, N.S.....	45 2	16 2	7 0	23	Désiré Burke, River Bourgeoise, N.S.
85,438	Canning Packet.....	Annapolis Royal.....	".....	1883	Cornwallis, N.S.....	79 5	26 0	8 3	98	L. J. Melançon, Port Gilbert, N.S.
111,858	Canton.....	Owen Sound.....	".....	1873	Trenton, N. J., U.S.A.....	142 0	26 0	12 1	304	Jas. W. Matland, Owen Sound, Ont.
116,604	Cap a la Roche.....	Montreal.....	Sloop.....	1905	St. Jean Deschaillons, Que.	96 0	23 6	7 2	98	Andre Laroche, St. Jean Deschaillons, Que.
100,494	Cape Beale.....	Victoria.....	Schr—Glt.....	1892	James Island, B.C.....	39 5	12 8	3 8	13	Jim Eight Quap, Barclay Sound, B.C.
121,787	Capital.....	Ottawa.....	Dredge—Drague.....	1905	Ottawa, Ont.....	79 9	24 0	6 0	178	A. Marchildon, <i>et al.</i> , Three Rivers, Que.
100,461	Caprice.....	Quebec.....	Yawl—Yole.....	1891	St. Lawrence, I. Orleans, Que.	31 0	11 2	4 2	9	Geo. C. Scott, Quebec, Que.
96,923	Cardigan.....	Charlottetown.....	Schr—Glt.....	1890	Cardigan, P.E.I.....	57 6	17 8	7 2	38	L. Cormier and John Chaisson, Margaree, N.S.
107,989	Carib II.....	Shelburne.....	".....	1901	Shelburne, N.S.....	112 0	28 0	11 2	195	Harry Comer, Reading, Eng.
111,718	Carl E. Richard.....	Lunenburg.....	Schr—Glt.....	1901	Mahone Bay, N.S.....	97 8	25 2	10 4	99	C. Edgar Whidden, Antigonish, N.S.
97,154	Carlotta G. Cox.....	Victoria.....	".....	1891	Victoria, B.C.....	80 3	21 2	8 6	76	Victoria Sealing Co., Ltd., Victoria, B.C.
22,385	Carmacks.....	Victoria.....	Barge—Clud.....	1907	White Horse, Y. T.....	120 9	38 7	5 5	211	The British Yukon Navigation Co., Ltd., Vancouver, B.C.

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88,459	Caroline.....	Arichat.....	Schr—Glt ..	1888	Dartmouth, N.S.....	35 6	11 8	4 7	12	John B. Gerrior, West Arichat, N.S.
74,404	Caroline.....	Chatham, N.B.....	"	1877	Rexton, N.B.	35 0	12 3	4 0	9	Simon Graham, jr., Rexton, N.B.
88,409	Carrie.....	Digby ..	"	1884	Clare, N.S.....	32 0	11 8	4 6	12	Thomas Cooke, Grand Manan, N.B.
97,081	Carrie.....	Lunenburg ..	"	1890	La Have, N.S.....	80 4	24 1	9 2	99	Louis Bondrot, Arichat, N.S.
80,979	Carrie A.....	Sydney ..	"	1882	Christmas Island, N.S...	57 8	19 7	8 8	73	J. H. Blaikie, Great Village, N.S.
94,646	Carrie C. W	Victoria ..	"	1888	Malone Bay, N.S.....	76 4	23 6	9 1	92	Victoria Sealing Co., Ltd., Victoria, B.C.
121,886	Carrie D.....	Yarmouth ..	Sloop.....	1905	Cape Island, N.S.....	32 0	11 0	6 0	10	Thomas Duncan, Cape Island, N.S.
94,698	Carrie H.....	St. John, N.B.....	Schr—Glt ..	1890	Port Maitland, N.S.....	47 2	15 0	6 1	20	A. G. Thompson, Dipper Harbour, N.B.
96,744	Carrie L. Smith.....	"	Bk—Bq	1889	Harvey, N.B.....	162 7	34 4	15 0	600	John N. Smith, <i>et al.</i> , Covedale, N.B.
94,643	Carrie M.C.....	Lunenburg ..	Schr—Glt ..	1888	Malone Bay, N.S.....	55 7	18 3	7 4	39	Ernest Johnson, Peters Road, P.E.I.
103,051	Carrie May.....	Yarmouth.....	Schr—Glt ..	1894	Pubnico, N.S.....	47 1	16 4	6 4	25	F. Murphy, Pubnico, N.S.
100,445	Carrie O.....	Canso	"	1883	Country Harbour, N.S...	33 0	11 5	5 5	12	S. Grant, Whitehaven, N.S.
112,343	Cartagena.....	Liverpool ..	"	1902	Liverpool, N.S.....	109 0	29 0	11 0	199	Walter Mitchell, Halifax, N.S.
74,390	Cartier.....	Quebec.....	Barge—Chd ..	1875	St. Jean Deschailions, Que.	93 1	23 5	7 6	109	Jos. Laliberté, St. Jean Deschailions, Que.
100,642	Casco	Victoria ..	Schr—Glt ..	1878	San Francisco, Cal., U.S.A.	85 0	21 6	8 2	63	Victor Jacobsen, Victoria, B.C.
116,969	Cassie Bell	St. Andrews.....	Sloop	1906	Meteghan, N.S.....	28 5	13 0	5 6	14	Boardman A. Cheney, Grand Manan, N.B.
92,566	Cassie M.....	Halifax.....	Schr—Glt ..	1887	Sheet Harbour, N.S.....	33 8	12 6	5 7	12	Wm. H. Munro, Sheet Harbour, N.S.
103,363	Castor.....	Quebec.....	Sloop	1894	Mille Vaches, Que.....	55 2	16 8	5 2	31	J. Singelaise, Mille Vaches, Que.
72,963	Cataret.....	Pictou, Ont.....	Schr—Glt ..	1874	Pictou, Ont.....	105 5	24 0	10 5	193	F. McGibbon, Sarnia, Ont.
103,313	Catherine.....	Port Hawkesbury...	" ..	1894	Cheticamp, N.S.....	33 6	10 7	5 2	10	The C. Robin Collas Co., Ltd., Halifax, N.S.
92,519	Catherine.....	St. Andrews ..	"	1885	St. George, N.B.....	26 0	11 4	6 0	13	Benjamin McKenzie, St. George, N.B.
112,233	Catherine.....	St. John, N.B.....	"	1903	Meteghan River, N.S...	109 4	28 5	10 3	196	James Cosman, Meteghan River, N.S.
111,898	Catherine.....	Weymouth ..	Sloop	1905	Belliveau's Cove, N.S...	33 6	12 6	5 4	11	M. Belliveau, Grosses Coques, N.S.
96,799	Catherine A. C.	Halifax.....	Schr—Glt ..	1890	Dover, N.S.....	42 5	14 5	5 3	17	Victor Poirier, Descourse, N.S.
16,505	Cavalier.....	Lunenburg.....	"	1904	La Have, N.S.....	74 2	21 8	8 5	70	Lemuel Bell, M.O., Dublin Shore, N.S.

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121,999	Cavalier.....	Lunenburg.....	Schr—Glt.....	1906	Lunenburg, N.S.....	40 5	12 2	5 7	13	Mrs. Lizzie and Mrs. Laura Winief, Feltzen South, N.S.
96,825	Cecelia W.....	Halifax.....	".....	1890	Vogler's Cove, N.S.....	58 0	17 6	7 4	41	James L. Pelrine, Larrys River, N.S.
103,271	Colia.....	Chatham, N.B.....	Schr—Glt.....	1891	Caracquet, N.B.....	35 4	12 1	4 8	11	D. Gallion, Caracquet, N.B.
103,239	Celima.....	Montreal.....	Horse ferry.....	1888	Lachenais, Que.....	56 4	23 0	2 3	7	Jos. Gartepp, Rivière des Prairies, Que.
88,624	Celina.....	Windsor, Ont.....	Scow—Chld.....	1884	Stony Point, Ont.....	69 0	19 0	4 5	39	P. Foreier, Detroit, Mich., U.S.A.
107,905	Centennial.....	St. Andrews.....	Sloop.....	1899	West Isles, N.B.....	34 0	13 2	6 0	16	John F. Morse, Grand Manan, N.B.
73,956	Centennial.....	St. Catharines.....	Barge—Chld.....	1876	Port Robinson, Ont.....	81 6	21 2	5 3	66	H. O. Brown, Welland, Ont.
126,302	Central City.....	Montreal.....	Dredge—Dragne.....	1905	Cornwall, Ont.....	79 0	26 8	6 6	157	Lyon Cohen, Montreal, Que.
92,358	Cerdic.....	Annapolis Royal.....	Schr—Glt.....	1886	Alma, N.B.....	80 5	26 2	7 5	90	T. S. Henshaw, Bear River, N.S.
103,885	Cerdrie.....	Chatham, N.B.....	".....	1896	Caracquet, N.B.....	36 1	12 9	5 2	14	Phillip Rive, Caracquet, N.B.
72,565	Ceres.....	Kingston.....	Scow—Chld.....	1875	Kingston, Ont.....	77 7	26 0	9 4	69	Montreal Transportation Co., Ltd., Montreal, Que.
122,145	Cerita.....	Yarmouth.....	Sloop.....	1906	Tusket Wedge, N.S.....	30 0	11 0	6 0	10	John C. Donette, Tusket Wedge, N.S.
90,824	Ceto.....	Pictou, N.S.....	Schr—Glt.....	1889	Port Medway, N.S.....	76 0	24 0	8 5	95	James L. Hutchinson, Rexton, N.B.
96,915	Ceylon.....	Kingston.....	".....	1891	Garden Island, Ont.....	205 4	36 3	15 2	908	The Calvin Co., Ltd., Garden Island, Ont.

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97,151	Chaceemah.....	Victoria.....	Schr—Glt	1890 Saanich, B.C.....	39 3	12 2	4 0	10	Chaceemah (Indian), Barclay Sound, B.C.
62,446	Champion	Pictou, N.S.	"	1876 River John, N.S.	66 5	19 6	7 0	55	Stephen Alexander, Richibucto, N.B.
83,351	Champion	Quebec	Sloop	1881 Ste. Anne de la Poutière, Que.	38 0	13 3	4 5	13	F. X. Nepton, Tadoussac, Que.
72,988	Champion	Wallaceburg.....	Schr—Glt	1867 New Baltimore, Mich., U.S.A.	49 0	15 0	4 0	18	W. C. Ryan, Sarina, Ont.
.....	Champion	Windsor, Ont.	Scow—Chd.	1872 River Puce, Ont.....	66 8	18 0	5 2	50	Michael P. Thibert, Belle River, Ont.
116,652	Champion	Yarmouth.....	Schr—Glt	1904 Yarmouth, N.S.....	47 4	15 6	7 1	29	C. F. Titus, <i>et al.</i> , Westport, N.S.
126,320	Championess.....	Montreal.....	Scow—Chd.	1902 Lachine, Que.....	120 7	30 8	8 3	263	Dominion Bridge Co., Ltd., Lachine, Que.
103,436	Chapeau	Ottawa.....	Barge—Chd.	1889 Buckingham, Que.....	63 0	19 8	5 0	42	W. J. Poupore, Westmount, Que.
71,619	Charles Alberte.....	Montreal.....	"	1875 Yamaska, Que.	100 0	22 3	6 6	104	Joseph Soullier, Sorel, Que.
121,654	Charles E.	Yarmouth.....	Sloop	1904 Shag Harbour, N.S.....	35 5	12 5	6 0	13	E. Lackin, Shag Harbour, N.S.
88,658	Charles E. Lefurgy.....	Charlottetown.....	Bk—Bq	1884 Summerside, P.E.I....	190 9	36 0	20 9	936	The Ship Charles E. Lefurgy Co., Ltd., Liverpool, Eng.
88,295	Charles Edouard.....	Quebec.....	Sloop	1884 Cap St. Ignace, Que.....	51 6	18 5	5 0	21	A. Boullane, Bergeronnes, Que.
94,704	Charles Haskell.	Digby.....	Schr—Glt	1869 Essex, Mass., U.S.A.....	72 0	21 2	7 3	60	A. Weatherbie and J. T. Matcall, Tatamagouche, N.S.
*96,759	Charley Troop.....	St. John, N.B.....	"	1879 Bath, Me., U.S.A.....	55 5	16 1	6 0	30	J. Maganahan, Margaretsville, N.S.
83,421	Charlie	Weymouth.....	"	1881 Weymouth, N.S.....	30 0	10 4	1 6	10	W. H. Eldridge, M.O., Sandy Cove, N.S.
116,812	Charlie Marshall.....	Cobourg.....	"	1881 Chicago, Ill., U.S.A.....	122 4	26 5	9 2	206	George Plunkett and D. Rooney, jr., Cobourg, Ont.
96,970	Charlie Richardson.....	Shelburne.....	"	1891 Shelburne, N.S.....	43 4	16 9	6 6	26	C. R. Hupman, M. O., Summerville, N.S.
100,781	Charlotte.....	Chatham, N.B.	"	1889 Caraquet, N.B.	38 2	12 1	5 1	13	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
92,551	Charlotte.....	Ottawa.....	Barge—Chd.	1888 Monte Pello, Que.....	133 5	22 8	6 0	154	Joseph Wilson, Montreal, Que.
85,612	Charlotte E. C.....	Lunenburg.....	Schr—Glt	1883 Mahone Bay, N.S.....	74 5	23 0	8 8	80	Martin Williams, Musquodboit, N.S.
116,294	Charlotte S.....	Charlottetown.....	"	1902 Murray Harbour, P.E.I.	35 0	11 9	5 7	14	John Stewart and M. J. White, J.O., Murray Harbour South, P.E.I.
86,756	Charming Lass.....	"	"	1882 Herring Neck, Nfld.....	73 8	21 7	7 9	67	G. A. Poole, M.O., Lower Montague, P.E.I.
163,841	Chaudiere.....	Ottawa.....	Barge—Chd.	1896 Sturgeon Falls, Ont.....	66 5	18 0	4 7	72	The French River & Nipissing Nav. Co., Ltd., Sturgeon Falls, Ont.
100,789	Chazalie.....	Chatham, N.B.	Schr—Glt	1890 Caraquet, N.B.	37 8	12 8	4 6	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
72,566	Cherokee.....	Montreal.....	Barge—Chd.	1875 Garden Island, Ont.....	151 0	26 0	11 2	365	Alphonse Derostere, Lanoraie, Que.

* Formerly "John H. McCullough."

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77,586	Cherry.....	Montreal.....	Schr—Glt.....	1878	Montreal, Que.....	111 5	22 3	6 0	98	F. X. Bertrand, Rigaud, Que.
103,726	Cheslie.....	Parrsboro'.....	Schr—Glt.....	1896	Port Greville, N.S.....	129 7	33 0	12 1	295	Geo. E. Holder, <i>et al.</i> , St. John, N.B.
111,836	Chevalier.....	Digby.....	Sloop.....	1901	Port Maitland, N.S.....	32 5	10 7	6 0	11	Warren S. Sollows, Port Maitland, N.S.
112,392	Chevoux.....	Ottawa.....	Barge—Chd.....	1902	Ottawa, Ont.....	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
121,842	Chiblow.....	Toronto.....	Barge—Chd.....	1903	Blind River, Ont.....	83 0	23 5	2 7	79	Blind River Transportation Co., Ltd., Blind River, Ont.
..	Chicago.....	Montreal.....	".....	1872	Montreal, Que.....	146 0	24 8	10 3	330	Montreal Transportation Co., Ltd., Montreal, Que.
116,876	Chief.....	St. Catharines.....	Dredge—drague.....	1903	Port Robinson, Ont.....	80 9	30 9	7 9	269	Wm. E. Phil, Welland, Ont.
92,679	Chief Commander.....	Pictou, N.S.....	Schr—Glt.....	1889	Brulé Point, N.S.....	50 4	17 7	6 8	39	Geo. Clarke, Tatamagouche, N.S.
67,000	Chieftain.....	St. John, N.B.....	".....	1874 1890	Waterborough, N.B.....	74 0	26 3	6 5	72	John E. Moore, St. John, N.B.
69,217	Chlorus.....	Yarmouth.....	".....	1875	La Have, N.S.....	64 0	20 6	8 2	57	D. J. McDonald, Glace Bay, N.S.
116,278	Christie Belle.....	Charlottetown.....	".....	1903	Mosher's River, N.S.....	36 5	11 6	5 2	13	James J. Hughes, Souris, P.E.I.
96,730	Christina.....	Chatham, N.B.....	".....	1888	Caraquet, N.B.....	34 4	12 3	4 6	11	The C. Robin, Collas Co., Ltd., Halifax, N.S.
107,707	Cincinnati.....	Toronto.....	Barge—Chd.....	1895	Midland, Ont.....	55 0	20 8	3 7	162	Benjamin A. Patterson, <i>et al.</i> , Oakville, Ont.
85,536	Circassian.....	Yarmouth.....	Schr—Glt.....	1883	Shelburne, N.S.....	87 0	23 9	10 0	99	A. F. Stoneman, Yarmouth, N.S.

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109,533	Citizen.....	Dieby.....	Schr—Glt.....	1893	Bear River, N.S.....	66 0	20 6	7 0	47	Benjamin "Hatfield, Advocate Har- bour, N.S.
122,214	City Dredge No. 2.....	Toronto.....	Dredge—Drague.....	1906	Toronto, Ont.....	90 5	30 5	5 2	233	Corporation of the City of Toronto, Toronto, Ont.
125,978	City Dredge No. 3.....	".....	".....	1908	Toronto, Ont.....	110 1	30 1	7 3	306	".....
50,494	City Point.....	Halifax.....	Schr—Glt.....	1872	Malone Bay, N.S.....	62 0	20 2	7 8	49	Morgan H. Genge, Channel, Nfld.
100,645	City of San Diego.....	Victoria.....	".....	1881	San Francisco, Cal., U.S.A.	67 5	20 5	6 5	46	Victoria Sealing Co., Ltd., Victoria, B.C.
94,977	Civilian.....	Liverpool.....	".....	1890	Publico, N.S.....	80 7	23 8	9 1	97	E. E. Hutchings, New York, U.S.A.
107,549	Clair.....	St. John, N.B.....	Sloop.....	1897	North Head, Grand Manan, N.B.	38 2	13 6	4 0	11	Albert Henderson, Grand Harbour, Grand Manan, N.B.
72,948	Clairville.....	Quebec.....	Barge—Chd.....	1870	Ste. Emele, Que.....	94 6	21 5	6 3	84	F. Dussault, St. Jean Deschailons, Que.
92,651	Clann Shell.....	St. Catharines.....	Dredge—Drague.....	1887	Tonawanda, N.Y., U.S.A.	80 0	20 0	7 0	62	F. B. McNamee, Montreal, Que.
55,864	Clara.....	Quebec.....	Schr—Glt.....	1866	Kanouraska, Que.....	42 0	13 4	6 5	18	Pierre Levesque, Trois Pistoles, Que.
107,304	Clara A. Bonner.....	St. Andrews.....	".....	1867	Friendship, Me., U.S.A.	59 3	20 0	7 9	37	Miss Blanche McGee, Back Bay, N.B.
90,693	Clara L.....	St. Catharines.....	Scow—Chd.....	1885	Black Creek, Ont.....	75 3	14 6	4 9	45	Wm. Hand, Port Dalhousie, Ont.
122,094	Clara M. Smith.....	Yarmouth.....	Sloop.....	1905	Cape Island, N.S.....	30 0	10 6	6 0	10	Frederick C. Smith, Cape Island, N.S.
116,826	Claremont A.....	Barrington.....	".....	1904	Clarke's Harbour, N.S.	28 2	11 7	6 1	11	E. B. Penney, M.O., Clarke's Harbour, N.S.
111,739	Clarence B.....	Lenenburg.....	Schr—Glt.....	1902	Malone Bay, N.S.....	90 8	24 7	9 7	90	Thomas F. Reeves, Port Hawkes- bury, N.S.
82,244	Claribel.....	Charlottetown.....	".....	1881	Charlottetown, P.E.I.....	42 3	13 4	6 0	19	Charles Doucet, Cheticamp, N.S.
122,050	Clarica and Myrtle.....	St. Andrews.....	Sloop.....	1906	Grand Manan, N.B.....	36 0	13 2	6 2	20	Wm. J. Morse, Grand Manan, N.B.
107,606	Clarisse.....	Barrington.....	Schr—Glt.....	1900	Meteghan River, N.S.....	64 0	22 0	8 5	55	Geo. L. Nickerson, M.O., Port La- tour, N.S.
*80,662	Clarke.....	Ottawa.....	Barge—Chd.....	1881	Montreal, Que.....	108 0	22 0	6 5	145	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,891	Claude B. Daley.....	Barrington.....	Schr—Glt.....	1904	Sivrette's Island, N.S.....	45 0	15 0	7 5	25	W. E. Smith, Port LaTour, N.S.
121,681	Claymore.....	Yarmouth.....	Sloop.....	1904	Clarke's Harbour, N.S.....	33 0	11 0	6 0	10	D. A. Gardner, Clarke's Harbour, N.S.
97,172	Clayola.....	Windsor, N.S.....	Schr—Glt.....	1890	Port Matland, N.S.....	89 0	28 2	8 7	123	J. Willard Smith, St. John, N.B.
111,604	Cleeve 1.....	New Westminster.....	Barge—Chd.....	1897	New Westminster, B.C.....	51 0	14 0	3 5	19	The Cleeve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
111,605	Cleeve 2.....	".....	".....	1897	".....	51 0	14 0	3 5	19	".....
111,981	Cleeve No. 3.....	Vancouver.....	Scow—Chd.....	1900	".....	80 0	25 8	6 0	205	".....

* Formerly "Mackenzie."

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.....	Cleveland.....	Montreal.....	Scow—Chd.....	1872	Quebec, Que.....	138 4	26 1	9 8	328	Montreal Transportation Co., Ltd, Montreal, Que.
85,980	Clifford C.....	St. John, N.B.....	Schr—Glt.....	1882	Rexton, N.B.....	81 0	26 5	7 5	97	R. A. Cameron, St. John, N.B.
122,187	Clifford May.....	Arichat.....	".....	1908	West Arichat, N.S.....	56 6	18 1	8 0	43	Isidore Poirier, West Arichat, N.S.
122,315	Clintonia.....	Lunenburg.....	".....	1908	Lunenburg, N.S.....	108 4	25 8	10 8	96	William C. Smith, M.O., Lunenburg, N.S.
111,569	Clorita.....	Toronto.....	".....	1898	New York, N.Y., U.S.A.	64 0	16 5	7 4	44	Geo. H. Gooderham, Toronto, Ont.
103,551	Clovis.....	Montreal.....	Sloop.....	1895	St. Thomas, Que.....	92 1	22 2	5 7	84	Mareil Daneau, St. Thomas, Que.
122,629	Cluster.....	Chatham, N.B.....	Schr—Glt.....	1908	Rexton, N.B.....	33 0	12 0	4 6	10	George Gallant, Rexton, N.B.
.....	Coa.....	Montreal.....	Barge—Chd.....	1861	Montreal, Que.....	92 3	17 1	5 8	92	C. Bertrand, Rigaud, Que.
+122,641	Cobalt.....	Ottawa.....	Schr—Glt.....	1873	Buffalo, N.Y., U.S.A.....	146 6	26 4	11 4	307	James Buckley, Prescott, Ont.
107,929	Cobledick Dredge No. 1.	New Westminster...	Dredge—Drague	1900	Lytton, B.C.....	100 0	26 0	7 0	795	The Cobledick Dredge No. 1 Co., Ltd., London, Eng.
103,955	Cobourg.....	Montreal.....	Schr—Glt.....	1897	Kingston, Ont.....	179 6	34 7	11 4	607	Montreal Transportation Co., Ltd., Montreal, Que.
71,601	Colborne.....	".....	Barge—Chd.....	1874	Montreal, Que.....	149 0	26 6	9 6	302	A. B. Champagne, Lanoraie, Que.
85,392	Colibri.....	Port Hawkesbury...	Sloop.....	1884	Magdalen Islands, Que..	46 5	13 0	6 6	18	Murdock A. McDonald, South Cove, N.S.
107,122	Collector.....	Lunenburg.....	Schr—Glt.....	1899	La Have, N.S.....	82 8	24 8	9 8	99	W. N. Reinhardt, et al., La Have, N.S.

+ Foreign name "E. P. Beals."

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100,359	Collins	Quebec	Schr—Glt	1889	Chicoutimi, Que	64 0	20 4	6 7	57	Charles Sinard, Grand Bay, Chicoutimi, Que.
74,351	Col. Ellsworth	"	"	1860	Essex, Mass., U.S.A.	77 4	22 6	7 6	78	Chas. and Elie Duchene, J. O., St. Irenée, Que.
*74,051	Colonel Otter	Canso	"	1876	Barrington, N.S.	73 0	21 8	8 5	73	John J. Sangster, Guysboro', N.S.
111,702	Colonia	Lunenburg	"	1901	Lunenburg, N.S.	97 2	25 6	9 7	98	Davis C. Westhaver, Lunenburg, N.S.
107,630	Colonial No. 1	New Westminster	Barge—Chd	1897	New Westminster, B.C.	40 0	12 0	3 0	14	A. E. Tregent, M.O., Vancouver, B.C.
107,635	Colonial No. 2	New Westminster	"	1898	New Westminster, B.C.	60 0	22 0	5 0	59	Robert Fenton, New Westminster, B.C.
111,958	Colonial No. 3	"	"	1899	Stevedon, B.C.	55 0	14 0	4 0	28	The Columbia Packing Co., Ltd., Vancouver, B.C.
80,697	Colonna	Montreal	Sloop	1882	St. Thomas, Que.	74 5	19 5	4 2	51	E. Latour, Valleyfield, Que.
88,567	Columbia	Kingston	Barge—Chd	1885	Bedford Mills, Ont	101 0	22 7	4 8	84	Benjamin Tett, Bedford Mills, Ont.
111,880	Columbia	Yarmouth	Schr—Glt	1895	Newport, Me., U.S.A.	52 0	13 7	9 0	22	Frank Lovitt, Yarmouth, N.S.
121,694	Columbia	"	Sloop	1905	Tusket Wedge, N.S.	34 0	11 6	6 0	10	N. S. Boudreau, Tusket Wedge, N.S.
.....	Comet	Montreal	Schr—Glt	1862	Yamaska, Que	80 7	19 1	5 5	57	W. Parry, Ste. Emélie, Que.
88,387	Comet	Windsor, N.S.	"	1885	Cornwallis, N.S.	32 0	12 6	4 5	10	Thomas Carter, Red Head, N.B.
112,325	Commodore	Halifax	"	1902	Pereaux, N.S.	51 6	17 4	6 5	29	Geo. Windsor, Bathurst, N.B.
116,983	Commodore Dewey	Kenora	Barge—Chd	1898	Kenora, Ont.	86 0	20 8	5 0	92	Charles G. Pemock, Kenora, Ont.
59,162	Comrade	St. John, N.B.	Schr—Glt	1868	Grand Lake, N.S.	76 7	26 5	7 0	76	G. C. McHarg, Musquash, N.B.
101,000	Condor	Chatham, N.B.	"	1888	Shippegan, N.B.	33 0	12 3	4 4	10	James Bowser, Musquodoboit, N.S.
74,071	Condor	Halifax	"	1873	Chezetcook, N.S.	46 5	14 8	6 2	22	George Julien, Chezetcook, N.S.
92,553	Condor	Montreal	Barge—Chd	1888	Montreal, Que.	180 7	34 5	11 6	567	Montreal Transportation Co., Ltd., Montreal, Que.
74,331	Condor	Yarmouth	Schr—Glt	1877	Beaver River, N.S.	36 3	12 2	4 2	11	Maurice Haycock, Westport N.S.
116,681	Conductor	Richibucto	"	1877	Essex, Mass., U.S.A.	75 5	22 0	7 5	51	Thomas Hains, Richibucto, N.B.
80,804	Conductor	Windsor, N.S.	Bk—Bq	1880	Cornwallis, N.S.	176 0	37 5	22 8	1063	The Bark Conductor Co., Ltd., Wolfville, N.S.
121,997	Confidence	Lunenburg	Schr—Glt	1906	La Have, N.S.	48 2	16 8	7 0	35	Robert Walfield, La Have Islands, N.S.
125,964	Conard S	Parrsboro'	"	1908	Port Greenville, N.S.	137 3	32 1	11 2	299	Stanley J. Soley, M.O., Fox River, N.S.
1 22,031	Constance	Weymouth	"	1907	Groses Coques, N.S.	62 0	18 8	6 1	42	Omer Blinn, M.O., Groses Coques, N.S.

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* Formerly "Kate McI Knon."

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116,413	Constance No. 1.....	Victoria	Barge—Chd	1904	Victoria, B.C.	42 0	12 0	4 0	13	Arthur R. Barrow, Hill Island, B.C.
103,345	Coquette.....	Montreal.....	Yacht.....	1892	Montreal, Que	35 5	10 0	2 6	3	Arthur Hamilton, Montreal, Que.
103,535	Cora Lee.....	Halifax.....	Schr—Glt	1867	Bath, Me., U.S.A.	67 2	18 9	6 4	49	R. Harrington, Sydney, N.S.
116,734	Cora Lee	"	"	1904	Beckerton, N.S.	44 8	13 5	6 3	16	John S. Wells, Whitehaven, N.S.
116,236	Cora May	Digby	"	1905	Shelburne, N.S.	75 0	21 0	8 0	64	C. E. Finigan, <i>et al.</i> , Freeport, N.S.
94,758	Cora May	St. John, N.B. . . .	"	1889	Black River, N.B.	93 9	27 9	7 4	117	Nathaniel C. Scott, St. John, N.B.
.....	Coral	Oakville	"	1874	Oakville, Ont.	47 6	13 0	5 0	26	H. R. Fowler and W. J. Kibell, *Port Credit, Ont.
112,323	Coral Leaf.....	Parrsboro'	"	1902	Spencer's Island, N.S.	150 5	33 6	12 7	374	J. Spicer, <i>et al.</i> , Spencer's Island, N.S.
111,743	Corean.....	Lunenburg.....	Schr—Glt	1902	La Have, N.S.	76 8	22 4	9 0	70	J. N. Rafuse, <i>et al.</i> , La Have, N.S.
88,304	Corinne	Quebec.....	"	1881	St. Paul's Bay, Que.....	52 0	17 4	5 4	30	E. Bluteau, Petite Rivière Charlebois, St. François, Que.
*71,163	Corisande	Port Hope	"	1873	Marine City, Mich., U.S.A.	137 0	26 0	11 1	276	John C. Miller, Parry Sound, Ont.
.....	Corn Crib	Montreal.....	Barge—Chd	1868	Montreal, Que.....	132 1	22 7	10 1	296	Alphonse Desrosier, Lauoraie, Que.
97,000	Cornelius	New Westminster...	Schr—Glt	1884	San Francisco, Cal., U.S.A.	42 6	15 5	4 0	19	William F. Kent, Vancouver, B.C.
94,889	Cornwall.....	Montreal.....	Barge—Chd	1890	Kingston, Ont.	178 6	35 2	11 7	586	Montreal Transportation Co., Ltd. Montreal, Que.

* Formerly "Minnehaha."

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111,475	Cornwall.....	Parrsboro'	Schr—Glt.....	1901	Port Greville, N.S.....	61	5	20	1	5	8	44	W. C. Hatfield, Port Greville, N.S.
111,736	Coronation.....	Lunenburg.....	".....	1902	Malbone Bay, N.S.....	93	8	25	0	10	2	98	Henry W. Adams, Lunenburg, N.S.
80,720	Coronation.....	Paspébiac.....	".....	1902	Paspébiac, Que.....	75	6	22	0	8	7	67	C. Robin, Collas & Co., Ltd., Jersey.
92,442	Coronet.....	Toronto.....	".....	1887	Port Credit, Ont.....	58	0	16	5	3	6	24	Lionel Yorke, Toronto, Ont.
94,942	Coronilla.....	Barrington.....	".....	1889	Sable River, N.S.....	53	0	15	0	6	0	28	Geo. L. Banks, Barrington, N.S.
77,888	Corrina.....	Quebec.....	".....	1879	Les Eblentements, Que..	48	3	17	5	6	9	36	Charles Bertrand, Isle Verte, Que.
103,083	Corsair.....	Chatham, N.B.....	".....	1893	Caracquet, N.B.....	33	6	12	0	4	8	10	T. Ahier, Shippegan, N.B.
100,104	Coryl.....	Parrsboro'	".....	1891	Port Greville, N.S.....	73	6	19	7	6	2	59	J. G. Elderdin, Port Greville, N.S.
90,650	Coup d'Etat.....	Yarmouth.....	Sloop.....	1885	Pubnico, N.S.....	38	0	11	7	4	2	12	M. D'Entremont, Pubnico, N.S.
103,368	Courageux.....	Quebec.....	".....	1895	Les Escoumains, Que....	59	2	19	2	5	4	37	Jacques Saingelais, Les Escoumains, Que.
83,295	Craftsman.....	Kingston.....	Barge—Chd.....	1883	Kingston, Ont.....	99	0	16	6	5	1	65	T. Mills, Kingston, Ont.
71,277	Craftsman.....	".....	Schr—Glt.....	1873	Port Burvell, Ont.....	132	0	25	8	10	4	266	John Strong, Port Elgin, Ont.
100,345	Crescent.....	Matland.....	".....	1902	Lower Selmah, N.S.....	86	6	25	6	8	5	99	Andrew Anthony, Lower Selmah, N.S.
103,324	Crickct.....	Port Hawkesbury.....	".....	1899	Port Hawkesbury, N.S..	36	0	10	4	6	3	10	Richard H. Brown, Sydney Mines, N.S.
111,708	Crofton Melcod.....	Lunenburg.....	".....	1901	Malbone Bay, N.S.....	83	0	24	1	9	5	85	John W. McLean, Malbone Bay, N.S.
122,428	Crouzier B.....	Halifax.....	".....	1908	Chezzacoock, N.S.....	50	0	16	9	6	0	26	Joseph Bellefontaine, M.O., Chezzacoock, N.S.
64,710	Crown Prince.....	Port Hawkesbury.....	".....	1871	Port Hawkesbury, N.S..	42	0	14	6	5	7	19	T. C. Cook, Port Mulgrave, N.S.
88,290	Crusoe.....	St. Andrews.....	".....	1886	St. Andrews, N.B.....	39	9	12	1	5	6	13	Jos. Boyd, Campo Bello, N.B.
77,578	Cultivateur.....	Montreal.....	Sloop.....	1875	Yamaska, Que.....	90	8	22	0	5	4	79	C. J. Marchildon, St. Pierre les Facquets, Que.
122,152	Cunulus.....	Vancouver.....	".....	1906	Harrison Hot Springs, B.C.	39	7	11	0	5	9	23	Ezekiel G. Warde, Harrison Hot Springs, B.C.
100,714	Curacao.....	Windsor, N.S.....	Bgtm—Bkglt.....	1894	Horton, N.S.....	128	0	29	8	10	8	289	The Brig Curacao Co., Ltd., Horton, N.S.
61,407	Curlew.....	Chatham, N.B.....	Schr—Glt.....	1872	Shippegan, N.B.....	45	2	14	3	6	2	22	P. Luce, Jersey.
103,181	Curlew.....	Digby.....	".....	1895	Shelburne, N.S.....	75	0	19	6	8	5	63	Bland W. Cousins, et al., Digby, N.S.
116,215	Curlew.....	Quebec.....	Yawl—yole.....	1899	Quebec, Que.....	46	8	14	3	5	4	23	John T. Molson, Montreal, Que.
90,916	Cygnets.....	Chatham, N.B.....	Schr—Glt.....	1887	Caracquet, N.B.....	38	3	12	3	5	0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.

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80,389	Cygnét.....	Parrishore [*]	"	1882	Parrishore, N.S.	74 1	24 3	8 5	77	J. H. Newcomb, Parrishore, N.S.
83,381	Cygnét.....	Toronto	Sloop	1879	Buffalo, N.Y., U.S.A.	44 0	15 5	5 0	27	Thos. McGaw and R. D. Ewing, J.O. Toronto, Ont.
88,348	Cymbeline.....	Arichat	Schr—Glt	1884 1903	Conquerall, N.S. St. Peter's, N.S.	80 2	23 9	9 2	97	Donald Y. and John A. Stewart, J.O. St. Peter's, N.S.
100,971	Cyprian.....	Chatham, N.B.	"	1892	Caracquet, N.B.	36 6	12 8	4 4	10	E. Sivret, Caracquet, N.B.
92,731	Cyprus.....	Toronto	Yacht	1875	Fairlie, G.B.	30 0	6 4	5 4	6	Dugald J. MacMurchy, Toronto, Ont.
85,649	Cyrene.....	Lunenburg	Schr—Glt	1883	Bridgewater, N.S.	81 2	23 9	9 2	97	Wm. E. LeBlanc, West Arichat, N.S.
*77,633	Cyrenian.....	Sarnia	"	1879	Garden Island, Ont.	135 0	26 0	10 6	376	Geo. E. Smith, Southampton, Ont.
111,637	Cyriel.....	Lunenburg	Schr—Glt	1901	Malone Bay, N.S.	93 2	25 0	9 6	100	Thomas A. Wilson, et al., Bridgewater, N.S.
107,821	Czar No. 1.....	Victoria	Scow—Chd	1899	Union, B.C.	92 0	27 4	7 0	143	Wellington Colliery Co., Ltd., Victoria, B.C.
.....	D.....	Montreal	Scow—Chd	1868	Batiscan, Que.	114 8	22 1	8 2	196	George Hurteau, Valleyfield, Que.
116,374	D. 5.....	Port Arthur	Dredge—Dragne	1897	Duluth, U.S.A.	85 0	30 0	8 5	210	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
116,375	D. 30.....	"	Scow—Chd	1897	"	76 0	21 0	10 0	147	" " "
116,376	D. 32.....	"	"	1897	"	90 0	29 0	9 5	231	" " "

^{*} Formerly "Prussia."

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111,498	D. T.	Quebec.	Schr—Glt	1900	Portneuf, Que.	75 6	22 4	7 2	75	Adelard Belley, St. Siméon, Que.
88,418	D. W. B.	St. John, N.B.	"	1884	Westfield, N.B.	88 3	26 8	7 7	96	H. A. Holder, St. John, N.B.
126,033	D. C. Mulhall	Lunenburg.	Schr—Glt	1907	Liverpool, N.S.	70 5	18 4	7 1	42	Joseph E. Conrad, <i>et al.</i> , La Have, N.S.
121,683	D. E. Nickerson	Yarmouth.	Sloop.	1901	Barrington, N.S.	33 0	11 3	6 0	10	J. L. Nickerson, Clarke's Harbour, N.S.
116,806	D. N. Laroche.	Sorel.	Barge—Chd	1905	Sorel, Que.	105 8	23 3	7 6	140	Nazaire Laroche, Sorel, Que.
100,591	D. N. Salvail.	Montreal.	Barge—Chd	1887	Yamaaka, Que.	107 7	22 7	8 4	169	E. Dansereau, Vachères, Que.
100,438	D. W. Gordon.	Victoria.	Sloop.	1892	Victoria, B.C.	39 0	13 0	5 4	12	James E. Butler, M.O., Victoria, B.C.
61,966	D. Cronan	Quebec.	Schr—Glt	1870	Mosher's River, N.S.	51 8	18 0	7 4	40	Anselme Levasseur, Cacouna, Que.
121,950	D. Gill	Sorel.	Sloop.	1906	Pierreville, Que.	107 6	23 2	6 2	117	Adelard Cote, Pierreville, Que.
83,368	D. Talbot	Quebec.	Schr—Glt	1881	Kegaska, Que.	33 0	11 5	4 4	10	Desiré Talbot, Natashquan, Que.
100,913	Daffodil.	Chatham, N.B.	"	1891	Caraguet, N.B.	35 6	12 7	4 4	10	T. Ahier, Shippegan, N.B.
112,221	Dahinda.	St. John, N.B.	"	1902	St. John, N.B.	54 4	18 3	6 7	36	William M. Mackay, <i>et al.</i> , St. John, N.B.
107,758	Daisy.	Charlottetown.	"	1901	Casumpee, P.E.I.	42 4	12 9	4 7	13	John Agnew, Alberton, P.E.I.
92,584	Daisy	"	"	1890	Mal Bay, Que.	63 4	21 0	9 2	70	Richard Morin, Charlottetown, P.E.I.
88,445	Daisy	Halifax.	Sloop.	1884	Dartmouth, N.S.	38 8	12 6	5 5	15	Alfred E. Jones, Halifax, N.S.
*103,496	Daisy	Quebec.	Schr—Glt	1895	Shelburne, N.S.	92 0	24 0	9 5	98	Joseph Blais, Berthier (on bas), Que.
100,088	Daisy	St. John, N.B.	"	1892	Westfield, N.B.	61 7	18 9	4 6	45	Thos. A. Farris, Waterborough, N.B.
100,890	Daisy	"	"	1894	St. John, N.B.	47 7	15 9	4 1	25	R. A. Elliott, St. John, N.B.
103,180	Daisy	Shelburne	Schr—Glt	1895	Green Harbour, N.S.	32 0	10 1	4 8	10	J. E. Lloyd, Brighton, N.S.
107,112	Daisy Linden.	Digby.	"	1898	Mahone Bay, N.S.	91 2	24 6	9 5	97	Florence S. Daykin, <i>et al.</i> , Digby, N.S.
90,427	Daisy Vaughn.	Liverpool.	"	1886	Barrington, N.S.	69 0	22 0	7 5	71	R. H. Gardner, Brooklyn, N.S.
88,571	Dakota.	Montreal.	Barge—Chd	1885	Garden Island, Ont.	170 4	30 6	11 9	516	Montreal Transportation Co., Ltd., Montreal, Que.
112,340	Damaraland	Liverpool	Schr—Glt	1902	Liverpool, N.S.	113 0	37 4	10 8	199	John G. Porter, Kingston, St. Vincent, B.W.I.
.....	Dan.	Montreal	Barge—Chd	1869	Maclunche, Que.	93 4	18 8	5 1	100	L. Delisle, Valleyfield, Que.
100,655	Dandy	Kingston.	"	1894	Sealey's Bay, Ont.	80 7	17 9	4 6	40	The Capital Sand & Brick Co., Ltd., Ottawa, Ont.

* Formerly "Loreana Maid."

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107,360	Daniel Lamb.....	Toronto	Dredge—Drague.....	1896	Toronto, Ont.	90 0	27 6	4 6	18	Corporation of the City of Toronto, Toronto, Ont.
*112,065	Daniel M. Munro....	Windsor, N.S.	Barge—Chd.....	1892	Dumbarton, G.B.	220 7	35 0	21 0	1138	Gypsum Packet Co., Ltd., Windsor, N.S.
122,462	Daniel S.....	Yarmouth	Sloop.....	1906	Cape Island, N.S.	32 0	10 6	6 0	10	Albert P. Ross, Cape Island, N.S.
85,663	Daring.....	Halifax	Schr—Glt.....	1880	Sambro, N.S.....	44 2	14 7	6 3	18	Charles Slauwhite, Terence Bay, N.S.
107,703	Darrow	Toronto.....	House-boat.....	1897	Penetanguishene, Ont. ...	49 5	20 0	2 6	91	David Davidson, Penetanguishene Ont.
85,667	Dart.....	Halifax	Schr—Glt.....	1882	Chezetcook, N.S.....	33 5	12 0	4 4	10	George Jullien, Chezetcook, N.S.
59,470	Dart.....	Pictou, N.S.....	Schr—Glt.....	1871 1895	Mahone Bay, N.S.....	58 3	18 9	7 5	44	B. Levandier, West Arichat, N.S.
83,021	Dauntless	Wallaceburg	"	1897	Oakville, Ont.	105 5	23 4	9 1	156	M. J. Glass, Sarnia, Ont.
100,884	David Lynch.....	St. John, N.B.....	"	1894	St. John, N.B.....	83 0	21 1	8 3	65	J. S. Thomas, et al., St. John, N.B.
*83,337	Davidson	Ottawa.....	Barge—Chd.....	1882	Hull, Que.....	110 7	22 6	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,698	Davie	Toronto.....	House-boat.....	1896	Penetanguishene, Ont. ...	46 0	20 0	2 6	81	David Davidson, Penetanguishene, Ont.
100,636	Davendeena.....	Victoria	Sloop.....	1892	Victoria, B.C.....	33 4	11 5	4 5	10	F. T. Schooley, Welland, Ont.
100,915	Dawn	Chatham, N.B.....	Schr—Glt.....	1891	Caraquet, N.B.....	37 0	12 7	4 6	12	The C. Robin, Collas Co. Ltd., Hali fax, N.S.
103,853	Dawn	Halifax	"	1897	Owl's Head, N.S.....	38 2	14 0	5 4	13	A. G. Heffer, Halifax, N.S.

*Fruerdy "Olivia."

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96,750	Dawn	St. John, N.B.	Schr—Glt	1889 Upper Gagetown, N.B.	39 2	12 8	4 6	12	Chas. L. Currier, Upper Gagetown, N.B.
100,605	Dawn	Yarmouth	"	1893 Shelburne, N.S.	68 0	18 0	7 6	49	The Yarmouth Trading Co., Ltd., Yarmouth, N.S.
59,484	Day Spring	Halifax	"	1866 Chester, N.S.	56 2	18 0	7 1	36	Andrew Fongue, River Bourgeois, N.S.
107,280	De Champlain	Quebec	Barge—Chd	1897 St. Irénée, Que.	99 7	22 5	7 3	122	Louis Gauthier, St. Irénée, Que.
107,058	Defender	Barrington	Schr—Glt	1901 Coffin's Croft, N.S.	48 0	14 9	5 9	20	M. G. Crocker, Freeport, N.S.
121,910	Defender	"	"	1906 Shelburne, N.S.	74 0	19 7	8 0	53	Paul E. Crowell, Barrington, N.S.
111,711	Defender	Lunenburg	"	1901 Mahone Bay, N.S.	95 6	25 4	10 0	98	Alex. Kuicklo, Lunenburg, N.S.
103,063	Defender	Yarmouth	"	1895 Pubnico, N.S.	43 2	14 7	6 1	20	John Richard, Tusket Wedge, N.S.
92,503	Defiance	St. Andrews	"	1884 Lunenburg, Me., U.S.A.	33 0	12 8	7 0	17	F. Calder, Campo Bello, N.B.
75,617	Defiance	St. Catharines	"	1859 Fort Hope, Ont.	102 0	22 0	7 8	89	R. McLaren, St. Catharines, Ont.
.....	Defiance	Toronto	"	1845 Etobicoke, Ont.	49 0	14 0	4 9	26	C. McCrancy, Toronto, Ont.
66,069	Delia	Quebec	Barge—Chd	1873 Pointe au Pizeau, Que.	95 0	18 0	6 3	91	A. Malette, Lachine, Que.
111,507	Della B.	St. John, N.B.	Schr—Glt	1900 Greenwich, N.B.	56 0	17 4	5 6	43	James A. Belyea, St. John, N.B.
103,118	Della F. Tarr	St. Andrews	"	1883 Salem, Mass., U.S.A.	56 0	17 0	5 7	34	Chas. Abried, Spray Bay, N.S.
93,095	Delphis	Montreal	Sloop	1890 Sorel, Que.	92 7	22 7	6 0	91	D. Chausse, Lanoraie, Que.
90,855	Delta	Charlottetown	Schr—Glt	1886 Lunenburg, N.S.	44 4	16 2	7 0	25	A. J. McFayden, Tignish, P.E.I.
107,639	Delta	Toronto	House-boat	1898 Penetanguishene, Ont.	47 0	20 0	3 0	74	David Davidson, Penetanguishene, Ont.
100,277	Delta	Windsor, N.S.	Schr—Glt	1892 Kempt, N.S.	118 3	30 5	11 9	287	John W. Baxter, Canning, N.S.
126,091	Delver No. 1	St. Catharines	Dredge	1908 Welland, Ont.	100 0	37 0	6 5	305	Dominion Dredging Co., Ltd., Ottawa, Ont.
122,267	Derriek Scow No. 1	Montreal	Scow—Chd	1906 Montreal, Que.	94 5	24 9	5 7	110	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,314	Despatch	Halifax	Schr—Glt	1894 Halifax, N.S.	27 4	9 4	4 0	6	George E. Franklyn, jr., Halifax, N.S.
83,492	Dessie	Liverpool	"	1882 Brooklyn, N.S.	32 6	11 0	5 1	11	Amasa H. Fiske, Lockport, N.S.
.....	Detroit	Montreal	Barge—Chd	1873 Montreal, Que.	149 6	25 7	10 4	350	Montreal Transportation Co., Ltd., Montreal, Que.
71,637	Deux Frères	Montreal	Barge—Chd	1872 Lanoraie, Que.	99 0	23 0	6 7	102	D. Lacourcière, Lanoraie, Que.
80,986	Diamond	Halifax	Schr—Glt	1882 Guysboro', N.S.	80 6	24 0	9 4	98	Arthur and Wilfred Forest, J.O., West Arichat, N.S.
+ Formerly "Zaida D. Eddy."									

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107,407	Diamond	Quebec	Barge—Chd	1899	St. Thomas de Pierreville Que.	138 6	28 3	12 6	381	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
103,334	Diamond Jubilee	Paspebiac	Schr—Glt	1897	Caraque, N.B.	55 0	17 0	6 5	32	W. Martell, Main-à-Dieu, N.S.
94,811	Diana	Victoria	"	1889	Victoria, B.C.	65 2	19 9	7 1	50	Victoria Sealing Co., Ltd., Victoria, B.C.
77,607	Dianthus	Charlottetown	"	1878	Petite Rivière, N.S.	57 0	18 7	7 3	45	Mirdock McKinnon, Montague, P.E.I.
97,089	Dictator	Charlottetown	"	1890	Lunenburg, N.S.	76 0	23 6	9 4	78	Mark H. Bonnell, Hopfield, P.E.I.
90,834	Diego	Port Medway	Schr—Glt	1895	East Port Medway, N.S.	48 0	16 3	6 8	27	Albion Corkum, Chester, N.S.
46,483	Didytris	Lunenburg	"	1865	Lunenburg, N.S.	71 0	20 3	7 9	58	D. M. McMillan and D. McCaig, Sydney, N.S.
103,861	Dione	Halifax	Sloop	1898	Dartmouth, N.S.	42 8	8 4	5 5	6	G. F. Pearson, Halifax, N.S.
66,679	Diploma	Yarmouth	Schr—Glt	1873	Pubnico, N.S.	75 7	21 8	8 1	62	J. T. Dieks and W. C. MacDonald, Georgetown, P.E.I.
103,076	Dipper	Chatham, N.B.	"	1893	Shippagan, N.B.	37 5	12 2	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.
96,826	Director	Victoria	"	1890	Lunenburg, N.S.	75 0	23 5	9 0	87	Victoria Sealing Co., Ltd., Victoria, B.C.
92,515	Dispute	St. Andrews	"	1879	St. George, N.B.	30 0	12 0	6 4	13	E. R. Patch, Campo Bello, N.B.
107,706	Dixie	Toronto	House-boat	1898	Penetanguishene, Ont.	50 0	22 0	3 0	97	David Davidson, Penetanguishene, Ont.
100,583	Dollard	Montréal	Sloop	1892	Pierreville, Que.	101 2	23 1	6 3	89	Calixto Dancau, Notre Dame de Pierreville, Que.

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107,057	Dollie Varden	Barrington	Schr—Glt	1877	Clare, N.S.	31 7	12 0	4 6	10	Freeman Atwood, Barrington, N.S.
122,002	Dolly Grey	Lunenburg	"	1906	Lunenburg, N.S.	41 6	11 2	5 4	13	Samuel Knox, M.O., Kingsburg, N.S.
83,027	Dolly Morden	Wallaceburg	Barge—Chd	1881	Dresden, Ont.	120 7	26 1	9 0	198	G. H. Morden, Oakville, Ont.
75,426	Dolphin	Annapolis Royal	Schr—Glt	1878	Port Williams, N.S.	32 0	12 3	4 8	11	Joseph Mitchell, Hantsport, N.S.
75,430	Dolphin	"	"	1878	Granville, N.S.	35 3	12 3	5 2	11	Elias Woodworth, Granville, N.S.
38,418	Dolphin	Arichat	"	1861	Cheticamp, N.S.	59 1	17 4	7 0	36	A. H. Morrison, Guysboro', N.S.
103,533	Dolphin	Halifax	"	1895	Sheet Harbour, N.S.	41 7	14 0	6 0	21	J. T. Thomson, Halifax, N.S.
80,030	Dolphin	St. John, N.B.	"	1880	Salmon Bay, N.B.	58 5	20 9	5 3	36	Gideon Justason, Pennfield, N.B.
107,701	Dolphin	Toronto	House-boat	1880	Penetanguishene, Ont.	46 0	20 0	2 6	71	David Davidson, Penetanguishene, Ont.
107,737	Domain	St. John, N.B.	Schr—Glt	1896	Cambridge, N.B.	78 8	25 8	7 0	91	Clifford W. Robinson, Moncton, N.B.
126,319	Dombrico No. 1	Montreal	Scow—Chd	1903	Lachine, Que.	123 1	39 3	9 4	352	Dominion Bridge Co., Ltd., Lachine, Que.
116,388	Dominion	Port Arthur	Dredge—Drague	1905	Port Arthur, Ont.	114 0	43 5	12 0	951	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
121,987	Dominion No. 1	Victoria	Barge—Chd	1890	Vancouver, B.C.	72 0	23 0	6 0	47	John J. Goodwin, Victoria, B.C.
122,442	Dominion No. 4	St. John, N.B.	Dredge—Drague	1906	Boston, Mass., U.S.A.	109 7	44 2	8 3	538	The Dominion Dredging Co., Ltd., Ottawa, Ont.
107,700	Don	Toronto	House-boat	1883	Penetanguishene, Ont.	45 0	20 0	3 5	86	David Davidson, Penetanguishene, Ont.
85,314	Donzella	Liverpool	Schr—Glt	1882	Vogler's Cove, N.S.	82 4	24 0	10 1	99	E. P. Brown, et al., Halifax, N.S.
112,153	Dora	Chatham, N.B.	Schr—Glt	1901	Miscou, N.B.	31 0	11 3	4 5	10	Seraphin Dorion, Miscou, N.B.
103,918	Dora	"	"	1899	Caraguet, N.B.	37 3	12 9	5 0	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
100,917	Dora	"	"	1890	"	36 0	12 6	4 6	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
90,871	Dora	Parrsboro'	"	1886	Yarmouth, N.S.	73 0	20 8	7 9	63	Chas. G. Canning, et al., Parrsboro', N.S.
121,686	Dora Lee	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	32 0	11 0	6 0	10	J. P. Cotreau, M.O., Tusket Wedge, N.S.
100,168	Dora Siewerd	Victoria	Schr—Glt	1891	Lunenburg, N.S.	81 1	24 4	9 3	94	Victoria Sealing Co., Ltd., Victoria, B.C.
74,280	Dorchester	Montreal	Barge—Chd	1876	Quebec, Que.	148 5	27 1	11 1	375	Montreal Transportation Co., Ltd., Montreal, Que.
122,053	Dorie	Chatham, N.B.	Schr—Glt	1906	Shippigan Island, N.B.	35 0	12 3	4 4	10	Fabien Chasson (son of Fabien) Lamoque, Shippigan Island, N.B.
100,713	Doris	Montreal	Barge—Chd	1893	Pierreville, Que.	109 0	22 8	10 4	186	Adolf Lomer, Montreal, Que.

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*83,446	Doris.....	Victoria.....	Schr—Glt.....	1882	Victoria, B.C.....	68 0	21 5	7 2	60	Victoria Sailing Co., Ltd., Victoria, B.C.
†103,465	Doris Hall.....	Halifax.....	".....	1866	Castine, Me., U.S.A.....	70 8	20 3	7 1	59	Matthew McGrath, Wine Harbour, N.S.
107,300	Doris M. Pickup.....	Quebec.....	".....	1901	Granville, N.S.....	141 0	33 0	12 3	373	Jos. G. P. Murphy, Lauzon, Que.
111,899	Dorothy.....	St. John, N.B.....	".....	1905	Meteghan River, N.S.....	62 0	19 4	6 6	49	J. H. Longmire, M.O., Bridgetown, N.S.
121,882	Dorothy.....	Yarmouth.....	Sloop.....	1905	Barrington, N.S.....	31 0	10 6	6 0	10	L. H. Smith, and J. Huskins, Port La Tour, N.S.
117,060	Dorothy Alota.....	Canso.....	Schr—Glt.....	1907	White Haven, N.S.....	36 0	11 2	5 6	11	Wesley Munroe, White Haven, N.S.
126,112	Dorothy, G.....	Lunenburg.....	".....	1908	Tancock, N.S.....	46 4	12 7	6 6	17	Pervis George, Whitehead, N.S.
116,540	Douglas Adams.....	Lunenburg.....	".....	1905	Lunenburg, N.S.....	93 8	25 0	10 2	99	Henry W. Adams, M.O., Lunenburg, N.S.
100,999	Dove.....	Chatham, N.B.....	".....	1891	Shippigan, N.B.....	33 6	12 3	4 8	10	T. Ahner, Shippigan, N.B.
117,145	Dove.....	Halifax.....	".....	1905	Petpiswick, N.S.....	35 0	11 5	4 8	10	George Myrer, M.O., Petpiswick, N.S.
117,022	Dove.....	Sydney.....	".....	1901	New Campbellton, N.S.....	67 1	18 8	7 2	49	Jas. T. Burchell, Port Morien, N.S., and Angus Campbell, Big Bras d'Or, N.S.
94,721	Dove.....	Windsor, N.S.....	".....	1888	Cornwallis, N.S.....	43 0	12 7	4 8	17	R. George, Parrsboro', N.S.
125,976	Dragon Rouge....	Toronto.....	Dredge—Draque	1908	Toronto, Ont.....	86 0	22 6	7 9	203	Frank Simpson, Toronto, Ont.
92,597	Drad Not.....	Sydney.....	Schr—Glt.....	1888	Little Pras d'Or, N.S.....	31 4	13 3	5 1	10	Andrew Walsh, Little Bras d'Or, N.S.

* Formerly "W. F. Sayward." † Formerly "D. F. Patchin."

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57,472	Dreadnaught	Annapolis Royal	Schr—Cl	1870	Granville, N.S.	35 5	13 5	5 6	11	William Hamilton, Granville, N.S.
116,671	Dreadnaught	St. Andrews	Sloop	1896	Quaco, N.B.	33 4	13 8	6 0	18	Eaton Green, Grand Manan, N.B.
74,326	Dreadnaught	St. John, N.B.	Schr—Glt	1877	Richmond, N.S.	46 6	16 0	5 5	20	Clarence Irvin, Cornwallis, N.S.
74,357	Dreadnot	Halifax	"	1877	Bruce, N.S.	51 0	17 8	6 3	28	Reuben Smith, Cape Sable Island, N.S.
111,972	Dredge Frank	Southampton	Dredge—Dragnet	1892	Bay City, Mich., U.S.A.	78 5	28 0	7 0	154	A. F. Bowman, Southampton, Ont.
107,193	Dredge Hackett	"	"	1897	Warton, Ont.	62 0	22 3	6 0	50	C. M. Bowman, et al., Southampton, Ont.
125,974	Dredge Holland	Toronto	"	1906	Belle Ewart, Ont.	63 7	29 0	5 0	230	Gideon Kastner, et al., Warton, Ont.
122,174	Dredge No. 1	Port Arthur	"	1903	Port Arthur, Ont.	65 0	21 0	8 0	176	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
117,102	Dredge No. 2	Ottawa	"	"	"	84 0	29 5	8 3	247	The Dominion Dredging Co., Ltd., Ottawa, Ont.
121,847	Dredge No. 3	Toronto	"	1872	Buffalo, N.Y., U.S.A.	75 2	24 0	6 0	108	The Erie & Ontario Dredging Co., Ltd., Welland, Ont.
117,173	Dredge No. 3	Windsor, Ont.	"	1902	Bay City, Mich., U.S.A.	76 0	24 0	8 0	186	The Dominion Dredging Co., Ltd., Ottawa, Ont.
107,881	Dredge No. 4	Montreal	"	1899	Lévis, Que.	90 0	36 1	9 3	136	Harbour Commissioners of Montreal, Montreal, Que.
116,242	Dredge No. 5	Sault Ste. Marie	"	1896	Buffalo, N.Y., U.S.A.	76 0	28 6	8 0	174	W. H. Plummer, Sault Ste. Marie, Ont.
112,010	Dredge No. 6	Port Arthur	"	1891	Duluth, Minn., U.S.A.	90 0	24 0	8 4	313	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
122,173	Dredge No. 7	"	"	"	"	98 0	30 0	8 0	235	Robert Weddell, Trenton, Ont.
116,384	Dredge No. 8	"	"	1888	"	96 0	36 0	9 5	415	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
116,241	Dredge No. 8	Sault Ste. Marie	"	1894	Buffalo, N.Y., U.S.A.	82 0	30 0	7 6	187	W. H. Plummer, Sault Ste. Marie, Ont.
107,593	Dredge No. 9	Owen Sound	"	"	Lockport, N.Y., U.S.A.	71 0	22 2	7 0	127	The Owen Sound Dredge & Construction Co., Ltd., Owen Sound, Ont.
117,040	Dredge No. 10	Sault Ste. Marie	Dredge—Dragnet	1889	Saginaw, Mich., U.S.A.	92 0	32 5	7 0	351	Charles S. Boore, Toronto, Ont.
122,431	Dredge No. 14	"	"	1891	"	100 0	34 6	8 0	352	The C. S. Boone Dredging & Construction Co., Ltd., Toronto, Ont.
100,310	Dredge No. 15	Windsor, Ont.	"	1891	Saginaw, Mich., U.S.A.	100 0	34 4	9 5	174	A. F. Bowman, et al., J.O., Southampton, Ont.
116,269	Dredge Sincee	Toronto	"	1901	Beaverton, Ont.	80 5	28 2	6 0	136	The Randolph McDonald Co., Ltd., Toronto, Ont.
74,103	Drucilla May	Halifax	Schr—Glt	1877	Slood Bay, N.S.	39 5	14 8	6 0	19	J. C. Morrison, Englishtown, N.S.
80,097	Druid	St. John, N.B.	"	1882	Portland, N.B.	81 3	27 2	7 5	97	J. H. Driscoll, St. John, N.B.
116,912	Drusie	Pasphebiac	Schr—Glt	1905	Liverpool, N.S.	100 3	25 5	9 5	99	John C. LeQuesne, et al., Pasphebiac, Que.

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167,625	Dryfe	New Westminster...	Barge—Chd	1898	Vancouver, B.C.	50 0	14 6	4 0	23	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
111,428	Duchess	Halifax	Schr—Glt	1902	Indian Harbour, N.S.	38 5	11 7	6 0	12	A. A. Zwicker, Indian Harbour, N.S.
90,812	Dude	Port Hope	Sloop	1880	Sodus Point, N.Y., U.S.A.	28 0	9 0	3 0	3	A. Campbell, Lakeport, Ont.
167,443	Duff	Vancouver	Scow—Chd	1898	Vancouver, B.C.	98 6	23 0	5 8	101	British American Corporation, Ltd., Rossland, B.C.
122,068	Duke of York	Montreal	Dredge—dragne	1903	Montreal, Que.	74 5	25 1	6 0	144	W. J. Poupore, Montreal, Que.
117,106	Dun Donald	Ottawa	Houseboat	1904	Sturgeon Falls, Ont.	64 0	18 0	7 0	64	French River & Nipissing Navigation Co., Ltd., Sturgeon Falls, Ont.
103,819	Dundee	Belleville	Bk—Bq	1870	St. Catharines, Ont.	125 2	23 6	10 0	252	Joseph H. Smith, Belleville, Ont.
103,250	Dunmore	Montreal	Schr—Glt	1885	Kingston, Ont.	182 5	34 9	11 9	590	Montreal Transportation Co., Ltd., Montreal, Que.
103,384	Dunrobin	Winnipeg	Barge—Chd	1895	Keewatin, Ont.	47 6	13 2	5 4	20	Dominion Fish Co., Ltd., Winnipeg, Man.
75,624	Dwina	Shelburne	Schr—Glt	1878	Port le Bear, N.S.	67 0	21 0	7 0	52	Wm. L. Michaud, Richibucto, N.B.
107,455	E. C. E. 1	Vancouver	Scow—Chd	1893	Vancouver, B.C.	76 0	27 2	6 5	116	George Coleman, Vancouver, B.C.
112,251	E. C. E. No. 9	"	"	1901	"	87 6	28 7	6 8	142	" " "

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Vancouver.	Scow—Chd.	1902 Vancouver, B.C.	87 4	28 5	6 8	142 George Colman, Vancouver, B.C.
112,252 E. C. E. No. 10.	"	1902	87 6	28 5	6 8	142 " " "
112,253 E. C. E. No. 11.	"	1906	77 0	29 0	7 7	150 " " "
126,218 E. C. E. No. 15.	"	1899	79 3	30 0	7 0	143 Edward Cook Vancouver, B.C.
111,826 E. C. No. 1.	"	1901	70 0	22 5	6 1	85 " " "
111,814 E. C. No. 2.	"	1886	79 3	27 0	6 0	114 " " "
111,821 E. C. No. 3.	"	1901	75 0	25 0	6 6	105 " " "
112,240 E. C. No. V.	"	1902	65 2	22 0	5 0	53 Ed. H. Heaps, <i>et al.</i> , Vancouver, B.C.
116,458 E. H. H. & Co. No. 2	"	1863 Toledo, Ohio, U.S.A.	137 0	25 0	10 3	288 Frank Jackson and R. Philip, J.O., Toronto, Ont.
*100,762 E. A. Fulton.	Sehr—Glt.	1864 Essex, Mass., U.S.A.	76 6	21 5	7 3	63 H. J. Marson, St. John, N.B.
103,265 E. A. Lombard.	"	1891 Noel, N.S.	185 0	37 4	21 3	1037 G. A. Slavenwhite, M.O., Malone Bay, N.S.
90,479 E. A. O'Brien.	Bk—Bq	1901 Liverpool, N.S.	121 8	30 2	11 1	249 Amos Sabean, <i>et al.</i> , Port Medway, N.S.
90,839 E. A. Sabean.	Sehr—Glt.	1883 Carleton, N.B.	44 6	14 3	5 9	19 Anselm Wallace, Black's Harbour, N.B.
88,253 E. B. Colwell.	"	1884 Kennebunk, Me., U.S.A.	92 2	24 4	8 8	96 Victoria Sealing Co., Ltd., Victoria, B.C.
104,810 E. B. Marvin.	"	1896 Fairhaven, Wash., U.S.A.	27 5	10 6	4 1	10 Wm. Cruickshank, New Westminster, B.C.
107,254 E. C. Ward.	"	1878 LaHave, N.S.	60 0	19 8	7 5	43 G. B. McLeod, French River, P.E.I.
77,604 E. D. Myra.	"	1869 Mill Point, Ont.	104 5	26 2	8 3	155 Thomas Lucas, Windsor, Ont.
61,132 E. G. Benedict.	"	"	96 0	18 0	8 6	113 Stephen Bradley, Toronto, Ont.
116,877 E. G. Lewis.	Barge—Chd.	1881 Port Dalhousie, Ont.	133 6	22 2	10 7	286 Robt. Crawford, Kingston, Ont.
77,691 E. H. Rutherford.	Sehr—Glt.	1907 New Westminster, B.C.	85 0	24 0	7 0	113 Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
122,191 E. J. Fader No. 3.	Barge—Chd.	1873 Allegany, Mich., U.S.A.	140 4	25 7	10 2	276 W. W. Stover, Sombra, Ont.
100,129 E. J. McVea.	Sehr—Glt.	1876 Beck Bay, N.B.	37 2	14 0	6 1	14 Mrs. Annie Harkins, Dipper Harbour, N.B.
59,373 E. M. Oliver.	"	1904 Lunenburg, N.S.	82 5	24 0	9 0	84 Emanuel Zellars, M. O., Lunenburg, N.S.
116,506 E. M. Zellars.	"	1878 Brighton, Ont.	109 4	25 5	9 2	163 J. E. Proctor, Brighton, Ont.
71,267 E. R. C. Proctor.	"	1874 Lanoraie, Que.	99 9	22 9	6 9	111 Oliver Paul, Sorel, Que.
73,083 E. Bonaventure.	Barge—Chd.	"	"	"	"	"

* Formerly "A. Boody." + Foreign name "Mollie Adams."

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Official Number. — Numéro. Officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Rig. — Gréement.	Built—Construct en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
126,141	E. Daneau.....	Sorel.....	Sloop.	1908	Pierreville, Que.....	108 7	23 1	6 9	127	Emmanuel Daneau, Pierreville, Que.
103,550	E. Maurice.....	Halifax.....	Schr—Glt.....	1896	Ship Harbour, N.S.....	61 5	18 2	6 7	46	Wm. Maurice, Bay St. George, Nfld.
103,739	E. Mayfield.....	Parrsboro'.....	"	1898	Parrsboro', N.S.....	70 7	22 2	7 3	75	B. E. Merriam, Parrsboro', N.S.
80,395	E. Merriam.....	"	"	1882	"	132 1	31 3	12 9	331	F. C. Beateay, St. John, N.B.
97,192	Eagle.....	Chatham, N.B.	"	1891	Tracadie, N.B.....	48 6	17 1	5 8	29	Wm. Ferguson, Tracadie, N.B.
100,998	Eagle.....	"	"	1892	Shippigan, N.B.....	33 0	12 2	4 4	10	T. Abier, Shippigan, N.B.
.....	Eagle.....	Montreal.....	Barge—Chd.....	1872	Quebec, Que.....	136 5	26 0	9 8	316	Montreal Transportation Co., Ltd., Montreal, Que.
83,113	Eaglet.....	Halifax.....	Sloop.....	1880	Lunenburg, N.S.....	24 4	9 7	3 5	3	Lt. Douglas G. Prinsep, R.A., Hal- fax, N.S.
107,294	Earl D.....	Annapolis Royal.....	Schr—Glt.....	1900	Port George, N.S.....	74 0	21 8	7 7	61	Elias Woodworth, Port George, N.S.
122,009	Earl Grey.....	Lunenburg.....	"	1907	Lunenburg, N.S.....	94 2	24 7	10 2	96	Froeman Corkum, et al., Lunenburg, N.S.
116,904	Earl Grey.....	Parrsboro.....	"	1906	Port Greville, N.S.....	144 3	34 0	12 1	379	J. N. Pugsley, M.O., Parrsboro', N.S.
103,013	Earl of Aberdeen....	Parrsboro'.....	"	1894	Parrsboro', N.S.....	154 7	35 2	12 6	416	C. C. Langill, M.O., et al., Parrsboro', N.S.
111,730	Earle V. S.....	Lunenburg.....	"	1902	Malone Bay, N.S.....	93 2	25 0	9 6	100	John B. Young, Lunenburg, N.S.
64,711	Early Dawn.....	Arichat.....	"	1872	Port Hawkesbury, N.S..	45 3	15 7	5 8	26	Geo. H. Bissett, River Bourgeois, N.S.

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74,091	Eastern Clipper...	Halifax	Schr—Glt	1861	Georgetown, P.E.I.	58 5	18 4	6 3	35	M. S. Magrath, East Dover, N.S.
107,669	Eastern Light	Weymouth	"	1902	Weymouth, N.S.	49 0	17 0	6 0	40	Anstin Levi, Grand Manan, N.B.
37,445	Echo	Liverpool	"	1886	Shelburne, N.S.	48 0	12 9	7 3	34	David Cordon and John De Molitor, Halifax, N.S.
	Echo	Toronto	"	1889	Toronto, Ont.	69 0	14 4	5 7	50	D. C. Smith, Belleville, Ont.
103,479	Echo	Victoria	"	1891	Fairhaven, Wash., U.S.A.	47 8	13 7	5 7	24	Miss Mary L. Jones, Victoria, B.C.
75,813	Eclipse	Halifax	"	1877	Port Piswick, N.S.	55 0	19 8	8 0	52	Constant Gamier, Bay St. George, Nfld.
83,261	Economist	Digby	"	1883	Granville, N.S.	36 5	14 3	5 6	14	Jessie Parker, Paul's Harbour, N.S.
111,895	Eddé Theriault	Weymouth	"	1904	Beliveau's Cove, N.S.	104 0	27 3	10 0	168	Peter A. Theriault, <i>et al.</i> , Belliveau's Cove, N.S.
116,313	Eddie	Annersburg	"	1892	Mount Clements, U.S.A.	59 5	17 6	3 6	29	H. A. Hockett, Annersburg, Ont.
103,653	Eddie C.	Yarmouth	"	1892	Argyle, N.S.	32 0	10 5	5 0	11	Leander Amiro, Pubnico, N.S.
121,791	Eddie C.	"	Sloop	1905	Port Clyde, N.S.	30 0	11 0	6 0	10	C. D. Cooke, Port la Tour, N.S.
103,666	Eddie J.	Digby	Schr—Glt	1895	Pubnico, N.S.	49 8	17 0	6 2	23	Willard Outhouse, Tiverton, N.S.
116,205	Eddie Jaunes	Yarmouth	"	1903	Shelburne, N.S.	78 0	22 6	9 0	79	The Yarmouth Trading Co., Limited, Yarmouth, N.S.
121,890	Ede-ssa	"	Sloop	1905	Shelburne, N.S.	38 0	12 2	6 6	15	J. B. Clements, Yarmouth, N.S.
96,976	Edith	Halifax	"	1892	Sable River, N.S.	54 0	17 5	7 4	40	J. H. McDonald, Gabarouse, N.S.
100,339	Edith	Matland	"	1894	Matland, N.S.	69 7	18 5	5 7	45	R. H. Putnam, Onslow, N.S.
96,865	Edith	Prescott	Barge—Gld	1897	Toronto, Ont.	130 0	27 0	11 0	353	The Canada Sugar Refining Co., Ltd., Montreal, Que.
116,528	Edith F. S.	Yarmouth	Schr—Glt	1905	La Have, N.S.	69 4	21 8	8 5	67	The Yarmouth Trading Co., Ltd., Yarmouth, N.S.
85,633	Edith L.	Digby	"	1883	Westport, N.S.	46 6	12 8	5 2	16	R. W. Ford, Westport, N.S.
112,280	Edith L.	"	"	1902	Port Maitland, N.S.	46 6	13 0	6 0	26	Maynard Young, West Dover, N.S.
103,060	Edith M.	Quebec	"	1895	Argyle, N.S.	48 0	15 5	5 3	20	Zoel Jomphie, Seven Islands, Que.
116,830	Edith Pauline	Barrington	Sloop	1903	Shelburne, N.S.	32 0	11 0	6 0	10	Reuben C. Swin, Clarke's Harbour, N.S.
121,828	Edmond	Montreal	Sloop	1906	Leclercville, Lotbiniere, Que.	75 1	6 6	8 6	68	Edmond Perusse, Leclercville, Lotbiniere, Que.
116,457	Edmund Hall No. 1	Sarnia	Dredge—Drague	1896	Bay City, U.S.A.	79 0	30 0	7 0	246	The Canada Construction & Dredging Co., Ltd., Toronto, Ont.
61,606	Edmund Russell	Arichat	Schr—Glt	1871	Isaac's Harbour, N.S.	47 0	15 6	6 0	28	William F. Harris, Chedoke, N.S.

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96,864	Edna	Quebec.	Barge—Chd	1897	Montreal, Que.	129 4	28 0	11 2	399	F. and W. J. Carbray, Quebec, Que.
107,075	Edna	St. John, N.B.	Sloop	1898	St. John, N.B.	24 8	7 0	2 3	3	W. H. McIntyre, St. John, N.B.
107,919	Edna Belle	St. Andrews.	Sloop	1900	West Isles, N.B.	35 0	12 7	5 2	14	Walter Cheney, Grand Manan, N.B.
116,289	Edna L.	Digby	Schr—Glt	1905	Rossway, N.S.	31 5	11 3	5 5	11	K. H. A. Lewis, M.O., Rossway, N.S.
122,570	Edna M.	Yarmouth	Sloop	1907	Shag Harbour, N.S.	34 0	11 0	6 0	11	William J. Halliday, Shag Harbour, N.S.
112,288	Edna M. Smith	St. John, N.B.	Bk—Bq	1903	Harvey Bank, N.B.	164 9	35 1	18 0	736	John N. Smith, <i>et al.</i> , Lower Cover- dale, N.B.
116,909	Edna May	Parrsboro'	Schr—Glt	1907	Parrsboro', N.S.	64 3	22 0	6 8	62	John Woods, M.O., Parrsboro', N.S.
112,003	Edna V. Pickels	Annapolis Royal	"	1905	Salmon River, N.S.	154 5	35 0	12 0	389	F. W. Pickels, M. O., Annapolis Royal, N.S.
107,807	Edouard Dina	Montreal	Sloop	1899	Notre Dame de Pierre- ville, Que.	77 8	19 2	5 4	50	Adrien Leveillé, St. Michel d'Yam- aska, Que.
117,103	Edson Fitch	Ottawa	Barge—Chd	1901	Hull, Que.	120 0	24 0	7 9	171	The Ottawa Transportation Co. Ltd., Ottawa, Ont.
103,449	Edward	"	"	1889	Buckingham, Que.	67 8	15 7	5 0	30	Geo. Bothwell, Buckingham, Que.
107,954	Edward Grover	Lunenburg	Schr—Glt	1874	Essex, Mass., U.S.A.	79 6	21 6	7 8	69	Geo. A. Cruikshank, Sydney, N.S.
103,114	Edward Morse	St. Andrews	"	1888	Friendship, Me., U.S.A.	56 0	17 6	6 3	32	A. Calder, jr., Campo Bello, N.B.
74,101	Edward S. Falt	Halifax	"	1877	Petite Rivière, N.S.	68 5	20 6	8 2	68	J. C. Seeley, Bonne Bay, Nfld.

116,845	Edward S. Pease.....	Owen Sound.....	Barge—Chld	160 0	25 6	11 0	338	The Crawford Tug Co., Ltd., Wiar- ton, Ont.
117,033	Edwards Bros. No. 3 Sault Ste. Marie.....	Sault Ste. Marie, Mich., U.S.A.	Dredge—drague	63 0	22 0	5 4	202	Jacob Stevenson, Sault Ste. Marie, Ont.
103,106	Edwidge	Montreal	Sloop	107 2	23 0	9 6	173	Jos. Daneau, Pierreville, Que.
97,080	Edwin A. Grozier.....	Charlottetown	Schr—Glt	69 0	19 8	7 4	57	Neil McDougall, Charlottetown, P.E.I.
97,023	Edwina	Barrington	Schr—Glt	34 0	11 9	5 3	11	Moses Penny, Cape Island, N.S.
111,715	Edyth	Lunenburg	"	120 4	27 2	11 2	198	Abraham Ernst, Mahone Bay, N.S.
103,789	Ellie B. Nickerson.....	Shelburne	Sloop	41 0	17 0	7 3	22	A. Stanley and J. E. Gaskill, Grand Manan, N.B.
111,425	Ellie Howard	Halifax	Schr—Glt	45 9	13 6	6 2	23	Edward R. Heather, Pugwash, N.S.
80,721	Ellie Maud	Quebec	"	68 1	20 9	7 5	66	Joseph Guimont, Mataane, Que.
100,875	Ellie Maud	St. John, N.B.	"	62 1	22 0	5 9	62	Fred Gough, St. Martin's, N.B.
116,512	Ellie May	Lunenburg	"	64 2	18 7	7 8	49	Mrs. Dorothy E. Nauss, Dartmouth, N.S.
107,795	Ellie May	St. John, N.B.	"	69 9	24 5	6 5	67	M. Kenne and D. Olliver, Water- borough, N.B.
75,421	Ellie Young	Annapolis Royal.....	"	83 4	24 0	8 5	119	A. Elliott, Port George, N.S.
107,299	Effort	"	"	73 0	22 7	8 0	63	James E. Ogilvie, Parrsboro', N.S.
92,649	Effort	Wallaceburg	Barge—Chld	72 8	20 8	4 5	51	Mrs. Marion Ribble, Dresden, Ont.
80,008	Egeria.....	St. John, N.B.	Bk—Bq	173 1	35 9	19 5	897	E. E. Hutelings, New York, U.S.A.
	Eight (8)	Montreal	Barge—Chld	93 3	19 0	4 0	99	N. Vigneau, Montreal, Que.
121,730	Eileen	Vancouver	Yawl—Yole	23 1	9 0	4 4	8	Walter E. Graveley, Vancouver, B.C.
77,603	Eldon C.	Halifax	Schr—Glt	50 0	17 0	6 5	27	Angus Bowser, Halifax, N.S.
121,866	Eldora	Lunenburg	"	76 6	22 6	9 0	79	Amiel Corkum, M.O., LaHave, N.S.
53,811	Electric Flash	Halifax	"	67 0	21 0	7 6	53	Mrs. Annie Poirier, Montague-Bridge, P.E.I.
80,790	Electric Light	Digby	"	52 4	18 3	6 8	34	G. H. McCormack, <i>et al.</i> , Digby, N.S.
112,099	Electro	Lunenburg	"	80 0	23 2	9 2	88	Edmund B. Walters, La Have, N.S.
107,150	Electron	Vancouver	Scow—Chld	72 8	20 2	6 0	64	Canadian Pacific Railway Co., Mon- treal, Que.

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116,605	Elevator Dredge Precipitator.	Montreal.	Dredge—Drague	1905	Montreal, Que.	86 0	31 5	9 2	177	F. Gilbert, Montreal, Que.
122,287	Elfrieda May	Shelburne.	Schr—Glt	1908	Shelburne, N.S.	79 0	22 8	9 1	78	Walter C. Patten, Grand Bank, Nfld.
126,251	Elia	Chatham, N.B.	"	1898 (1908)	Unknown Escuminac, N.B.	32 3	10 8	5 0	11	Peter Richard, Escuminac, N.B.
116,979	Elie Anne	Chatham, N.B.	Schr—Glt	1905	Caracquet, N.B.	40 0	13 2	5 8	17	Joseph Dorion (son of Jules) Caracquet, N.B.
88,408	Elihu Burritt.	Parrsboro'	"	1858	Gloucester, Mass., U.S.A.	63 6	18 6	7 0	50	J. W. Spicer, Spencer's Island, N.S.
73,012	Elisa	Quebec	Barge—Chd	1875	St. Jean Deschailions, Que.	82 7	21 5	6 4	81	Gédéon Goyer, Montreal, Que.
103,109	Elise	Montreal	Sloop	1894	St. Thomas, Que.	130 2	29 3	12 4	321	J. Abbotts, Montreal, Que.
92,465	Elisha Crowell	Halifax.	Schr—Glt	1869	Essex, Mass., U.S.A.	72 5	20 9	7 7	69	S. R. Giffin, Isaac's Harbour, N.S.
103,590	Eliza	Chatham, N.B.	"	1896	Caracquet, N.B.	38 0	13 1	4 8	13	The C. Robin, Collas Co., Ltd., Halifax, N.S.
100,293	Eliza	"	"	1891	Shipigan, N.B.	37 6	13 6	5 0	15	Mrs. Sarah Young and F. T. B. Young, J.O., Caracquet, N.B.
71,616	Eliza	Montreal	Sloop	1873	Yamaska, Que.	107 0	22 6	7 2	117	Pacific Plante, Sorel, Que.
71,138	Eliza Allan	Port Dover	Schr—Glt	1875	Port Dover, Ont.	84 6	21 1	7 7	110	Ed. Harris, Port Dover, Ont.
59,391	Eliza Ann	St. Andrews	"	1877	Grand Manan, N.B.	31 2	12 0	5 0	12	John Wills, Grand Manan, N.B.
193,536	Eliza C	Halifax	"	1896	Chezetcook, N.S.	45 4	14 6	5 3	17	D. E. Conrad, M.O., Chezetcook, N.S.

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.....	Eliza Fisher.....	Port Hope	Schr—Glt	1867	Portsmouth, U.S.A.	94 2	21 4	9 3	137	R. C. Smith, Port Hope, Ont.
116,821	Eliza Goreham.....	Barrington	"	1904	Port Clyde, N.S.	83 3	22 6	8 2	79	Charles A. Goreham, <i>et al.</i> , Wood's Harbour, N.S.
92,464	Eliza M.....	Chatham, N.B.	"	1888	New London, P.E.I.	43 5	14 2	5 3	18	Jos. L. Sheat, Lot No. 1, P.E.I.
90,557	Eliza White.....	Kingston	"	(1867 1887)	Port Burwell, Ont.	93 0	23 3	8 3	106	P. McManus, Picton, Ont.
111,522	Elizabeth	Digby	Sloop.....	1900	Conceauville, N.S.	36 5	14 0	7 0	21	E. C. Conceau, <i>et al.</i> , Conceauville, N.S.
51,791	Elizabeth	Liverpool	Schr—Glt	1866	Port Mouton, N.S.	40 0	14 8	6 5	20	John Campbell, Liverpool, N.S.
59,909	Elizabeth	Quebec	"	1869	Mathate, Que	50 0	15 0	5 7	27	J. Caron, Macvidar, Que.
103,325	Elizabeth Ann.....	Port Hawkesbury	"	1899	Cheticamp, N.S.	34 6	11 3	5 5	11	David Bourgeois, Cheticamp, N.S.
88,503	Elizabeth Nash.....	Sydney	"	1883	George's River, N.S.	50 0	18 8	7 2	36	J. H. Christie, Little Bras d'Or, N.S.
.....	Elk	Hamilton	"	1856	Port Robinson, Ont.	102 0	21 2	10 0	180	E. H. Butters, New York, U.S.A.
83,308	Ella	Liverpool	"	1879	Brooklyn, N.S.	33 5	10 6	4 5	10	J. C. Hanson, Mahone Bay, N.S.
83,069	Ella Charissa Eddy.....	Ottawa.....	Barge—Chd	1881	Hull, Que.....	111 4	22 2	7 0	141	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,181	Ella D	Halifax.....	Schr—Glt	1884	Pleasantville, N.S.	49 6	17 6	6 8	32	J. L. Oxner, Chester Basin, N.S.
116,872	Ella M.....	St. Catharines	Dredge—Drague.....	1904	Welland, Ont.....	101 0	37 0	9 2	384	M. J. Hogan, Montreal, Que.
80,882	Ella Mabel.....	St. Andrews.....	Schr—Glt	1880	St. George, N.B.	34 6	12 4	7 0	14	Alec Calder, jr., Campo Bello, N.B.
121,994	Ella Mason.....	Lunenburg.....	"	1906	Lunenburg, N.S.	74 2	22 4	8 7	74	Isaac D. Mason, M.O., Lunenburg, N.S.
90,712	Ella May	Halifax.....	"	1885	Chester, N.S.	40 2	14 7	6 3	19	Chas. Cook, Isaac's Harbour, N.S.
122,424	Ella May	Halifax	"	1907	Allendale, N.S.	69 9	19 0	8 7	57	Ainsley Hubbley, M.O., Hackett's Cove, N.S.
80,832	Ella May.....	Lunenburg	"	1880	West Dublin, N.S.	37 0	12 1	5 4	16	Chas. Tuffs, Dartmouth, N.S.
103,328	Ella May.....	Port Hawkesbury	"	1900	Steep Creek, N.S.	54 0	14 8	7 5	34	Hibbert Carr, Steep Creek, N.S.
107,312	Ella S	Halifax.....	"	1893	Spry Bay, N.S.	31 2	9 8	5 4	10	James Clawson, Pope's Harbour, N.S.
88,594	Ellen A. Read.	Yarmouth.....	Ship—3 m.....	1884	Tusket, N.S.	230 5	41 6	24 0	1750	Robert Moore, London, Eng.
107,127	Ellen L. Maxner.....	Lunenburg	Schr—Glt	1899	Lunenburg, N.S.	87 5	23 5	9 3	93	L. A. Hirtle, <i>et al.</i> , Lunenburg, N.S.
72,060	Ellen Mary.....	Shelburne	"	(1878 1891)	Cheticamp, C.B.	61 9	18 3	6 9	45	E. H. and King Perry, North East Harbour, N.S.
90,726	Ellen Maud.....	Halifax.....	"	1887	Malone Bay, N.S.	40 4	13 9	6 0	16	W. H. Whiston, Halifax, N.S.

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63,173	Ellen May	Pictou, N.S.	Schr—Glt	1873	Lunenburg, N.S.	68 0	20 6	8 5	60	D. Arthur Foster, Pictou Landing, N.S.
107,343	Ellen R	Barrington	"	1901	Pulnico, N.S.	44 2	15 5	5 4	20	Geo. L. Banks, Barrington Passage, N.S.
74,074	Ellie	Halifax	"	1876	West Dublin, N.S.	84 0	24 0	9 7	96	The Port Hood Coal Co., Ltd., Halifax, N.S.
116,521	Ellwood	Sydney	"	1905	Lunenburg, N.S.	48 5	13 5	6 1	16	Daniel Gillies, Sydney, C.B.
107,637	Ellwood	New Westminster	Barge—Chd	1898	Seattle, Wash., U.S.A.	28 0	8 0	3 0	5	Thos. H. Worsnop, Atlin, B.C.
77,740	Elmer	Digby	Schr—Glt	1879	Beaver River, N.S.	41 4	14 0	5 4	15	John W. Snow, Granville, N.S.
85,465	Elmire	Quebec	"	1883	Anse St. Jean, Que	57 6	20 0	7 8	49	Louis Lessard, Quebec, Que.
100,189	Elsie	Montreal	Sloop	1889	Boston, Mass., U.S.A.	20 4	6 8	1 9	1	Robt. C. Nelles, Montreal, Que.
83,205	Elsie	Windsor, N.S.	Schr—Glt	1881	Parrsboro', N.S.	34 9	13 4	4 9	10	Andrew Miller, St. John, N.B.
111,633	Elsie F.	Lunenburg	"	1900	Chester Basin, N.S.	66 2	20 6	8 4	62	James Freda, Chester, N.S.
122,318	Elsie M. Walters	Lunenburg	"	1908	Lunenburg, N.S.	94 2	24 7	10 2	97	W. Norman Reinhardt, M. O., La Have N.S.
103,785	Elva	Shelburne	"	1897	Shelburne, N.S.	98 0	24 0	9 0	119	Ed. A. Dunphy, Shelburne, N.S.
122,470	Elva Belle	Yarmouth	Sloop	1906	Clyde, N.S.	32 0	11 2	6 0	11	Elan Thomas, M. O., Cape Negro, N.S.
103,424	Elva M.	Charlottetown	Schr—Glt	1895	Malbone Bay, N.S.	79 6	23 3	9 3	92	Edward Boswell, Victoria, P.E.I.

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112,262	Elzear	Montreal	Sloop	1902 Yamaska, Que.....	86 0	22 0	5 8	82	Delphis Millette, Sorel, Que.
75,432	Enaroy	Ottawa	Barge—Chd	1867 Ticonderoga, N.Y., U.S.A.	86 0	14 7	6 6	79	Nelson Flowers, Ottawa, Ont.
107,718	Enblem	Vancouver	Scow—Chd	1896 Ladner, B.C.....	41 5	12 0	2 7	10	Pacific Coast Packing Co., Ltd., Van- couver, B.C.
80,729	Emelia	Quebec	Schr—Glt	1880 St. Irénée, Que.....	44 5	16 5	5 9	25	David Toussaint, St. Jean Port Joli, Que.
53,819	Emelia	"	"	1864 Lotbinière, Que.....	63 8	20 0	6 5	47	Eugène Singslet, Les Escoumains, Que.
103,749	Emerald	Digby	"	1896 La Have, N.S.....	52 9	17 3	6 5	29	John H. Syda, and J. W. Cousins, Digby, N.S.
85,417	Emerald	St. Catharines	Brk—Bq	1872 Port Colborne, Ont.....	139 0	25 6	11 5	322	F. McMaster, Deseronto, Ont.
107,372	Emerald	Sydney	Schr—Glt	1899 Aspy Bay, N.S.....	44 5	13 7	5 3	15	John Buchanan, St. Ann's, C.B., N.S.
103,246	Emérillon	Montreal	Sloop	1894 St. Thomas, Que.....	90 1	21 4	5 2	84	A. Gervais, St. Michel d'Yamaska, Que.
116,446	Emerson Faye	Digby	Schr—Glt	1904 Shelburne, N.S.....	66 0	18 4	7 8	47	Milton Hains and Edwin Hains, Freeport, N.S.
88,293	Emery	Quebec	Barge—Chd	1884 St. Ours, Que.....	99 5	21 8	6 5	97	F. Paul, St. Pierre de Sorel, Que.
80,378	Emery Bailey	Windsor, Ont. ..	Schr—Glt	1868 Toledo, Ohio, U.S.A....	70 0	17 9	4 2	47	R. Smith, Oakville, Ont.
100,801	Emigrant	Victoria	Scow—Chd	1890 Port Discovery, Wash., U.S.A.	82 0	21 8	5 0	78	Wm. J. Macaulay, Victoria, B.C.
107,226	Emile	Quebec	Schr—Glt	1897 St. Thomas, Que.....	65 6	22 1	6 6	55	F. Morel and Joseph Gagné, St. Anne de la Poudrière, Que.
103,150	Emile Vézina	"	Sloop	1894 Isle aux Grues, Que.....	53 2	19 6	4 4	31	Emilien Vézina, Isle aux Grues, Que.
111,680	Emily	Parrsboro'	Schr—Glt	1902 Spencer's Island, N.S....	64 6	23 1	6 5	59	Isaac Fulmore, M.O., Five Islands, N.S.
94,844	Emily	Windsor, Ont.....	Scow—Chd	1890 Belle River, Ont.....	62 4	15 1	3 0	29	E. Parent, Belle River, Ont.
116,554	Emily Anderson	Maitland	Schr—Glt	1906 Lower Schuab, N.S.....	118 4	30 6	10 0	218	William Anthony, Maitland, N.S.
112,362	Emily B. Maxwell	Port Hope	"	1881 Manitowoc, Wis. U.S.A.	148 5	30 3	10 6	327	James H. Peacock, M.O., Port Hope, Ont.
121,657	Emily C.	Yarmouth	Sloop	1905 Meteghan, N.S.....	33 0	10 4	6 0	11	N. Comeau, Meteghan, N.S.
103,492	Emily L.	Lunenburg	Schr—Glt	1895 Mahone Bay, N.S.	35 8	11 2	4 5	10	John F. Ryan, Halifax, N.S.
121,817	Emily R.	Digby	"	1908 Meteghan River, N.S....	55 0	16 1	6 6	30	Elisée J. Robichaud, Meteghan River, N.S.
96,723	Emma	Chatham, N.B.....	"	1889 Shippigan, N.B.....	36 5	13 0	5 0	15	Sebastian Noël, Shippigan, N.B.
92,585	Emma	Gaspé	"	1890 Sydenham, Gaspé, Que...	39 5	13 1	5 5	19	Thos. Kennedy, Douglastown, Que.
.....	Emma	Montreal	Barge—Chd	1864 Yamaska, Que.....	87 8	22 3	5 6	81	Moïse Lamirande, St. Thomas, Que.

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83,776	Emma	Montreal	Sloop	1883	Lachine, Que.	96 0	19 0	6 4	99	P. St. Denis, Lachine, Que.
83,082	Emma	Pictou, N.S.	Schr—Glt.	1880	Margaree, N.S.	42 0	15 0	6 5	24	H. Hayden, River John, N.S.
103,988	Emma	Quebec	"	1897	Berthier, Que.	36 0	12 4	5 0	13	Jos. Bilodeau, Berthier, Que.
111,493	Emma	"	"	1900	Mille Vaches, Que.	62 2	20 4	6 6	53	Charles Gagnon, St. Siméon, Que.
92,516	Emma	St. Andrews	"	1873	Essex, Mass., U.S.A.	47 0	13 3	5 0	22	Walter Calder, Campo Bello, N.B.
121,881	Emma B.	Yarmouth	Sloop	1905	Cape Island, N.S.	31 0	10 6	6 0	10	Walter S. Ross, Cape Island, N.S.
103,542	Emma Brow.	Halifax	Schr—Glt.	1896	Harbour au Bouche, N.S.	43 0	13 4	6 4	17	F. Fougere, Harbour au Bouche, N.S.
126,024	Emma Burke.	Sydney	"	1908	Ingonish, N.S.	37 0	12 4	5 6	12	Sidney S. Burke, Ingonish, N.S.
74,913	Emma C.	Amapolis Royal ..	"	1883	Dorchester, N.B.	76 7	25 1	8 3	100	Isaac Hutchison, Brighton, N.S.
107,604	Emma D.	Weymouth	"	1900	Mavillette, N.S.	42 0	13 3	6 0	20	Théophile Donette, Mavillette, N.S.
57,476	Emma E. Potter	Amapolis Royal	"	1870 1894	Clements, N.S.	93 6	24 5	8 0	98	Sammel Potter, Clementsport, N.S.
122,025	Emma E. Whidden ..	Liverpool	"	1907	Liverpool, N.S.	118 4	31 3	10 9	199	C. E. Whidden and Daniel McKinnon Antigonish, N.S.
85,738	Emma F.	Lunenburg	"	1881	Port Medway, N.S.	35 3	11 8	5 6	13	Mrs. Eliza Cook, Halifax, N.S.
71,357	Emma Gidney	Halifax	"	1876	Mink Cove, N.S.	61 0	18 5	7 5	48	J. P. Savage, Amherst, Magdalen Islands, Que.

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121,992	Emma H.	Lunenburg.	Schr—Glt	1906	Malbone Bay, N.S.	73 0	22 7	8 3	71	Abraham Ernst, M.O., Malbone Bay, N.S.
117,454	Emma Jane	Canso.	"	1906	White Haven, N.S.	38 0	13 3	7 0	16	John L. George, White Haven, N.S.
83,083	Emma Proctor	Port Hawkesbury	"	1881	Port Hawkesbury, N.S.	58 0	20 3	7 8	41	Alex. F. Cameron, Sherbrooke, N.S.
85,439	Emma R. Smith	Windsor, N.S.	"	1883	Horton, N.S.	131 0	30 0	15 8	386	E. F. Hutchings, Brooklyn, N.Y. U.S.A.
59,382	Emma T. Story	St. John, N.B.	"	1862 1888	Prised, Me., U.S.A.	48 3	18 8	6 4	40	Wilhel Ogilvie, Hantsport, N.S.
122,259	Emmet	Quebec.	Barge—Chd	1907	St. Irénée, Que.	121 6	32 0	7 7	249	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
121,909	Emmie G.	Barrington.	Sloop.	1906	Clarke's Harbour, N.S.	31 0	11 0	6 0	10	Vincent Nickerson, Cape Island, N.S.
74,211	Empereur du Fleuve	Montreal.	"	1879	St. François, Que.	96 5	22 6	6 1	95	L. Turcotte, St. Michel d'Yanaska Que.
100,911	Emperor	Chatham, N.B.	Schr—Glt	1892	Caraguet, N.B.	36 3	12 7	4 4	10	T. Athier, Shippigan, N.B.
85,333	Emperor	Lunenburg.	"	1882	Malbone Bay, N.S.	61 3	20 9	7 7	51	A. W. Bragg, Chamel, Nfld.
116,390	Empire	Port Arthur.	Barge—Chd	1906	Gollingswood, Ont.	160 0	40 0	12 0	708	The Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
75,569	Empress	Arichat.	Schr—Glt	1877	La Have, N.S.	60 0	20 0	7 6	47	Simon Porrier, Desconce, N.S.
75,501	Empress	Charlottetown	"	1878	Esquimaux, N.B.	50 5	16 4	6 9	26	Thomas Goshoe, Murray Harbour, P.E.I.
107,761	Empress	"	"	1901	Montague, P.E.I.	118 0	30 8	12 6	335	Warren Wightman, Montague, P.E.I.
100,786	Empress	Chatham, N.B.	"	1888	Caraguet, N.B.	38 0	12 9	4 8	12	Mrs. Sarah Young and F. T. B. Young, J.O., Caraguet, N.B.
72,576	Empress	Kingston.	Sloop	1870	Seely's Bay, Ont.	84 0	19 3	5 3	62	James Doherty, Belleville, Ont.
112,133	Empress	Shelburne	"	1897	Sedgewick, Me., U.S.A.	28 0	12 0	5 1	8	A. H. Perry, Black Point, N.S.
107,123	Emulator	Lunenburg.	Schr—Glt	1899	Shelburne, N.S.	90 0	21 3	9 6	99	Geo. Buffett, M.O., Grand Bank, Nfld.
122,235	Ema A.	Barrington.	Sloop.	1907	Clarke's Harbour, N.S.	35 5	12 0	6 0	12	Jedro Nowell, Cape Island, N.S.
122,010	Ema T.	Lunenburg.	Schr—Glt	1907	Tancook, N.S.	42 9	12 4	6 6	17	H. R. Silver, Ltd., Halifax, N.S.
111,513	Ema & Elsie	St. John, N.B.	Sloop	1897	Grand Manan, N.B.	36 9	14 0	5 2	13	J. A. Doon and Geo. Gardner, J.O., St. Andrews, N.B.
83,202	Enchantress	Digby.	Schr—Glt	1881	Cornwallis, N.S.	34 6	12 0	5 2	10	Wm. Simons, <i>et al.</i> , Digby, N.S.
88,356	Energy	Lunenburg.	"	1884	Malbone Bay, N.S.	78 3	21 0	9 3	97	Isaac Jackson, North Sydney, N.S.
...	Energy	Montreal.	Barge—Chd	1872	Montreal, Que.	109 0	23 2	9 3	194	J. T. Scanlan, Montreal, Que.
92,125	England	Quebec.	"	1865	Brockville, Ont.	148 0	28 0	9 6	341	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.

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126,181	Enid Hazel.....	Barrington.....	Schr—Glt.....	1908	Shelburne, N.S.....	52 0	18 0	6 7	31	Rowland Forbes, Forbes Point, N.S.
94,735	Ensoude.....	Windsor, N.S.....	Bktn—Bkgt.....	1889	South Maitland, N.S.....	196 0	37 0	19 1	959	F. C. Lockhart, <i>et al.</i> , Brooklyn, N.Y., U.S.A.
94,659	Enterprise.....	Lancenburg.....	Schr—Glt.....	1888	LaHave, N.S.....	74 4	23 2	8 9	70	William Mallett, Summerside, P.E.I.
100,432	Enterprise.....	Moncton.....	Bktn—Bkgt.....	1891	Hopewell Cape, N.B.....	159 3	33 4	13 0	499	Thomas C. Thomson, Mobile, Ala., U.S.A.
.....	Enterprise.....	Port Dover.....	Schr—Glt.....	1894	Long Point, Ont.....	40 5	11 0	4 8	16	F. A. Greatwood, Toronto, Ont.
122,467	Enterprise.....	Yarmouth.....	Sloop.....	1906	Cape Island, N.S.....	30 0	11 0	6 0	10	David O. Gardner, M.O., Port La Tour, N.S.
107,414	Ephraim.....	Montreal.....	Barge—Chd.....	1899	Yamaska, Que.....	104 3	22 8	8 3	144	Joseph Bertrand, Champlain, Que.
112,103	Erema H.	Halifax.....	Schr—Glt.....	1902	Malbone Bay, N.S.....	73 6	22 2	8 8	71	Jonathan Evans, Grand Bank, Nfld.
64,911	Eric.....	Quebec.....	Barge—Chd.....	1871	Quebec, Que.....	123 5	24 8	9 3	207	W. W. Tate, Montreal, Que.
77,816	Eric Queen.....	Port Rowan.....	Schr—Glt.....	1874	Port Rowan, Ont.....	115 0	23 6	10 2	217	James O'Guy, <i>et al.</i> , Oshawa, Ont.
111,434	Ermynthrude.....	Halifax.....	".....	1902	Shelburne, N.S.....	57 0	17 4	7 6	36	Archibald Darrach, Herring Cove, N.S.
100,581	Ernest.....	Montreal.....	Barge—Chd.....	1892	Pierreville, Que.....	108 2	23 0	7 8	109	E. Dancan, Pierreville, Que.
103,776	Esk.....	Chatham, N.B.....	Schr—Glt.....	1897	Caraguet, N.B.....	40 0	13 3	5 0	14	Mrs. Sarah Young and F. T. P. Young, J.O., Caraguet, N.B.
61,446	Esprance.....	Chatham, N.B.....	".....	1871	Shippigan, N.B.....	31 8	11 4	4 1	10	Thos. Ahier, Shippigan, N.B.

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75,631	Esperance en Mario	Quebec	Schr—Glt	1878	St. Alexis, Que.	42 3	17 0	5 8	23	T. Guenard dit Durand, Grand Bay, Sacreay, Que.
88,698	Essie C.	St. John, N.B.	"	1885	Jenueg, N.B.	74 7	26 0	6 5	73	Jno. E. Moore, St. John, N.B.
106,772	Estelle	Chatham, N.B.	"	1892	Caraquet, N.B.	37 1	13 5	5 0	13	P. Rive, Caraquet, N.B.
89,748	Estello	Quebec	"	1880	Sault-au-Montion, Que.	75 0	23 5	8 1	90	Joseph Caron, Tadoussac, Que.
107,332	Estelle	Yarmouth	"	1899	Pubnico, N.S.	35 0	12 4	6 5	15	W. M. D'Entremont, Pubnico, N.S.
121,869	Estrella	"	Sloop	1905	Tusket Wedge, N.S.	35 0	11 2	6 0	11	N. Pothier, Tusket Wedge, N.S.
117,141	Etha May	Halifax	Schr—Glt	1905	Dover, N.S.	41 2	11 5	5 2	11	G. Johnson, Dover, N.S.
116,347	Ethel	Arichat	"	1896	Causo, N.S.	36 3	10 4	6 0	11	F. B. Saunders, Causo, N.S.
100,787	Ethel	Chatham, N.B.	"	1891	Caraquet, N.B.	38 6	12 8	4 5	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
107,473	Ethel	Digby	"	1899	White Cove, N.S.	46 0	15 7	6 1	22	Lorin Wilson, Grand Harbour, Grand Manan, N.B.
112,087	Ethel	Lunenburg	"	1902	Petite Riviere, N.S.	93 2	24 6	9 4	99	W. N. Reinhardt, La Have, N.S.
96,863	Ethel	Montreal	Barge—Chd	1897	Toronto, Ont.	130 0	27 0	11 2	335	The Montreal Transportation Co., Ltd., Montreal, Que.
103,113	Ethel	St. Andrews	Schr—Glt	1881	Pubnico, N.S.	30 0	11 0	5 0	10	W. J. Galbraith, Lepreaux, N.B.
85,551	Ethel	Yarmouth	"	1884	Tusket Wedge, N.S.	88 5	23 6	9 5	93	Angus McCloud, Halifax, N.S.
83,298	Ethel Aggie	Charlottetown	"	1882	Cape Traverse, P.E.I.	58 7	19 4	7 5	48	Glovie Richards, Buctouche, N.B.
83,196	Ethel Blanche	Pictou, N.S.	"	1884	Murray Harbour North, P.E.I.	43 2	15 0	5 7	17	Michael Pool, Souris, P.E.I.
94,705	Ethel Clarke	Digby	Bktn—Bkgth	1891	Bear River, N.S.	142 3	32 0	12 2	397	W. G. Clarke, et al., Bear River, N.S.
112,236	Ethel M.	St. John, N.B.	Sloop	1901	St. John, N.B.	24 3	9 8	3 0	5	Walter Logan, St. John, N.B.
107,475	Ethel May	Digby	"	1899	Parker's Cove, N.S.	33 0	12 7	6 0	16	George E. Corbett, Annapolis Royal, N.S.
121,658	Ethel May	Yarmouth	"	1904	Clarke's Harbour, N.S.	33 0	11 4	6 0	10	S. Messenger, Cape Island, N.S.
122,593	Ethel R.	St. Andrews	Sloop	1902	St. George, N.B.	26 0	11 7	6 0	12	Clarence M. Richardson, Grand Manan, N.B.
107,793	Ethel & Carrie	St. John, N.B.	Schr—Glt	1896	St. John, N.B.	39 8	14 0	6 2	15	Albert Wooster, Grand Harbour, Grand Manan, N.B.
100,436	Ethyl B. Sumner	Moncton	"	1901	Harvey, N.B.	136 9	33 0	12 1	353	F. W. Sumner, Moncton, N.B.
96,788	Etiene	Halifax	Sloop	1888	Halifax, N.S.	28 3	9 0	3 7	4	John E. Butler, Halifax, N.S.
100,353	Etna	Quebec	"	1886	St. Michel, Que.	37 6	13 8	5 0	14	Joseph Bergeron, Les Eboulements, Que.

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103,231	Etoile.....	Montreal.....	Sloop.....	1891	St. Thomas, Que.....	83 6	21 4	4 8	61	A. Lavigne, St. Paul, Que.
75,757	Etta.....	Yarmouth.....	Schr—Glt.....	1879	Brookville, N.S.....	44 0	14 5	5 5	17	J. C. Webber, Westport, N.S.
111,527	Etta H.....	Digby.....	".....	1901	Port Maitland, N.S.....	33 0	10 2	5 9	16	Ed. Welsh, <i>et al.</i> , Westport, N.S.
122,137	Etta M.....	Yarmouth.....	Sloop.....	1905	Barrington, N.S.....	30 0	10 6	6 0	10	Clifford Kendrick, Shag Harbour, N.S.
121,796	Etta N.....	".....	".....	1904	Cape Island, N.S.....	31 0	11 4	6 0	10	J. G. Newell, Cape Island, N.S.
103,795	Etta Vaughan.....	Shelburne.....	Schr—Glt.....	1899	Shelburne, N. S.....	83 0	23 6	9 4	98	B. P. Thorbourn, M.O., Sand Point, N.S.
85,372	Endora.....	Halifax.....	Bk—Bq.....	1882	Maceau, N.S.....	185 4	38 9	22 3	1110	George O'Brien, Maceau, N.S.
80,684	Eugène Demers.....	Montreal.....	Sloop.....	1881	Gentilly, Que.....	99 8	24 2	8 9	159	C. Labrecque, Lanoraie, Que.
80,754	Eugénie.....	Quebec.....	Schr—Glt.....	1880	Esquimaux Point, Que.....	62 0	19 5	8 0	48	Charles Bernier and Samuel Gagé, Cap Chatte, Que.
107,356	Eulalie C.....	Sydney.....	".....	1897	North Sydney, N.S.....	31 3	12 1	4 8	6	John Leonard, Main-à-Dieu, N.S.
112 310	Eureka.....	St. Andrews.....	Sloop.....	1901	Grand Manan, N.B.....	33 4	13 0	5 5	14	L. C. Guptill, Grand Manan, N.B.
121,944	Eureka.....	Sorel.....	".....	1907	Yamaska, Que.....	106 0	23 2	6 9	104	Mrs. Mary Labrecque, Pierreville, Que.
90,708	Euretta King.....	St. Catharines.....	Scow—Clid.....	1887	Welland, Ont.....	110 9	23 2	6 6	130	Allan J. Holloway, Toronto, Ont.
80,672	Eva.....	Montreal.....	Barge—Clid.....	1881	Yamaska, Que.....	106 0	22 6	7 0	154	Canadian Forwarding & Export Co., Ltd. Montreal, Que.

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97,036	Eva.....	Yarmouth.....	Schr—Glt.....	1891	Tusket, N.S.....	35	4	11	9	4	7	10	Gabriel Bourke, Tusket, N.S.
122,572	Eva.....	Yarmouth.....	Sloop.....	1907	Pubnico, N.S.....	33	0	13	0	6	8	12	Thomas Amiro, M.O., Pubnico, N.S.
122,461	Eva E.....	".....	".....	1906	Cape Island, N.S.....	30	0	10	6	6	0	10	Moses Femeey, Cape Island, N.S.
116,518	Eva June.....	Lunenburg.....	Schr—Glt.....	1901	Lunenburg, N.S.....	94	6	25	0	10	0	93	A. Gorkun, M.O., La Havo, N.S.
85,731	Eva L. H.....	Shelburne.....	".....	1883	Malbone Bay, N. S.....	65	2	22	0	8	2	62	Bradford P. Thorbourn, M.O., Sand Point, N.S.
121,901	Eva M.....	Barrington.....	Sloop.....	1905	Clarke's Harbour, N.S.....	30	0	11	9	6	0	11	Allen Swinn, M.O., Clarke's Harbour, N.S.
96,785	Eva M. B.....	Halifax.....	Schr—Glt.....	1890	Chezetcook, N.S.....	55	4	19	9	8	0	45	Ralph McKenzie, M.O., Jordan River, N.S.
*88,370	Eva Marie.....	Victoria.....	".....	1884	Victoria, B.C.....	108	0	18	4	6	7	77	Victor Jacobsen, Victoria, B.C.
116,313	Eva May.....	Arlivat.....	".....	1903	St. Peter's, N.S.....	37	5	11	6	5	0	11	Thomas Bondrot and James LeBlanc, J.O. Petit de Grat, N.S.
490,432	Eva May.....	Charlottetown.....	".....	1901	Summerside, P.E.I.....	76	7	21	3	9	0	69	H. W. Longworth, Charlottetown, P.E.I.
90,644	Eva Mc.....	Yarmouth.....	".....	1885	Argyle, N.S.....	44	6	14	5	5	5	19	Thos. E. Nickerson, Pubnico, N.S.
83,136	Eva Stewart.....	Parrsboro'.....	".....	1881	Briggewater, N.S.....	82	6	21	2	9	3	98	E. Moore, Parrsboro', N. S.
100,705	Evadne.....	Pictou, N. S.....	".....	1900	River John, N.S.....	129	2	34	0	12	1	361	Charles Archibald, Halifax, N.S.
117,048	Evangeline.....	Barrington.....	Sloop.....	1905	Clarke's Harbour, N.S.....	30	0	11	8	6	7	11	Foster Crowell, Clarke's Harbour, N.S.
92,417	Evangeline.....	Chatham, N.B.....	Schr—Glt.....	1880	Tracadie, N.B.....	33	8	11	4	5	0	11	Wm. Fruing & Co., Ltd., Jersey.
100,995	Evangeline.....	".....	".....	1892	Caraquet, N.B.....	36	0	12	3	4	4	10	Fenton Carroll, Chatham, N.B.
122,658	Evangeline.....	Chatham, N.B.....	".....	1907	New Bandon, N.B.....	33	8	11	5	10	2	10	Vilas Frigault, New Bandon, N.B.
92,561	Evangeline.....	Halifax.....	".....	1885	Chezetcook, N.S.....	42	5	15	8	6	3	23	John A. Neville, Halifax, N.S.
116,675	Evangeline.....	St. Andrews.....	Sloop.....	1903	Shelburne, N.S.....	37	0	13	3	5	6	15	Arthur Green, Grand Manan, N.B.
122,115	Evangeline.....	Sydney.....	Sloop.....	1906	Ingonish, N.S.....	33	6	11	9	5	3	10	John G. Hines, M.O., Ingonish, N.S.
112,281	Eveline.....	Digby.....	Schr—Glt.....	1902	Meteghan, N.S.....	40	0	13	7	7	0	22	Cesare Robichaud, Meteghan, N.S.
103,964	Eveline.....	Yarmouth.....	".....	1895	Morris Island, N.S.....	32	4	10	8	4	4	8	T. Mondison, Yarmouth, N.S.
103,794	Evelyn.....	Charlottetown.....	".....	1899	Shelburne, N.S.....	107	0	26	5	10	6	167	J. C. Crosby, St. John's, Nfld.
.....	Evelyn.....	Kingston.....	".....	1897	Storrington, Ont.....	90	1	22	2	5	7	97	Wm. Myles, Kingston, Ont.
116,520	Evelyn.....	Lunenburg.....	".....	1905	Lunenburg, N.S.....	48	0	13	8	6	0	18	Daniel Deal, et al., Rose Bay, N.S.

† Formerly "Howard L." Foreign name "L. H. Nickerson."

* Formerly "Rainbow" and steamer "Teaser."

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66,987	Evelyn	St. John, N. B.	Schr—Glt	1874	Salmon Bay, N.B.	72 8	24 4	6 8	70	John Henry Potter, Canning, N.S.
*86,540	Everett G. Griggs.	Victoria	Bktn—Bkgl.	1883	Belfast, Ireland.	308 2	42 9	25 1	2551	The Everett G. Griggs Ship Company, Ltd., Victoria, B.C.
91,855	Evolution	Parrsboro'	Schr—Glt	1889	Spencer's Island, N.S.	107 0	28 3	10 5	173	Cyrus L. Baird, Kenville, N.S.
111,945	Ewen No. 2	New Westminster.	Barge—Chd	1898	New Westminster, B.C.	70 0	24 0	5 5	92	A. Ewen, New Westminster, B.C.
111,944	Ewen No. 4	New Westminster.	"	1900	New Westminster, B. C.	60 0	18 0	4 3	46	"
122,627	Excavator	Chatham, N.B.	Dredge—Draque	1908	Chatham, N.B.	38 0	13 0	3 0	13	eter England, Chatham, N.B.
100,248	Excelsior	Halifax	Schr—Glt	1894	Spry Bay, N.S.	38 5	12 2	5 8	14	Mrs. M. W. Andrews, Isaac's Har- bour, N.S.
16,846	Excelsior	Owen Sound	Dredge—Draque	1906	Welland, Ont.	100 0	36 0	9 3	372	The Owen Sound Dredge & Construc- tion Co., Ltd., Owen Sound, Ont.
37,521	Exchange	Liverpool	"	1889	Old Sabrook, Me., U.S.A.	70 0	22 0	8 5	86	J. Slamwhite, Malbone Bay, N.S.
80,803	Exenia	Windsor, N.S.	Schr—Glt	1880	Cornwallis, N. S.	43 0	15 5	6 2	18	Wm. Sparks, et al., Grand Manan, N.B.
100,172	Exephire	Montreal	Sloop	1890	Pierreville, Que.	86 8	22 0	6 0	79	F. Lamontagne, St. Louis de Bonse- cours, Que.
125,966	Exilda	Parrsboro.	Schr—Glt	1908	Port Grenville, N.S.	144 9	34 0	11 4	349	J. Newton Pugsley, M.O., Parrsboro, N.S.
94,678	Extenuate	Halifax	"	1879	Malbone Bay, N.S.	31 0	11 1	5 0	10	Alex. Tough, Harrietsfield, N.S.

*Formerly "Lord Wolseley" and foreign name "Columbia."

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121,714	F. No. 1.	Vancouver.....	Scow—Chd.....	1904 Nanaimo, B.C.....	75 0	27 0	7 0	86	John D. Foreman, Vancouver, B.C.
111,496	F. B.	Quebec.....	Schr—Glt.....	1899 Tadoussac, Que.....	46 4	15 5	5 6	21	Joseph E. Cloutier, Chicoutimi, Que.
107,433	F. B. & Co. No. 1.	New Westminster.....	Barge—Chd.....	1900 New Westminster, B.C.....	70 0	26 0	4 5	82	Wm. H. Dauphine, New Westminster, B.C.
103,198	F. P. Wade	Halifax.....	Schr—Glt.....	1895 Liverpool, N.S.....	89 0	24 3	9 1	96	Arthur Crooks, M.O., Liscomb, N.S.
100,632	F. C. No. 1.	Victoria.....	Scow—Chd.....	1891 Nanaimo, B.C.....	60 0	20 0	4 9	49	J. D. Foreman, Vancouver, B.C.
190,818	F. H. Burton.	Kingston.....	Schr—Glt.....	1853 Dundas, Ont.....	103 0	20 5	9 0	137	John Hart, <i>et al.</i> , Picton, Ont.
80,898	F. J. Boswell.	Ottawa.....	Barge—Chd.....	1880 Hull, Que.....	110 0	22 8	7 2	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
83,424	F. Richard.	Weymouth.....	Schr—Glt.....	1883 Meteghan, N.S.....	81 5	23 0	8 2	94	Thomas German, <i>et al.</i> , Meteghan, N.S.
111,397	F. W. Piekels	Quebec.....	"	1902 Bridgetown, N.S.....	146 0	33 0	12 5	386	Joseph G. P. Murphy, Lunenburg, Que.
116,708	F. W. Thompson.	Quebec.....	"	1904 Leclercville, Que.....	94 8	23 2	7 8	119	David Tousignant, Leclercville, Que.
90,614	F. & E. Givan	Moncton.....	"	1886 Cambridge, N.B.....	78 1	27 0	7 9	99	F. W. Givan, Moncton, N.B.
111,543	F. & R. No. 1.	Vancouver.....	Barge—Chd.....	1899 New Westminster, B.C.....	77 1	28 2	6 7	86	George H. French, Vancouver, B.C.
111,823	F. & R. No. 2	Vancouver.....	"	1897 Vancouver, B.C.....	68 5	21 9	6 0	80	Albert T. Ingram, Vancouver, B.C.
116,786	F. & R. No. 3.	Vancouver.....	"	1904 Vancouver, B.C.....	74 5	30 0	7 0	131	G. H. French and C. E. Robertson, J.O., Vancouver, B.C.
*72,377	Fabiola.	Picton, Ont.	Schr—Glt.....	1832 Oakville, Ont..... 1876 Portsmouth, Ont.....	95 0	22 3	9 0	131	James Swift, Kingston, Ont.
66,058	Fabiola.	Quebec.....	"	1872 Deschambault, Que.....	100 0	22 6	9 6	147	Thomas Frenette, Portneuf, Que.
*100,852	Fabiola.	Quebec.....	"	1893 Anse St. Jean, Que.....	70 2	21 9	8 5	81	J. Simard, M.O., St. Siméon, Que.
77,776	Fairline.	Goderich.....	"	1880 Kincardine, Ont.....	46 0	12 0	5 0	17	Jas. Johns, Southampton, Ont.
100,535	Fairplay	Yarmouth.....	"	1893 Clare, N.S.....	33 9	11 8	4 4	11	Louko Holmes, jr., Halifax, N.S.
104,217	Fairy Queen.	Halifax.....	"	1891 Sanbro, N.S.....	35 6	11 5	5 9	11	G. H. Nickerson, Sanbro, N.S.
74,329	Fairy Queen.	Yarmouth.....	"	1877 Cape St. Mary, N.S.....	38 0	12 6	6 0	13	W. E. Coggins, Westport, N.S.
103,001	Falcon	Chatham, N.B.	"	1889 Shippigan, N.B.....	33 0	12 6	4 4	10	T. Abier, Shippigan, N.B.
122,304	Falcon.	Lunenburg.....	"	1907 La Have, N.S.....	79 2	23 2	9 2	85	Edman B. Walters, M.O., La Have, N.S.
122,310	Falcon.	Lunenburg.....	Sloop	1907 Tanook, N.S.....	30 4	8 0	3 2	4	Keth Hudson, Cowes, Isle of Wight, G.B.
88,276	Falcon.	St. Andrews.....	Schr—Glt.....	1881 Eastport, Me., U.S.A.....	39 0	13 0	5 7	12	Judson Stanley, Grand Manan, N.B.

† Formerly "Great Western." * Formerly "Royal Oak." † Formerly a steamer.

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107,908	Falcon	St. Andrews	Sloop	1890	St. John, N.B.	24 0	10 2	5 0	8	Mrs. Eveleen Ingalls, Grand Manan, N.B.
103,120	Falmouth	"	"	1880	Campo Bello, N.B.	30 0	11 4	6 0	10	W. Dalzelle, st., Grand Manan, N.B.
74,116	Fama	Halifax	Schr—Glt	1877	Sheet Harbour, N.S.	54 0	18 4	7 3	44	J. B. Girrort, West Arichat, N.S.
103,077	Fame	Chatham, N.B.	"	1891	Shippigan, N.B.	34 7	12 0	4 8	10	W. S. Loggie Co., Ltd., Chatham, N.B.
.....	Fane	Montreal	Barge—Chd	1897	Montreal, Que	92 1	18 8	6 8	105	P. Laplante, Lachine, Que.
103,105	Fannie	"	Sloop	1894	Yamaska, Que	133 4	28 6	18 8	305	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
83,399	Fannie R. C.	Halifax	"	1882	Mahone Bay, N.S.	42 0	15 5	6 5	22	Thos. Roberts, Cap Ozo, Que.
88,462	Fannie S.	Arichat	Schr—Glt	1892	River Bourgeois, N.S.	49 4	17 0	6 7	28	Daniel Sampson, River Bourgeois, N.S.
131,900	Fannie W. Freeman	Shelburne	"	1884	Gloucester, Mass., U.S.A.	87 0	22 7	8 4	79	Frederick T. B. Young, Caraquet, N.B.
75,608	Fanny	Digby	"	1874	Capo Cove, N.S.	34 8	11 6	4 5	7	E. Payson, et al., Digby, N.S.
100,872	Fanny	St. John, N.B.	"	1893	Perry's Point, N.B.	78 5	27 3	7 0	91	S. C. Cameron, et al., St. John, N.B.
61,910	Fanny Ellis	Liverpool	"	1870	Liverpool, N.S.	52 0	19 0	6 6	36	P. Farrell, Liverpool, N.S.
103,493	Fanny McLean	Lunenburg	"	1881	La Have, N.S.	33 8	12 4	4 7	9	D. Hume, East Chester, N.S.
121,883	Fanny Rose	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	36 0	12 4	7 0	15	Charles E. Pothier, M.O., Tusket, Wedge, N.S.

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77,763 Fanny Young.....	Port Hawkesbury.....	Schr—Glt.....	1880 Shelburne, N.S.....	80 0	22 5	9 1	85 W. T. Eastman and B. Buffett, North Sydney, N.S.
80,489 Farad.....	Montreal.....	Sloop.....	1881 St. Thomas de Pierre-ville, Que.	95 0	23 0	6 3	92 Joseph Lazotte, Sorel, Que.
100,467 Faucon.....	Quebec.....	".....	1889 Quebec, Que.....	44 8	14 2	4 6	18 P. M. Duchêne, Quebec, Que.
97,093 Fauna.....	Windsor, N.S.....	Schr—Glt.....	1890 Chester Basin, N.S.....	92 0	25 6	10 4	120 W. A. Reid, <i>et al.</i> , Gabarus, N.S.
107,054 Favorite.....	Barrington.....	".....	1900 Barrington, N.S.....	58 0	18 1	6 6	28 Paul E. Crowell, Barrington, N.S.
".....	Montreal.....	Bargo—Chd.....	1873 St. Aimé, Que.....	118 1	23 0	7 2	169 G. Fraser and Hugh McKinnon, Dundee, Que.
61,302 Favourite.....	Victoria.....	Schr—Glt.....	1868 Sooke, B.C.....	71 5	22 0	8 5	80 Victoria Sealing Co., Ltd., Victoria, B. C.
75,614 Fawn.....	Digby.....	".....	1877 Shelburne, N.S.....	43 6	15 7	6 2	17 James E. Ogilvie, Parrsboro' N.S.
122,095 Felton C.....	Yarmouth.....	Sloop.....	1906 Cape Island, N. S.....	36 0	13 0	7 0	16 Russell B. Wyman, Yarmouth, N.S.
122,621 Fillera.....	Chatham, N.B.....	Schr—Glt.....	1908 Lanauque, N.B.....	37 3	12 8	6 3	18 James P. Chiasson, Lanauque, N.B.
107,902 Fin Back.....	St. Andrews.....	Sloop.....	1898 St. John, N.B.....	40 0	15 0	6 0	24 Frank Ingersoll, Grand Manan, N.B.
121,874 Finetie May.....	Yarmouth.....	".....	1906 Yarmouth, N.S.....	33 0	11 3	6 0	12 Judson A. Crocker, Yarmouth, N.S.
116,882 Fiona.....	Arichat.....	Schr—Glt.....	1903 Port Felix, N. S.....	35 0	10 6	6 2	10 Martin Pelrine, Larry's River, N. S.
92,607 First Trial.....	Sydney.....	".....	1889 Ingonish, N.S.....	31 6	11 7	5 9	9 J. C. Baker, North Sydney, N.S.
211,804 Fish Hawk.....	Yarmouth.....	Sloop.....	1904 Cape Island, N.S.....	31 0	11 0	6 0	10 G. A. Swin, M. O., Clarke's Harbour, N.S.
100,298 Fisher.....	Chatham, N.B.....	Schr—Glt.....	1891 Shippigan, N.B.....	35 4	11 6	5 0	12 Andre D. Chiasson, Lanauque, N.B.
".....	Montreal.....	Bargo—Chd.....	1873 Pierreville, Que.....	90 8	23 5	5 8	86 M. Lesperance, St. Anne, Que.
66,749 Flash.....	Halifax.....	Schr—Glt.....	1875 Liverpool, N.S.....	47 0	16 0	6 7	24 J. H. Lane, Owl's Head, N.S.
80,065 Flash.....	St. John, N.B.....	".....	1881 Indian town, N.B.....	76 4	26 0	7 6	94 Amos Tower, St. John, N.B.
61,445 Flavie.....	Chatham, N.B.....	".....	1874 Shippigan, N.B.....	36 5	12 2	4 5	13 Pierre Noce, Shippigan, N.B.
92,511 Fleet Wing.....	St. Andrews.....	".....	1887 Westport, N.S.....	29 0	11 3	5 0	11 Addison Mathews, St. George, N.B.
126,109 Fleetly.....	Lunenburg.....	".....	1908 Bridgewater, N.S.....	108 5	29 0	10 6	174 Stannage Creaser, M.O., La Havo, N.S.
111,468 Fleetwing.....	Chatham, N.B.....	".....	1901 Shippigan, N.B.....	38 8	12 6	5 4	14 Wm. Fruing & Co., Ltd., Jersey.
88,227 Fleetwing.....	Halifax.....	".....	1884 Chetzetcook, N.S.....	47 5	18 2	7 8	32 Angus Reddy, Boylston, N.S.
107,665 Fleetwing.....	Quebec.....	".....	1898 Seven Islands, Que.....	59 2	18 2	6 2	42 Elie Imbeault, St. Irenée, Que.

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85,476	Fleetwing	Shelburne	Schr—Glt	{ 1877 1897	Jordan River, N.S. ...	38 6	13 2	5 6	15	Wm. McMillan, Lockeport, N.S.
90,776	Fleetwing	Windsor, Ont.	"	1863	Wilson, N.Y., U.S.A. ...	108 0	24 6	7 9	162	Joseph Cochrane, Port Colborne, Ont.
116,967	Fleur de Lis	St. Andrews	"	1879	Glover, Mass., U.S.A.	36 2	13 2	5 6	16	J. Willard Smith, St. John, N.B.
77,585	Fleur de Marie	Montreal	Sloop	1878	Lauriat, Que.	99 5	23 0	7 0	113	E. Hayneman, Lanoraie, Que.
00,868	Fleur de Marie	Quebec	Schr—Glt	1893	St. Siméon, Que. ...	61 4	20 2	6 4	49	Maurice Degagné, Les Éboulements, Que.
122,146	Flirt	Yarmouth	Sloop	1906	Tusket Wedge, N.S. ...	36 0	13 0	6 6	16	Stare Boudreau, Tusket Wedge, N.S.
103,743	Flo F. Mader	Lunenburg	Schr—Glt	1896	Mahone Bay, N.S.	91 7	25 0	10 4	100	Charles U. Mader, Mahone Bay, N.S.
85,644	Flora	Halifax	"	1883	"	58 0	18 9	7 2	42	Freeman Houtlier, M.O. Indian Harbour, N.S.
90,654	Flora	Liverpool	"	1886	Pubnico, N.S.	75 4	21 6	8 0	64	James N. Wile, Port Medway, N.S.
83,367	Flora	Quebec	"	1886	Portneuf, Que.	76 1	29 2	6 3	65	J. B. Dussault, Portneuf, Que.
107,906	Flora	St. Andrews	Sloop	1896	West Isles, N.B.	50 0	12 2	6 2	14	Grant L. Dakin, Grand Manan, N.B.
122,046	Flora	"	Schr—Glt	1896	Essex, Mass., U.S.A. ...	55 0	17 2	6 5	34	Grosvenor P. Newton, Grand Manan, N.B.
111,552	Flora B	"	Sloop	1894	Grand Manan, N.B. ...	32 0	12 4	5 0	13	Nelson Ingersoll, Grand Manan, N.B.
83,098	Flora Bell	Port Hawkesbury ..	Schr—Glt	1884	Mabon, N.S.	50 5	19 2	7 1	39	Gabriel White, Margaree, N.S.

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71,167	Flora Carveth	Whitby	Sehr—Glt	1873 Mill Point, Ont.	115 0	23 5	8 9	190	John McLellan, M.O., Bowmanville, Ont.
117,163	Flora M	Windsor, N.S.	"	1906 Hantsport, N.S.	97 0	27 0	9 5	152	Thomas A. Marsters, Hantsport, N.S.
116,290	Flora M.J.	Halifax	"	1904 Mahone Bay, N.S.	75 6	22 8	8 7	78	James Julien, M.O., Grand Desert, N.S.
94,834	Flora Wester	St. Andrews	"	1873 Wiscasset, Me., U.S.A.	40 4	13 0	5 7	22	Henry Burnham, Grand Manan, N.B.
116,306	Florence	Charlottetown	"	1905 Rusticoville, P.E.I.	81 3	24 0	8 0	74	J. Gallant, Rusticoville, P.E.I.
122,086	Florence	Charlottetown	"	1907 Murray Harbour, P.E.I.	34 0	11 6	5 6	14	Lot Graham and Benjamin Penny, Murray Harbour South, P.E.I.
96,774	Florence	Port Hawkesbury	"	1894 Cheticamp, N.S.	33 0	11 4	5 1	11	Thos. Power, Cheticamp, N.S.
103,104	Florence	Montreal	Sloop	1894 St. Thomas, Que.	108 0	23 0	7 8	153	Joseph Simoneau, Pierreville, Que.
116,968	Florence	St. Andrews	"	1894 Bristol, Me., U.S.A.	36 2	14 2	7 2	18	J. F. Eldridge, Beaver Harbour, N.B.
80,001	Florence	St. John, N.B.	Sehr—Glt	1879 Chance Harbour, N.B.	37 8	14 4	6 0	15	John Kirby, Chipman's Brook, N.S.
	Florence	Windsor, Ont.	Scow—Clad	1862 Belle River, Ont.	60 0	15 6	3 4	32	H. Campeau, Belle River, Ont.
80,829	Florence B.	Ariclat	Sehr—Glt	1880 New Dublin, N.S.	52 4	17 9	7 2	32	Charles Boudrot, River Bourgeois, Que.
122,004	Florence B.	Lunenburg	"	1906 La Have, N.S.	60 8	17 8	7 9	46	Atlantic Fish Companies, Ltd., M.O., Lunenburg, N.S.
116,531	Florence B. W.	Lunenburg	"	1905 Mahone Bay, N.S.	46 2	15 6	7 0	24	S. W. Westlaver, M.O., Fox Point, N.S.
121,877	Florence C.	Yarmouth	Sloop	1906 Pinkney's Point, N.S.	35 6	12 0	7 0	15	Joseph A. Surette, Pinkney's Point, N.S.
46,907	Florence C. Lawrence	Port Hawkesbury	Sehr—Glt	1864 Margaree, N.S.	71 6	21 6	9 1	70	William Buckle, Margaree, N.S.
117,063	Florence D.	Ariclat	"	1905 Port Felix, N.S.	36 0	12 0	5 8	11	Wm. Digdon, White Head, N.S.
122,032	Florence E. Melanson	Weymouth	"	1908 Gilbert's Cove, N.S.	88 0	25 6	8 6	99	Capt. Dennis J. Melanson, Gilbert's Cove, N.S.
100,259	Florence G.	Halifax	"	1891 Sambro, N.S.	36 6	12 5	5 4	15	Caleb Gray, Sambro, N.S.
112,282	Florence H.	Digby	"	1902 Maitland, N.S.	40 0	13 0	5 6	20	J. A. Moore, Westport, N.S.
100,383	Florence L.	Sydney	"	1894 Little Bras d'Or, N.S.	34 8	12 5	5 1	10	Peter LeBlanc, Little Bras d'Or, N.S.
80,870	Florence M.	Amherst, N.S.	"	1906 Wallace, N.S.	76 7	21 9	8 0	76	Robert McInnis, Wallace, N.S.
112,380	Florence M.	Ariclat	"	1903 L'Ardoise, N.S.	49 5	15 4	6 5	25	Duncan H. McKay, Glace Bay, N.S.
116,348	Florence M.	Ariclat	"	1903 Petite de Grat, N.S.	39 4	11 2	6 4	16	Wm. J. Martell, Petite de Grat, N.S.
92,638	Florence M.	Quebec	"	1888 Lunenburg, N.S.	74 8	23 0	8 5	83	J. Trepanier, Port au Persil, Que.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built— Construit en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
122,106	Florence M	Yarmouth	Sloop	1905	Barrington, N.S.	30 0	11 0	6 6	10	John E. Nickerson, Cape Island, N.S.
91,771	Florence M. Smith ..	Victoria	Schr—Glt	1888	Lunenburg, N.S.	82 5	24 0	9 1	99	Victoria Sealing Co., Ltd., Victoria, B.C.
107,993	Florence May.	Canso	Sloop	1899	Queensport, N.S.	37 0	11 4	6 0	11	Wentworth G. Matthews, Canso, N.S.
122,249	Florence May.	St. Andrews	Schr—Glt	1901	Eastport, Me., U.S.A.	36 5	14 8	7 2	14	Geo. E. Fansworth, Tiverton, N.S.
100,522	Florence R. Hewson ..	Annapolis Royal	"	1893	Parrsboro', N.S.	133 9	31 3	12 0	289	A. D. Mills, Annapolis Royal, N.S.
88,357	Foresta	Halifax	"	1884	Parrsboro', N.S.	65 0	21 0	7 9	57	Thos. Gosbee, Murray Harbour, P.E.I.
85,459	Florida	Quebec	"	1877	Bic, Que	37 0	13 5	4 3	13	Wm. Michaud, Isle Verte, Que.
85,754	Florida	"	"	1882	Betchonan, Labrador	48 0	17 5	6 4	26	Geo. Tanguay, Quebec, Que.
111,611	Florida	"	"	1901	Murray Bay, Que.	56 4	18 1	6 6	40	Achille Gagnon, Murray Bay, Que.
103,351	Florida	"	"	1894	Natashquan, Que.	46 6	16 6	6 0	27	Nap. Blais, Esquimaux Point, Que.
103,902	Floyburg ..	Victoria	"	1893	Seattle, Wash., U.S.A.	34 8	11 3	4 8	12	Rasmus Hansen, Victoria, B.C.
83,255	Floyd	Barrington	"	1883	Granville, N.S.	43 2	15 8	5 8	20	John Arsenau, Little Bras d'Or, N.S.
61,405	Fly	Chatham N. B.	"	1866 (1894)	Shippigan, N.B. Tracadie "	36 1	12 1	4 8	11	A. McLaughlin, Tracadie, N.B.
116,273	Fly	Halifax	"	1903	Jeddore, N.S.	37 6	11 8	5 2	10	John Faulkner, Jeddore, N.S.

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90,645 Fly.....	Vernonh.....	Schr—Glt.....	1885 Tusket, N.S.....	44 7	11 2	5 1	16 Robt. Nickerson, Wood's Harbour, N.S.
122,575 Fly.....	Barrington.....	Sloop.....	1906 Wood's Harbour, N.S.....	32 4	11 2	6 0	10 Jesse C. Obed, Blanche, N.S.
112,375 Flying Cloud.....	Arichat.....	Schr—Glt.....	1902 Guysboro', N.S.....	42 0	10 7	6 9	13 Wm. Whitman, Guysboro', N.S.
112,165 Flying Cloud.....	Chatham, N.B.....	".....	1903 Shippigan, N.B.....	37 8	13 2	5 2	13 John F. Robichaud, Shippigan, N.B.
61,903 Flying Cloud.....	Liverpool.....	".....	1870 Liverpool, N.S.....	47 0	17 7	6 2	20 J. Brooks, Ketch Harbour, N.S.
41,823 Flying Cloud.....	St. John, N.B.....	".....	1858 Rexton, N.B.....	68 3	21 7	5 4	78 Samuel J. Holder, Holderville, N.B.
112,151 Flying Foam.....	Chatham, N.B.....	".....	1902 Caraquet, N.B.....	40 0	13 0	5 8	18 The C. Robin, Collas Co., Ltd., Halifax, N.S.
100,782 Flying Foam.....	".....	".....	1892 ".....	38 4	12 8	4 8	12 Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
103,317 Flying Star.....	Port Hawkesbury.....	".....	1895 Cheticamp, N.S.....	32 5	10 8	5 5	11 Polite Deveaux, Eastern Harbour, N.S.
88,672 Flying Yankee.....	St. John, N.B.....	".....	1884 Newcastle, N.B.....	54 8	19 6	5 7	35 E. M. Young, <i>et al.</i> , White's Cove, N.B.
103,833 Frederic Area.....	Quebec.....	".....	1896 Les Ecoreuils, Que.....	66 3	20 7	5 8	46 C. Dussault, Les Ecoreuils, Que.
122,354 Ford River.....	Kingston.....	".....	1879 Milwaukee, U.S.A.....	143 0	29 0	10 0	210 Henry W. Richardson, Kingston, Ont.
57,131 Forest Flower.....	Vernonh.....	".....	1868 Pubnico, N.S.....	53 5	18 0	7 0	26 J. H. Goodwin, Pubnico, N.S.
55,531 Forest Queen.....	Halifax.....	".....	1867 Tracadie, N.B.....	67 4	21 8	9 0	75 P. D. Landry, St. Mary's, Kent Co., N.B.
85,393 Fornosa.....	Magdalen Islands.....	".....	1884 House Harbour, Magdalen Islands, Que.....	57 2	18 8	8 1	43 F. H. Delaney, House Harbour, Magdalen Islands, Que.
107,350 Forrester.....	Shelburne.....	".....	1901 Pubnico, N.S.....	45 0	14 6	6 7	23 Charles Mosher, <i>et al.</i> , Lower LaHave, N.S.
117,039 Fortuna.....	Canso.....	".....	1907 Tancook, N.S.....	43 0	11 9	5 7	14 John H. Cousins, Jr., Canso, N.S.
116,479 Fortuna.....	Chatham, N.B.....	".....	1903 Pt. Misonette, N.B.....	31 0	10 2	4 5	10 Prosper Bondeau, Point Misonette, N.B.
107,602 Foster Rice.....	Annapolis Royal.....	".....	1899 Weymouth, N.S.....	107 0	28 0	10 3	179 Frank W. Pickels, M.O., Annapolis Royal, N.S.
111,407 Four Brothers.....	Chatham, N.B.....	".....	1901 Caraquet, N.B.....	39 0	13 0	5 0	13 Annie Albert, Caraquet, N.B.
116,676 Frau.....	St. Andrews.....	Sloop.....	1896 West Isles, N.B.....	39 0	13 0	6 0	17 Orville Wilcox, Grand Manan, N.B.
107,190 France & Russie.....	Charlotte-town.....	Schr—Glt.....	".....	43 3	15 6	6 0	27 John R. Moore, Pictou, N.S.
122,285 Frances.....	Shelburne.....	".....	1907 Shelburne, N.S.....	96 5	20 5	8 6	68 William R. Longmire, <i>et al.</i> , Bridge town, N.S.
83,449 Frances.....	Victoria.....	Sloop.....	1864 Compeville, Wash., U.S.A.....	32 0	10 6	4 0	8 Wm. T. Cotesford, Victoria, B.C.
111,891 Frances.....	Weymouth.....	Schr—Glt.....	1903 Weymouth Bridge, N.S.....	120 0	29 3	11 2	259 Thomas C. Rice, M.O., Weymouth Bridge, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built—Construct en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
94,821	Frances A. Rice....	Weymouth.....	Schr—Glt.....	1889	Weymouth, N.S.....	87 5	24 8	9 0	122	John A. Stuart, Church Point, N.S.
100,691	Frances E. Willard.	Pictou, N.S.....	".....	1893	Murray Harbour, P.E.I.	46 8	15 4	6 3	23	L. H. Herring, New Glasgow, N.S.
122,247	Frances L.....	St. Andrews.....	Sloop.....	1906	White Head, N.B.....	29 0	11 0	4 5	10	Spencer Cheney, White Head, N.B.
111,401	Frances Willard...	Lunenburg.....	Schr—Glt.....	1900	Chester Basin, N.S.....	90 0	24 5	9 8	85	Henry McFatridge, Bay St. George, Nfld.
121,872	Francis A.....	Yarmouth.....	".....	1906	Shelburne, N.S.....	84 0	22 5	9 3	93	The Yarmouth Trading Co., Ltd., Yarmouth, N.S.
116,308	Francis D. Cook ..	Charlottetown.....	".....	1905	Murray River, P.E.I....	55 4	19 3	7 6	47	Ruben Galtoun, M.O., Murray Har- bour, P.E.I.
103,612	François Xavier...	Quebec.....	Sloop.....	1894	St. Joachim, Que.....	61 0	18 2	4 8	33	F. X. Neron, St. Joachim, Que.
107,187	Frank.....	Charlottetown.....	Schr—Glt.....	1897	Tignish, P.E.I.....	47 6	16 3	6 3	30	Roderick D. Campbell, Glace Bay, N.S.
122,081	Frank.....	".....	".....	1906	Souris, P.E.I.....	34 8	10 7	5 0	10	Joseph M. Chevere, M.O., Souris, P.E.I.
88,549	Frank.....	Halifax.....	".....	1884	Lockeport, N.S.....	37 0	13 0	5 4	12	David M. Pettis, Parrisboro', N.S.
85,291	Frank.....	Montreal.....	Barge—Chd.....	1881	Sorel, Que.....	106 8	17 5	6 1	94	John Minden, Sorel, Que.
92,671	Frank.....	Pictou, N.S.....	Sloop.....	1887	Wallace, N.S.....	41 7	13 7	5 2	17	Francis K. Grant, Wallace, N.S.
55,886	Frank Newton.....	Sydney.....	".....	1867	Shelburne, N.S.....	60 4	19 3	6 4	40	A. F. Cameron, Sherbrooke, N.S.
59,990	Frank Russell.....	Toronto.....	Barge—Chd.....	1871	Quebec, Que.....	142 5	26 0	11 0	283	Jas. Playfair and W. A. Clark, jr., J. O., Collingwood, Ont.

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126,002	Frankie King	Charlottetown	Schr—Glt	1908 Minnegash, P.E.I.	54 4	14 0	5 6	27	Patrick Kennedy, M.O., Palmer Road, Lot 1, P.E.I.
117,045	Ed C.	Barrington	Sloop	1905 Clarke's Harbour, N.S.	33 8	11 8	6 2	12	M. E. Nickerson, <i>et al.</i> , Clarke's Harbour, N.S.
100,894	Fred & Norman	Weymouth	Schr—Glt	1896 Belliveau's Cove, N.S.	50 5	17 4	7 1	32	Boarham Cheney, <i>et al.</i> , Whitehead, N.B.
121,907	Freda N. Nickerson	Barrington	Sloop	1906 Clarke's Harbour, N.S.	31 0	12 2	6 0	12	N. B. Nickerson, Cape Island, N.S.
100,315	Freddie A.	Yarmouth	Schr—Glt	1889 Barrington, N.S.	33 0	11 5	5 1	10	Prince W. Nickerson, Cape Island, N.S.
103,116	Freddie A. Higgins	Charlottetown	"	1882 Kennabunk, Me., U.S.A.	80 6	24 2	6 2	78	Watson Fyfe and Daniel Sutherland, Stanley Bridge, P.E.I.
107,915	Freddie L.	St. Andrews	Sloop	1895 Quaco, N.B.	32 2	11 7	7 5	15	Charles E. Leighton, Grand Manan, N.B.
121,697	Freddie M.	Yarmouth	"	1904 Cape Island, N.S.	31 0	11 5	6 0	10	N. Crowell, Cape Island, N.S.
103,719	Freddie M.	Yarmouth	Schr—Glt	1890 Belliveau's Cove, N.S.	28 5	12 0	5 0	10	G. A. Brush, Yarmouth, N.S.
71,333	Freddie M. Reynolds	Barrington	"	1875 Clyde, N.S.	54 6	18 9	7 9	35	Geo. W. McKay, Clifton, P.E.I.
121,793	Fredena	Yarmouth	Sloop	1904 Cape Island, N.S.	32 0	11 0	6 0	10	S. Hopkins, Cape Island, N.S.
97,046	Fredona	Liverpool	Schr—Glt	1890 East Berlin, N.S.	35 0	12 0	5 1	12	J. W. Remby, <i>et al.</i> , West Dublin, N.S.
111,746	Fredonia	Lunenburg	"	1902 Mahone Bay, N.S.	86 8	23 9	9 8	92	R. A. Watson, East Orange, N.J., U.S.A.
97,146	Free Trade	St. Andrews	Sloop	1885 West Isles, N.B.	30 0	12 3	6 0	10	Wm. Benson, Grand Manan, N.B.
122,006	Freedom	Lunenburg	Schr—Glt	1906 Liverpool, N.S.	112 9	28 6	10 9	197	David Ritecy, <i>et al.</i> , Riverport, N.S.
77,903	Freeman Colgate	St. Andrews	"	1876 South Bristol, Me., U.S.A.	52 0	16 0	6 2	26	S. Hicks, <i>et al.</i> , Westport, N.S.
122,612	Freepoint	Ottawa	Barge—Gld	1875 Clayton, N.Y., U.S.A.	145 0	26 4	9 8	276	James Buckley, Prescott, Ont.
85,903	Friendship	St. John, N.B.	Schr—Glt	1882 St. Martin's, N.B.	70 8	25 0	6 6	66	A. A. Wilbur, Harvey, N.J.
73,000	Friendship	Toronto	"	1876 Bronté, Ont.	60 0	12 0	4 3	24	Mrs. Margaret Warden, Bronté, Ont.
103,101	Frontenac	Montreal	Sloop	1894 St. Thomas, Que.	135 8	28 1	11 9	331	J. E. Muir, Montreal, Que.
117,135	Fusiana	Yarmouth	"	1905 Cape Island, N.S.	33 0	11 9	6 0	12	H. T. Hines, Argyle, N.S.
90,540	G. D.	Montreal	Sloop	1885 Yamaska, Que.	91 2	21 7	7 4	108	H. Goyet, Lanoraie, Que.
*97,096	G. T. D.	Quebec	Schr—Glt	1890 Bridgewater, N.S.	123 0	30 0	12 2	285	John L., George D., and Allison C. Davie, J.O., Lewis, Que.

†Foreign name "Black Diamond." * Formerly "Tyree."

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107,927	G. & K. No. 1.....	New Westminster...	Barge—Chd.....	1900	Ladner, B.C.....	50 0	16 0	4 5	33	D. B. Grant, M. O., Ladner, B.C.
121,785	G. A. Grier.....	Ottawa.....	Barge—Chd.....	1906	Hull, Que.....	121 8	24 1	8 1	196	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
122,644	G. C. Edwards..	Ottawa.....	".....	1908	Hull, Que.....	119 7	24 1	8 0	191	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,555	G. C. Kelley.....	Yarmouth.....	Schr—Glt.....	1885	Shelburne, N.S.....	81 0	23 9	9 3	99	Wm. Leblanc, Arichat, N.S.
85,382	G. H. Marryatt....	Halifax.....	".....	1883	Mahone Bay, N.S.....	42 2	16 0	6 6	24	J. O'Toole, Louisburg, N.S.
100,311	G. H. Perry.....	Yarmouth.....	".....	1891	Meteghan, N.S.....	81 0	27 0	8 0	99	Aldreada McDonough, St. Martins, N.B.
122,015	G. H. Warrington..	Ottawa.....	".....	1872	Vernillion, O., U.S.A..	178 4	31 6	22 5	502	Edward A., Wm. W. and Franklin E. Hall, Ottawa, Ont., J. G.
116,902	G. M. Cochrane..	Yarmouth.....	".....	1905	Port Greville, N.S.....	113 2	30 0	10 6	220	The Helen Shipping Co., Ltd., Yar- mouth, N.S.
75,667	G. M. Dutcher.....	Digby.....	".....	1878	Digby, N.S.....	55 6	17 8	6 0	32	E. Burnham, et al., Digby, N.S.
122,282	G. M. Stephens....	Shelburne.....	Sloop.....	1906	Shelburne, N.S.....	35 6	11 5	6 4	12	Herbert R. Swim, M.O., Lakeport, N.S.
85,503	G. P. Taylor.....	Yarmouth.....	Schr—Glt.....	1882	Carleton, N.B.....	41 0	14 0	5 0	13	Wm. A. Killam, Yarmouth, N.S.
22,488	G. Bluteau.....	Quebec.....	Sloop.....	1907	La Petite Rivière St. François Xavier, Que.	63 6	19 6	5 2	39	Grégoire Bluteau, La Petite Rivière St. François Xavier, Que.
85,607	G. Walter Scott....	St. John, N.B....	Schr—Glt.....	1883	Cambridge, N.B.....	75 6	25 5	6 8	75	C. A. Morrison, et al., Parrsboro N.S.
116,207	Gabriel A.....	Yarmouth.....	Sloop.....	1903	Conceat's Hill, N.S.....	39 0	13 4	8 0	17	J. A. Kenney, Yarmouth N.S.

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116,713	Gabriel de St. Nicholas.	Quebec.	Sloop.....	1903	Portneuf, Que.	15 6	15 0	5 0	21	Leandro Bouchard, Portneuf, Que.
100,778	Gambetta.....	Chatham, N.B.	Schr—Glt.....	1891	Caraquet, N.B.	36 0	12 8	5 4	13	W. S. Loggie Co., Ltd., Chatham, N.B.
100,501	Gannam.....	Victoria.	Barge—Chd.....	1890	Victoria, B.C.	74 0	23 4	4 8	60	The Victoria Lumber & Manufacturing Co., Ltd., Victoria, B.C.
122,622	Gander.....	Chatham, N.B.	Schr—Glt.....	1908	Bay du Vin, N.B.	32 9	10 0	1 9	10	Harold Williston, Bay du Vin, N.B.
100,993	Garfield.....	Chatham, N.B.	".....	1893	Shippigan, N.B.	31 6	11 4	4 6	10	P. Rive, Caraquet, N.B.
94,861	Garfield White.....	Parrsboro'.....	".....	1890	Apple River, N.S.	80 8	26 8	7 1	99	Geo. E. Bentley, Port Grevilla, N.S.
80,693	Garnet.....	Montreal.....	Barge—Chd.....	1882	Montreal, Que.	109 2	22 7	7 0	154	Dickson Anderson, Montreal, Que.
103,065	Garnet.....	Yarmouth.....	Sloop.....	1895	Yarmouth, N.S.	18 7	17 1	5 9	27	E. K. Snow, Port La Tour, N.S.
112,349	Gaspé.....	Liverpool.....	Bktn—Bkglt.....	1903	Liverpool, N.S.	126 0	29 8	11 9	219	William H. McPherson, et al., Port Daniel, Que.
116,525	Gatherer.....	Lamenburg.....	Schr—Glt.....	1905	Lamenburg, N.S.	41 4	13 4	6 2	15	I. Berringer, M.O., Lunenburg, N.S.
122,286	Gay Gordon (the).....	Shelburne.....	".....	1907	Shelburne, N.S.	163 0	25 2	10 5	119	John Harvey, St. John's, Nfld.
103,014	Gaza.....	Parrsboro'.....	".....	1894	Port Greville, N.S.	78 0	23 1	6 2	71	Stuart Hatfield, Port Greville, N.S.
100,919	Gazelle.....	Chatham, N.B.	".....	1892	Caraquet, N.B.	37 2	13 0	5 0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.
111,464	Gazelle.....	".....	".....	1901	".....	38 5	13 0	5 3	13	The C. Robin, Collas Co., Ltd., Halifax, N.S.
100,954	Gazelle.....	".....	".....	1890	".....	36 8	12 2	4 6	10	W. S. Loggie Co., Ltd., Chatham, N.B.
83,296	Gazelle.....	Digby.....	".....	1883	Granville, N.S.	45 8	15 5	6 3	20	R. B. Harris, et al., Kentville, N.S.
59,379	Gazelle.....	St. Andrews.....	".....	1869	Pembroke, Me., U.S.A.	57 0	18 5	8 0	47	V. Copp and I. Dixon, Harvey, N.B.
75,890	Gazelle.....	Weymouth.....	".....	1878	Clare, N.S.	85 5	24 4	8 0	97	C. T. Warner, Plympton, N.S.
97,129	Gédron.....	Quebec.....	Barge—Chd.....	1891	St. Thomas de Pierreville, Que.	107 2	22 8	7 5	141	W. Bibean, St. Thomas de Pierreville, Que.
96,733	Gem.....	Chatham, N.B.	Schr—Glt.....	1890	Tracadie, N.B.	35 1	11 7	5 0	12	Wm. Fruing & Co., Ltd., Jersey.
100,908	Gem.....	".....	".....	1888	Caraquet, N.B.	35 0	12 2	4 5	11	C. Robin, Collas & Co. Ltd., Jersey.
111,774	Gem.....	Victoria.....	".....	1898	Metlakatla, B.C.	45 0	14 6	4 6	15	Luks Mark, Massett, B.C.
103,339	General.....	Montreal.....	".....	1895	Pierreville, Que.	104 0	23 0	6 8	116	Achille Lavigne, St. Paul L'Ermitte, Que.
126,182	General Laurie.....	Shelburne.....	".....	1908	Allendale, N.S.	112 6	29 2	10 5	198	William MacMillan, Lockport, N.S.
88,668	General Middleton.....	Chatham, N.B.	".....	1885	Bay du Vin, N.B.	68 5	21 5	8 4	67	James Godin, Petit Rocher, N.B.

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90,436	Genesta	Barrington	Schr—Glt	1891	Bear Point, N.S.	50 5	18 3	7 3	32	J. H. Walker, Walkerville, N.S.
83,318	Genesta	Charlottetown	"	1885	East Port Medway, N.S.	54 5	17 9	7 0	29	W. D. Bragg, Channel, Nfld.
103,766	Genesta	Chatham, N.B.	"	1896	Caraquet, N.B.	34 9	12 0	5 0	12	Philias Lagere, Caraquet, N.B.
90,711	Genesta	Halifax	"	1885	Malbone Bay, N.S.	58 9	19 0	7 2	41	Augustus Vincent, Bay St. George, Nfld.
92,673	Genesta	Pictou, N.S.	"	1887	Murray Harbour, P.E.I.	42 3	15 5	6 3	22	Angus Nicholson, North Sydney, C.B.
121,885	Genesta	Yarmouth	Sloop	1906	Pubnico, N.S.	35 0	11 5	6 6	13	William M. D'Entremont, M.O., Pubnico, N.S.
88,347	Genova	Victoria	Schr—Glt	1884	Lamenburg, N.S.	86 4	24 6	9 3	92	Victoria Sealing Co., Ltd., Victoria, B.C.
100,818	Genova Edel	Barrington	"	1894	Lockeport, N.S.	54 7	17 2	7 6	29	Martin Meagher, Canoe, N.S.
111,876	Genova May	Yarmouth	"	1902	Pubnico, N.S.	71 5	21 0	8 0	72	Leander Amiro, Pubnico, N.S.
117,041	Genevive	Barrington	Sloop	1903	Slag Harbour, N.S.	32 5	12 0	6 0	11	C. A. Goreham, M.O., Wood's Harbour, N.S.
103,618	Genser	Quebec	Schr—Glt	1894	Château Richer, Que.	56 2	19 4	7 0	44	Eloi and Jos. Desbriens, St. Siméon, Que.
83,321	George	Ottawa	Barge—Chd	1881	Ottawa, Ont	109 6	22 2	7 9	152	Alphonse Laplante, Lachine, Que.
116,209	George	Yarmouth	Schr—Glt	1903	Pubnico, N.S.	41 0	14 7	7 0	23	Actine Amiro, West Pubnico, N.S.
100,185	George B. Naylor	Montreal	Barge—Chd	1889	Richelieu Bridge, Que.	68 5	17 3	5 2	49	Benjamin V. Naylor, Noyan, Que.

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77,819	George Pow	Port Rowan	Schr—Glt	1875	Long Point, Ont	42 0	13 0	4 6	15	Wm. McCulla, Port Credit, Ont.
92,292	George H. Morse	Ottawa	Barge—Chd	1886	Ottawa, Ont	112 0	22 6	7 0	162	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
72,073	George H. Weeks	Arichat	Sloop	1875	Maine, U.S.A.	42 4	14 9	4 8	17	E. Brownell, Baie Verte, N.B.
75,728	George Killam	Digby	Schr—Glt	1878	Meteghan, N.S.	53 3	17 7	6 9	30	Sydney L. Justason, Pennfield, N.B.
122,007	George L.	Yarmouth	"	1906	Salmon River, N.S.	34 0	12 2	6 0	13	John J. LeBlanc, M.O., Salmon River, N.S.
83,437	George M. Warner	Weymouth	"	1887	Plympton, N.S.	80 4	23 5	8 8	94	Joseph H. Potter, M.O., Plympton, N.S.
50,989	George Manly	Toronto	Barge—Chd	1871	Quebec, Que.	142 5	26 0	11 0	284	W. A. Clark, jr., et al., Collingwood, Ont.
116,246	George Penman	Sault Ste. Marie	"	.....	.....	90 0	19 8	6 6	83	James Purvis, Gore Bay, Ont.
107,233	George T. Davie	Montreal	"	1898	St. Joseph de Lévis, Que.	177 5	33 0	12 5	680	Montreal Transportation Co., Ltd., Montreal, Que.
* 77,918	Geo. W. Lee	Port Hope	Schr—Glt	1876	Oak Orchard, U.S.A.	32 0	11 2	4 0	8	A. Covell, Brighton, Ont.
112,004	Georgina Loop	Annapolis Royal	"	1906	Granville Ferry, N.S.	159 0	35 3	12 0	424	Frank W. Pickels, M.O., Annapolis Royal, N.S.
100,874	Georgie E.	Weymouth	"	1893	Cambridge, N.B.	81 0	27 5	6 7	95	Daniel N. Messenger, Barton, N.S.
117,113	Georgian H.	Vancouver	Barge—Chd	1905	Vancouver, B.C.	187 0	39 0	9 8	649	McKenzie Bros., Ltd., Vancouver, B.C.
92,546	Georgiana	Montreal	"	1886	Valleyfield, Que.	83 6	19 9	4 9	46	O. Sicotte, Valleyfield, Que.
75,687	Georgiana	Quebec	Schr—Glt	1878	St. Irénée, Que.	45 0	14 0	5 9	22	Amable Bouchard, La Petite Rivière, St. François Xavier, Que.
100,454	Georgiana	"	"	1892	Crane Island, Que.	61 8	29 0	6 6	48	Joseph Hovington, Grandes Berger- onnes, Que.
94,835	Georgie Linwood	Digby	"	1871	Bristol, Me., U.S.A.	47 3	15 7	5 7	25	Hubert Johnson, et al., Granville, N.S.
122,092	Georgie M. Smith	Yarmouth	Sloop	1906	Clyde, N.S.	34 0	11 6	7 0	13	Thomas E. Smith, Yarmouth, N.S.
116,723	Georgie Pearl	St. John, N.B.	Schr—Glt	1904	Cambridge, N.B.	85 8	27 8	8 0	118	W. F. Currie, M.O., Cambridge, N.B.
116,980	Georgina	Chatham, N.B.	"	1905	Shippegan, N.B.	38 6	13 4	5 1	15	G. L. Dugue, Shippegan, N.B.
122,063	Germaine	Montreal	Sloop	1906	Ste. Enclie, Que.	89 3	24 0	7 5	87	Sincennes McNaughton, Line, Ltd., Montreal, Que.
121,941	Germania	Sorel	"	1906	Yanaska, Que.	104 7	22 8	7 2	110	Olivier Mayrand, Three Rivers, Que.
.....	Germany	Montreal	Barge—Chd	1870	Lanoraie, Que.	92 1	22 0	6 7	97	T. Poloquin, St. Roch, Que.
100,736	Gertie	Windsor, N.S.	Schr—Glt	1893	Walton, N.S.	63 6	29 0	6 6	45	Wm. Ogilvie, Hantsport, N.S.
107,997	Gertie Bell	Canso	"	1900	Country Harbour, N.S.	37 0	13 2	6 1	15	Arch. Cook, Country Harbour N.S.

* Formerly "Alice & Mary."

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80,996	Gertie Belle	Guysboro'	Schr—Glt	1885	Country Harbour, N.S.	40 8	15 8	6 0	15	C. H. Blackadar, Halifax, N.S.
100,537	Gertie H.	Digby	"	1894	Tiverton, N.S.	54 0	17 3	6 3	32	James Paterson, St. John, N.B.
100,447	Gertie Lewis.....	Causo	"	1868	Booth's Bay, Me., U.S.A.	76 3	22 6	7 5	71	J. J. Sangster, Guysboro', N.S.
107,330	Gertie M. Starr	Halifax	"	1901	Owl's Head, N.S.	44 0	14 0	5 7	16	Peter Roberts, Pictou, N.S.
122,142	Gertrude	Yarmouth	Sloop	1905	Barrington, N.S.	30 0	10 6	6 0	10	George M. Forbes, Wood's Harbour, N.S.
103,282	Gilknockie	Chatham, N.B.	"	1890	Caraquet, N.B.	32 8	12 3	4 8	11	Mrs. Sarah Young and F.T.B. Young, J.O., Caraquet, N.B.
107,431	Gilley No. 1	New Westminster ..	Barge—Clad	1900	New Westminster, B.C.	72 0	24 0	6 0	104	James R. Gilley, M.O., New Westminster, B.C.
111,595	Gilley No. 2	"	"	1901	"	85 0	26 0	7 0	124	"
117,157	Gilley No. 3	"	"	Vancouver, B.C.	72 6	26 0	6 0	110	James R. and Walter R. Gilley, J.O. New Westminster, B.C.
117,156	Gilley No. 4	"	"	1905	New Westminster, B.C.	68 0	25 0	5 8	99	James R. and Walter R. Gilley, J.O. New Westminster, B.C.
103,086	Gipsy	Chatham, N.B.	Schr—Glt	1894	Caraquet, N.B.	42 8	13 7	6 0	20	W. S. Loggie Co., Ltd., Chatham, N.B.
111,848	Gipsy	"	"	1902	"	39 0	13 0	5 9	15	Wm. Frung & Co., Ltd., Jersey.
92,329	Gipsy	Parrsboro'	"	1887	Waterside, N.B.	52 3	16 9	5 9	33	L. H. Jenks, West Bay, Parrsboro', N.S.
72,332	Glad Tidings	St. John, N.B.	"	1878	Greenwich, N.B.	76 0	26 4	6 7	75	Josiah Christopher, Hopewell, N.B.

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100,989	Gladiator.	Chatham, N.B.	Schr—Glt	1888	Caraquet, N.B.	36 0	12 3	4 6	11 P. Rivo, Caraquet, N.B.
112,138	Gladiator.	Shelburne	"	1903	Shelburne N.S.	36 0	11 6	6 0	11 Horatio N. Easlow, <i>et al.</i> , Shelburne, N.S.
100,964	Gladstone	Chatham, N.B.	"	1888	Caraquet, N.B.	31 3	11 6	4 6	10 P. Rivo, Caraquet, N.B.
116,827	Gladys	Barrington.	Sloop	1905	Charke's Harbour, N.S.	31 6	11 9	5 7	12 E. L. Goodwin, Cape Island, N.S.
122,468	Gladys.	Yarmouth	"	1906	Slag Harbour, N.S.	30 0	11 0	6 0	11 Charles M. Wickens, Slag Harbour, N.S.
121,851	Gladys B. Smith	Lunenburg.	Schr—Glt	1905	LaHave, N.S.	93 4	25 0	10 0	100 W. C. Smith, Lunenburg, N.S.
91,944	Gladys E. Whidden	Liverpool.	"	1889 1905	Shelburne, N.S. Liverpool, N.S.	104 0	28 4	11 0	197 C. E. Whidden, Antigonish, N.S.
111,132	Gladys Elena	Halifax.	"	1902	Malbone Bay, N.S.	39 7	13 2	6 0	16 Charles Twobig, Pemaunt, N.S.
121,867	Gladys F.	Lunenburg.	"	1906	La Have, N.S.	67 5	22 0	8 9	72 J. Norman Rafuse, La Have, N.S.
122,463	Gladys M.	Yarmouth	Sloop	1906	Surette's Island, N.S.	30 0	10 6	6 0	10 James C. Ross, Port La Tour, N.S.
116,537	Gladys M. Smith	Lunenburg.	Schr—Glt	1905	Malbone Bay, N.S.	55 2	16 8	6 9	30 J. Smith, M.O. East Chezzetcook, N.S.
122,574	Gladys Olia	Yarmouth	Sloop	1907	Tusket Wedge, N.S.	32 0	11 2	6 0	10 Daniel Penney, Stoney Island, N.S.
122,305	Gladys S.	Lunenburg	Schr—Glt	1906	La Have, N.S.	93 4	25 0	10 2	99 John C. Crosbie, St. John's, Nfld.
100,910	Gleaner	Chatham, N.B.	"	1893	Caraquet, N.B.	38 0	12 3	5 2	13 L. Lanteigne, Caraquet, N.B.
103,874	Gleaner.	Montreal.	Sloop	1897	Ste. Anne de Bellevue, Que.	68 6	14 0	3 5	28 A. St. Denis, Ste. Anne de Bellevue, Que.
75,679	Gleaner	Quebec.	Schr—Glt	1877	Esquimaux Point, Que.	56 7	18 0	7 3	41 Benj. Landry, Esquimaux Point, Que.
97,150	Gleaner	St. Andrews.	"	1879	West Point, N.S.	31 0	13 0	5 0	13 Mrs. Victor Cook, St. John, N.B.
111,445	Gleaner.	Ottawa.	Scow—Chd.	1898	East Bay, Que.	53 0	13 0	4 4	20 Mrs. Sarah A. Kelly, Kippewa, Que.
100,003	Glenafon.	Annapolis Royal.	Bktn—Bkgt	1890	Granville, N.S.	134 8	31 5	12 4	314 W. K. Tyson, Mobile, Ala., U.S.A.
100,114	Glenara	Parrsboro'	Schr—Glt	1891	Spencer's Island, N.S.	75 7	23 9	6 3	72 A. D. Mills, Annapolis Royal, N.S.
	Gleagarry	Montreal.	Barge—Chd	1873	Lancaster, Ont.	129 0	22 6	9 8	260 Montreal Transportation Co., Ltd., Montreal, Que.
107,916	Glenita C.	St. Andrews.	Sloop.	1898	Grand Manan, N.B.	29 3	11 6	6 4	12 Geo. E. Matthews, St. George, N.B.
111,742	Glenwood	Lunenburg.	Schr—Glt	1902	Clyde River, N.S.	100 3	21 9	9 7	99 J. E. Backman, <i>et al.</i> , Lunenburg, N.S.
96,782	Glide.	Halifax.	"	1888	Hackett's Cove, N.S.	33 6	13 5	5 0	10 Sydney H. Garrison, Peggy's Cove, N.S.
80,831	Glide.	Lunenburg	"	1879	East Port Medway, N.S.	39 3	14 3	5 6	16 F. A. Smith, Cape Sable Island, N.S.

† Formerly "Congo."

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90,754	Glide.....	St. John, N.B.....	Schr—Glt.....	1886	Waterborough, N.B.....	76 5	26 3	6 8	80	M. H. Tufts, St. John, N.B.
100,108	Glooscap.....	Parrishoro'.....	Ship—3 m.....	1891	Spencer's Island, N.S.....	238 1	42 9	23 9	1721	George D. Spicer, <i>et al.</i> , Spencer's Island, N.S.
106,920	Gloria.....	Sydney.....	Cutter.....	1898	Southampton, Eng.....	57 0	12 4	7 0	21	James Ross, Montreal, Que.
117,137	Glorianna.....	Yarmouth.....	Sloop.....	1904	Tusket Wedge, N.S.....	34 0	11 0	6 0	10	A. Boudreau, M.O., Tusket Wedge, N.S.
103,752	Glyndon.....	Lunenburg.....	Schr—Glt.....	1897	LaHave, N.S.....	92 9	24 9	10 0	99	Wm. C. Smith, M.O., Lunenburg, N.S.
107,840	Gog.....	Victoria.....	Barge—Chd.....	1901	Victoria, B.C.....	95 5	30 3	6 8	132	Pacific Towing & Lightering Co., Ltd., Victoria, B.C.
61,573	Gold Finder.....	St. John, N.B.....	Schr—Glt.....	1871 1886	Westfield, N.B.....	72 2	25 3	7 2	69	S. W. Boyd, Penfield, N.B.
107,775	Gold Seeker.....	Chatham, N.B.....	Schr—Glt.....	1900	Caranquet, N.B.....	36 4	12 8	5 5	13	The C. Robin Collas & Co., Ltd., Halifax, N.S.
92,580	Golden Bow.....	Quebec.....	".....	1891	Anticosti, Que.....	71 2	20 0	8 7	61	Manicouagan & English Bay Export Co., Quebec, Que.
107,870	Golden Crown No. 1.....	Dawson.....	Dredge—drague.....	1902	White Horse, Y.T.....	85 0	25 0	5 0	114	William Ogilvie, White Horse, Y.T.
.....	Golden Harbor.....	Windsor, Ont.....	Scow—Chd.....	1873	Belle River, Ont.....	68 6	17 7	4 6	42	A. Onelette, Belle River, Ont.
100,270	Golden Light.....	Windsor, N.S.....	Schr—Glt.....	1892	Blomidon, N.S.....	45 5	16 0	5 9	24	Sir F. W. Borden, Canning, N.S.
116,507	Golden Rod.....	Lunenburg.....	".....	1904	LaHave, N.S.....	69 8	22 2	8 6	76	Adnah Burns, M.O., LaHave, N.S.
190,271	Golden Rod.....	Windsor, N.S.....	Pktn—Pkglt.....	1892	Kingsport, N.S.....	169 0	36 0	13 2	533	Wm. McBride, <i>et al.</i> , Kentville, N.S.

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107,432 (Golden Rule	Barrington	Schr—Glt	1862 Kennelbank, Me., U.S.A.	62 0	18 2	6 7	49 Wm. H. Swim, <i>et al.</i> , Barrington, N.S.
107,062 (Golden Rule	St. John, N.B.	"	1897 Canning, N.S.	62 0	23 0	6 3	55 Wm. Dewey, Sackville, N.B.
91,963 (Golden Seal	Halifax	"	1889 Pleasantville, N.S.	50 0	18 0	7 0	32 Ernest Cormier, Antlerst, M.I., Que.
122,316 (Goldie Belle	Lumenburg	"	1908 Mahone Bay, N.S.	88 2	21 2	9 2	79 Abraham Ernst, M.O., Mahone Bay, N.S.
107,472 (Goldie G.	Digby	"	1899 Young's Cove, N.S.	44 5	12 6	5 2	15 Watson Guest, <i>et al.</i> , Young's Cove, N.S.
83,026 (Gondola	Wallaceburg	Barge—Chd	1881 Wallaceburg, Ont.	102 1	23 8	6 0	91 E. Houston, Dresden, Ont.
122,491 (Good Intent	Chatham, N.B.	Schr—Glt	1907 Maisonneuve, N.B.	32 0	12 0	4 6	10 James W. Nixon, New Bandon, N.B.
96,850 (Good News	Toronto	"	1894 Sand Beach, U.S.A.	42 0	13 0	4 5	18 John West, Toronto, Ont.
*103,877 (Grace	Montreal	Scow—Chd	1894 Toledo, Ohio, U.S.A.	91 6	26 7	5 4	106 The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
103,541 (Grace D.	Halifax	Schr—Glt	1890 Penant, N.S.	34 2	10 6	4 8	10 J. Maryat, Penant, N.S.
112,131 (Grace D. Day	Shelburne	"	1902 Sable River, N.S.	57 4	18 5	7 0	39 John S. Hackett, English Harbour, East, Nfld.
111,747 (Grace Darling	Lumenburg	"	1902 Mahone Bay, N.S.	96 8	25 0	10 5	100 Warden Dauphine, <i>et al.</i> , St. Margaret's Bay, N.S.
122,003 (Grace Darling	"	"	1906 Mahone Bay, N.S.	66 6	20 6	8 0	64 Augustus Lantz, M.O., Mahone Bay, N.S.
111,674 (Grace Darling	Parrsboro'	"	1901 Lower Selmah, N.S.	82 7	25 7	8 4	97 Josiah Soley, Economy, N.S.
116,680 (Grace Darling	St. Andrews	Sloop	1904 Shelburne, N.S.	38 0	13 0	5 2	12 Jackson L. Gupfill, Grand Maivan, N.B.
107,910 (Grace & Ethel	"	"	1899 St. John, N.B.	31 0	13 0	5 5	16 Robert Ingersoll, Grand Maivan, N.B.
107,534 (Grace C.	St. John, N.B.	"	1898 Milledgeville, N.B.	24 7	7 3	2 3	3 B. J. Holt, St. John, N.B.
116,731 (Grand Desert	Halifax	Schr—Glt	1904 Grand Desert, N.S.	71 0	21 6	8 3	65 Martin Julien, M.O., Grand Desert, N.S.
88,220 (Grande	"	"	1883 Mahone Bay, N.S.	37 5	12 9	6 0	14 Alexander Fongere, Halifax, N.S.
101,296 (Grande	Sydney	"	1873 Portsmouth, U.S.A.	197 2	38 5	23 8	1362 The Dominion Coal Co., Ltd., Montreal, Que.
107,741 (Granger	Pictou, Ont.	"	1899 Stella, Ont.	50 9	14 1	14 5	21 Geo. Cadotte, Wolf Island, Ont.
92,668 (Grant	Ottawa	Barge—Chd	1887 Hull, Que.	112 0	23 0	7 6	146 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
73,641 (Granham	St. Catharines	Schr—Glt	1873 Port Robinson, Ont.	140 0	23 7	11 7	325 Ira A. Breck, Garden Island, Ont.
112,157 (Grasshopper	Chatham, N.B.	"	1902 Caraquet, N.B.	42 0	14 0	5 9	16 Philip Rive, Caraquet, N.B.
122,490 (Grattan	Quebec	Barge—Chd	1907 St. Irénee, Que.	121 6	32 0	7 7	250 The Kaine & Bird Transportation Co., Ltd., Quebec, Que.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Rig. — Gréement.	Built—Construct en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
116,883	Grayling	Arlchat	Schr—Glt	1904	Port Mulgrave, N.S.	41 0	14 0	6 6	25	George Herridge, North Sydney, N.S.
90,746	Grayling	Sydney	"	1885	Rothesay, N.B.	41 6	16 0	4 9	21	Angus McLeod, Sydney, N.S.
100,992	Great Mogul	Chatham, N.B.	"	1888	Caraquet, N.B.	34 0	13 0	4 4	11	P. Rive, Caraquet, N.B.
107,996	Green Linnet	Canso	"	1886 1892	Tancook, N.S.	37 0	12 0	6 0	12	John D. Ryan, Canso, N.S.
107,435	Greenlack	St. Andrews	"	1899	Meteghan, N.S.	38 0	14 7	8 0	22	Charles E. King, Grand Manan, N.B.
115,683	Greenwood	Shelburne	"	1901	Shelburne, N.S.	70 0	21 5	8 9	71	Edward P. Greenwood, North East Harbour, N.S.
96,702	Greenville	Ottawa	Barge—Clad	1889	Greenville, Que.	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
107,972	Greta	Dorchester	Schr—Glt	1899	Dorchester, N.B.	103 0	28 3	8 7	146	Chas. Powell, Dalhousie, N.B.
116,738	Gretta	Halifax	"	1904	Clam Harbour, N.S.	38 5	13 7	5 6	14	Alton Russell, Clam Harbour, N.S.
92,508	Grey Eagle	St. Andrews	"	"	Booth Bay, Me., U.S.A.	32 6	11 9	7 0	13	B. Dick, St. George, N.B.
111,411	Grilse	Pictou, N.S.	"	1900	Lumenburg, N.S.	63 0	18 6	7 5	38	Wm. Laughlin, Flat Island, Placentia Bay, Nfld.
72,719	Grimsbay	St. Catharines	"	1874	St. Catharines, Ont.	137 3	26 2	11 8	331	Alexander Laplante, Laclaine, Que.
92,418	Grip	Chatham, N.B.	"	1889	Tracadie, N.B.	37 3	13 2	5 0	12	Gervais Chenard, Caraquet, N.B.
66,602	Grizalda	Sydney	"	1870	Great Bras d'Or, N.S.	63 8	20 0	8 9	61	Wm. Carey, Little Bras d'Or, N.S.

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116,591	Guadram	Montreal	Sloop	1901	Dorval, Que	31 6	8 2	1 6	1	David A. Poe, Montreal, Que.
71,072	Guest	Amherstburg	Schr—Glt	1891	Tonssaint, U.S.A.	45 3	13 3	4 6	11	W. L. Carr, Kingston, Ont.
88,599	Guide	Ariclat	"	1885	Eel Brook, N.S.	59 2	18 9	6 5	38	Edward Poirier, Desceuse, N.S.
116,527	Guide	Lomburg	"	1905	La Have, N.S.	75 2	21 8	8 5	73	W. N. Reinhardt, M. O., La Have, N.S.
100,790	Guiding Star	Chatham, N.B.	"	1890	Carquet, N.B.	35 9	12 6	4 4	11	Mrs. Sarah Young and F. T. B. Young, J.O., Carquet, N.B.
107,743	Guinea	Charlottetown	"	1900	ape Egnout, P.E.I.	32 5	11 6	4 7	10	Boyce Harding, French River, P.E.I.
103,391	Gull	Deseronto	Sloop	1865	Orleansburg, N. Y.	52 0	15 0	5 0	25	Peter Côté, Belleville, Ont.
74,217	Gustave Adolphe	Montreal	Sloop	1875	St. Aime, Que.	93 0	23 2	6 2	90	Ignace Caron, St. Aime, Que.
121,976	Gwenol	Victoria	"	1881	Victoria, B.C.	40 0	10 8	2 6	5	James Sydney Gibb, Victoria, B.C.
121,827	Gwendol	Montreal	"	1906	Dorval, Que.	35 0	8 2	2 6	4	Hon. Mr. Justice Charles Peers Davidson and Peers Davidson, jr., J.O., Montreal, Que.
100,279	Gypsum Emperor	Windsor, N.S.	Schr—Glt	1892	Partsbore, N.S.	179 2	36 2	16 2	635	F. C. Lockhart, New York, N.Y., U.S.A.
100,731	Gypsum Empress	"	"	1892	Horton, N.S.	174 0	36 4	16 5	723	" " " "
117,064	H. No. 1.	Ottawa	Barge—Ch?	1902	Birch Lake, Que.	35 8	13 0	4 0	24	John F. Hurdman, Ottawa, Ont.
117,065	H. No. 2.	"	"	1902	"	48 0	13	4 0	28	" " " "
117,066	H. No. 3.	Ottawa	"	1902	"	48 0	13 0	4 0	28	John F. Hurdman, Ottawa, Ont.
117,067	H. No. 4.	"	"	1902	"	52 0	13 0	4 0	29	" " " "
117,068	H. No. 5.	"	"	1902	"	52 0	13 0	4 0	29	" " " "
96,862	H. B.	Prescott	"	1890	Montreal, Que.	170 7	33 8	13 0	541	Jas. Luckly, Prescott, Ont.
85,756		Quebec	Schr—Glt	1883	Esquimaux Point, Que.	63 5	21 0	8 2	57	Edouard Boudreault, Esquimaux Point, Que.
126,201	H. S. M. C.	Vancouver	Scow—Chd	1906	Vancouver, B.C.	83 0	28 9	6 8	155	The British Columbia Mills Timber & Trading Company, Vancouver, B.C.
96,756	H. A. Holder	St. John, N.B.	Schr—Glt	1889	Greenwich, N.B.	81 7	27 0	7 1	94	S. M. Rolf, et al., Port Greville, N.S.
117,049	H. C. Phillips	Barrington	Sloop	1905	Clarke's Harbour, N.S.	32 0	11 0	6 7	11	Oshorn Phillips, Clarke's Harbour, N.S.
116,399	H. F. Church	Sarnia	Barge—Chd	1875	Trenton, N. J., U. S. A.	138 3	25 0	11 2	306	John Garroch, Sarnia, Ont.

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111,418	H. H. Kitchener.....	Lanenburg.....	Schr—Glt.....	1900	La Have, N.S.....	90 2	25 0	10 0	100	John Haugh, Sr., La Have, N.S.
111,678	H. J. Logan.....	Parrsboro'.....	".....	1902	Parrsboro', N.S.....	175 3	37 3	18 9	772	D. S. Howard, Parrsboro', N.S.
90,814	H. M. Ballou.....	Port Hope.....	".....	1897	Oak Orchard, U.S.A.....	80 9	17 7	6 4	52	E. Goldring, Toronto, Ont.
72,580	H. M. Stanley.....	Midland.....	".....	1873	Port Dalhousie, Ont. ..	132 3	25 6	11 7	305	The Morden Transit Co., Ltd., Midland, Ont.
94,957	H. M. Stanley.....	St. John, N.B. . .	".....	1890	Newcastle, N.B.....	76 2	27 5	7 0	98	S. J. Bates, et al., Springfield, N.B.
80,951	H. N. Todman.....	Windsor, Ont. . .	".....	1897	Wellington, Ont.....	92 2	22 6	8 3	110	Wm. Stone Rice, Puce, Ont.
90,619	H. R. Emmerson.....	Moncton.....	".....	1890	Coverdale, N.B.....	78 5	24 8	7 7	98	John L. Peck, Hillsboro', N.B.
100,856	H. Auger.....	Quebec.....	Schr—Glt.....	1892	Les Ecureuils, Que. . .	54 6	15 6	6 6	37	Joseph N. Dussault, Les Ecureuils, Que.
66,043	H. Labranche.....	".....	Barge—Chd.....	1872	Ste. Genevieve de Batiscan, Que.	92 9	20 5	6 7	87	Z. LeBrun, St. Aimé, Que.
112,284	Haines Bros.....	Digby.....	Schr—Glt.....	1902	Meteghan, N.S.....	55 6	17 8	6 9	46	Ed. Haines, et al., Freeport, N.S.
90,730	Halicia.....	Halifax.....	Cutter.....	1887	Dartmouth, N.S.....	33 2	6 4	5 5	6	Samuel Trott, Seaton, England.
121,835	Halytan.....	St. John, N.B.....	Schr—Glt.....	1905	Cambridge, N.B.....	44 7	15 6	8 3	31	Warren A. E. Dykenan, Cambridge, N.B.
92,482	Hamburg.....	Windsor, N.S.....	Bk—Bq.....	1886	Hantsport, N.S.....	216 2	43 0	23 1	1412	The Gypsum Packet Co., Ltd., Windsor, N.S.
111,661	Hamilton.....	Montreal.....	Barge—Chd.....	1901	Hamilton, Ont.....	202 2	41 0	13 1	970	Montreal Transportation Co., Ltd., Montreal, Que.

* Formerly "Jessie H. Brock."

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116,287	Handy Andy.....	Halifax.....	Schr—Glt.....	1903	Sheet Harbour, N.S.....	37 3	12 2	6 3	15 John P. Westlaver, Sheet Harbour, N. S.
100,798	Handy No. 1.....	Victoria.....	Scow—Clad.....	1888	Tacoma, Wash., U.S.A.....	76 0	26 0	6 0	103 Sayward Mills & Timber Co., Ltd., Victoria, B. C.
74,128	Happy-Go-Lucky.....	Charlottetown.....	Schr—Glt.....	1877	Port Medway, N. S.....	56 0	19 0	7 0	36 George Allen, Montague, P. E. I.
100,845	Happy Home.....	Barrington.....	".....	1894	Cape Negro, N.S.....	36 0	11 3	4 5	10 W. H. Harris, Halifax, N.S.
111,849	Happy Home.....	Chatham, N. B.....	".....	1902	Caracquet, N.B.....	40 0	13 0	5 7	16 H. LeBouthillier, Caracquet, N.B.
116,962	Happy Home.....	St. Andrews.....	".....	1901	Pennfield, N. B.....	37 5	15 6	7 0	24 Daniel Thompson and Jno. McDowell, Pennfield, N.B.
122,311	Hardy.....	Toronto.....	Dredge—Dredge.....	1905	Toronto, Ont.....	66 0	19 3	5 0	64 Sand & Dredging, Ltd., Toronto, Ont.
100,956	Harold N.....	Chatham, N. B.....	Schr—Glt.....	1893	Shippigan, N.B.....	36 4	12 1	4 7	12 W. S. Loggie Co., Ltd., Chatham, N.B.
94,889	Harrie.....	St. Andrews.....	".....	1882	Erier Island, N.B.....	30 0	12 2	6 2	14 Abram Mathews, Campo Bello, N.B.
80,895	Harry.....	Ottawa.....	Barge—Clad.....	1879	Ottawa, Ont.....	111 1	22 0	7 4	106 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,119	Harry.....	Parrsboro'.....	Schr—Glt.....	1892	Port Greville, N.S.....	153 8	35 0	12 5	422 C. T. White, Apple River, N.S.
97,038	Harry.....	Yarmouth.....	Bktn—Bkgt.....	1891	Beaver River, N.S.....	92 4	25 0	9 9	144 J. H. McKinnon, North Sydney, N.S.
80,825	Harry B.....	Liverpool.....	Schr—Glt.....	1880 1898	Bridgewater, N.S. Liverpool, N.S.....	67 0	21 8	8 8	67 J. H. Smith, <i>et al.</i> , Brooklyn, N.S.
111,839	Harry C.....	Digby.....	".....	1902	Salmon River, N.S.....	33 0	10 0	5 7	16 Fred. J. Goggins, Westport, N.S.
107,342	Harry C. Ellis.....	Yarmouth.....	".....	1901	Puabeco, N.S.....	45 0	13 4	7 0	16 W. G. Longuire and E. J. Henderson, Annapolis Royal, N.S.
116,894	Harry M. Johnson.....	".....	Sloop.....	1904	Clarke's Harbour, N.S.....	38 4	12 0	6 0	14 Chase, H. Crowell, Clarke's Harbour, N.S.
80,391	Harry Morris.....	St. John, N. B.....	Schr—Glt.....	1882	Parrsboro', N.S.....	77 4	24 1	8 0	98 Robert Carson, St. Martin's, N.B.
116,322	Hartney W.....	Parrsboro'.....	".....	1903	Port Greville, N.S.....	123 3	32 2	11 2	271 C. C. Langill, M.O., Parrsboro', N.S.
.....	Harvest.....	Montreal.....	Barge—Clad.....	1870	Montreal, Que.....	129 4	22 3	10 5	262 J. L. B. Leclaire, Sord, Que.
103,263	Harvest Home.....	St. John, N. B.....	Schr—Glt.....	1896	Cambridge, N.B.....	64 2	13 3	5 9	53 Harry W. Porter, Chipman, N.B.
92,491	Harvest Queen.....	Windsor, N.S.....	Ship—3 m.....	1887	Cornwallis, N.S.....	257 0	45 0	24 6	1894 E. A. Forsyth, Windsor, N.S.
107,567	Harvey.....	Lindsay.....	Barge—Clad.....	1897	Bobcaygeon, Ont.....	70 0	18 6	5 0	65 Robert Kennedy, Lindsay, Ont.
107,811	Hastings.....	Peterborough.....	".....	1897	Burnett's Mills Landing, Ont.	61 0	15 5	4 5	36 Frank Burnett, Birdsall, Ont.
88,401	Hattie.....	Digby.....	Schr—Glt.....	1884	Green Cove, N.S.....	57 8	17 5	6 6	37 E. C. Powers, <i>et al.</i> , Westport, N.S.
112,129	Hattie.....	Lunenburg.....	".....	1903	Lunenburg, N.S.....	44 4	12 3	5 7	12 Arthur Jollymore, Indian Harbour, N.S.

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100,388	Hattie.....	Sydney.....	Schr—Glt.....	1894 Aspy Bay, N.S.....	54 7	17 0	5 8	27	W. J. Naus, Halifax, N.S.
100,327	Hattie.....	Yarmouth.....	".....	1892 Argyle, N.S.....	33 0	12 6	5 0	10	R. Ellenwood, Yarmouth, N.S.
83,296	Hattie A.M.....	Kingston.....	Sloop.....	1883 Cranberry Lake, Ont...	84 4	17 4	4 8	51	James Mullens, Belleville, Ont.
122,248	Hattie B.....	St. Andrews.....	".....	1903 Meteghan, N.S.....	25 0	11 0	4 6	10	Wilnot Benson, Grand Manan, N.B.
85,598	Hattie C.....	St. John, N.B.....	Schr—Glt.....	1883 Hopewell Cape, N.B.....	97 5	28 4	10 0	160	Thomas King, North Sydney, N.S.
90,647	Hattie Emeline.....	Yarmouth.....	".....	1885 Pubnico, N.S.	31 1	13 7	4 9	11	Chas. Reynolds, Port la Tour, N.S.
94,622	Hattie H.....	Ottawa.....	Barge—Chd.....	1888 Ottawa, Ont.....	108 0	23 0	6 0	134	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,190	Hattie Hutt.....	Chatham, Ont.....	Schr—Glt.....	1873 Sangateuk, Mich., U.S.A	130 0	26 0	9 0	188	Frank Grauville, Chatham, Ont.
107,437	Hattie L.....	St. Andrews.....	Sloop.....	1890 Musquash, N.B.....	29 6	12 0	5 6	12	Francis A. Cheney, Grand Manan, N.B.
111,516	Hattie Louise.....	St. John, N.B.....	".....	1898 Seal Cove, N.B.....	33 9	13 0	5 0	11	James W. Wooster, Grand Manan, N.B.
103,722	Hattie McKay.....	Parsboro'.....	Schr—Glt.....	1896 Parsboro', N.S.....	68 1	22 2	7 3	74	Jas. H. Carl, Parsboro', N.S.
122,430	Hattie Maud.....	Halifax.....	".....	1908 Tancoek, N.S.....	44 7	12 4	5 4	16	John J. Herrigan, Canso, N.S.
100,888	Hattie Muriel.....	St. John, N.B.....	".....	1894 Scotch Town, N.B.....	79 5	26 4	6 8	85	H. H. Moore, et al., Hopewell Cape N.B.
121,805	Hattie Quinlen.....	Yarmouth.....	Sloop.....	1904 Clarke's Harbour, N.S...	30 0	10 6	6 0	10	Wm. J. Quinlen, Clarke's Harbour, N.S.

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80,799	Hattie T.	Barrington.	Schr—Glt	1883 Beaver River, N.S.	42 5	11 6	5 7	16	D. O. Kendrick, <i>et al.</i> , Slag Harbour, N.S.
107,480	Hattie & Eva.	Digby.	Sloop.	1900 Freeport, N.S.	32 4	11 2	5 2	11	Milton Haines, <i>et al.</i> , Freeport, N.S.
121,797	Hattie & Nina	Yarmouth	"	1905 Shelburne, N.S.	31 0	11 6	6 0	10	A. H. Perry, North West Harbour, N.S.
112,111	Havana	Lunenburg.	Schr—Glt	1903 Bridgewater, N.S.	96 8	25 0	10 0	100	Albert V. Conrad, La Have, N.S.
111,996	Havlock.	Annapolis Royal.	"	1901 Bridgetown, N.S.	112 0	30 3	11 2	198	F. W. Pickels, <i>et al.</i> , Annapolis Royal, N.S.
83,463	Havlock	St. Andrews.	"	1822 Newark, Conn., U.S.A.	48 0	17 0	7 0	33	W. James, Campo Bello, N.B.
122,498	Hayward	Chatham, N.B.	Dredge—Dragnet	1908 Loggieville, N.B.	65 0	28 0	6 5	88	Robert Loggie, Loggieville, N.B.
122,577	Hazard	Yarmouth.	Schr—Glt	1907 Yarmouth, N.S.	65 5	20 4	7 8	63	J. G. Farquhar, M.O., Halifax, N.S.
122,139	Hazel	Yarmouth.	Sloop.	1906 Barrington, N.S.	30 0	11 0	6 0	10	David E. Watkins, Barrington, N.S.
122,683	Hazel B. Miller.	Charlottetown	Schr—Glt	1907 Charlottetown, P.E.I.	80 1	22 4	8 1	72	S. H. Roy, Elm Tree, N.B.
80,613	Hazel Doll.	Yarmouth	"	1883 Ponicio, N.S.	79 9	21 9	9 1	87	Robert Murray, <i>et al.</i> , Port Richmond, N.S.
85,554	Hazel Glen.	Annapolis Royal.	"	{ 1884 Ponicio, N.S. 1903 Granville Perry, N.S. }	81 8	22 4	8 8	89	Mrs. L. E. Anderson, <i>et al.</i> , Clarke's Harbour, N.S.
116,677	Hazel L.	St. Andrews.	Sloop.	1904 Shelburne, N.S.	37 0	13 3	5 6	15	Manford Lortimer, Grand Manan, N.B.
126,192	Hazel L. Ritecy	Lunenburg.	Schr—Glt	1908 Lunenburg, N.S.	95 3	26 0	10 5	92	Ruben Ritecy, M.O., Riverport, N.S.
117,691	Hazel Maud	Arichat	* "	1904 Liscomb, N.S.	35 0	11 3	5 6	10	J. Harding, Liscomb, N.S.
111,688	Hazelwood	Shelburne.	"	1902 Brighton, N.S.	50 1	16 7	7 2	29	Geo. C. Stevens, Freeport, N.S.
92,372	Hazelwoode	Chatham, N.B.	"	1888 Moss Glen, N.B.	93 3	26 6	7 6	99	Wm. Trenholm, East Wallace, N.S.
71,145	Heather Belle	Goderich	"	1808 Picton, Ont.	93 0	22 3	7 8	121	R. Gawley, Eastnor, Ont.
103,548	Hélie	Halifax	Sloop.	1896 Mahone Bay, N.S.	40 2	10 6	3 0	8	J. M. Allen, Halifax, N.S.
38,468	Hector.	Arichat.	Schr—Glt	1865 River Bourgeois, N.S.	59 8	17 9	7 6	35	Geo. Walker, Basin River Inhabitants, N.S.
90,735	Hector.	Port Hawkesbury.	"	1886 Basin River Inhabitants, N.S.	31 0	10 5	4 7	11	Nicholas McDonald, River Inhabitants, N.S.
* 80,699	Hector.	Montreal.	Barge—Chd.	{ 1882 } 1896 } Kingston, Ont.	170 3	35 5	11 9	539	Montreal Transportation Co., Ltd., Montreal, Que.
88,694	Hector.	St. John, N.B.	Bktr—Blight	1885 St. John, N.B.	156 6	32 6	13 0	498	Chas. McL. Troop, <i>et al.</i> , St. John, N.B.
90,859	Hector W. McG.	Port Hawkesbury.	Schr—Glt	1886 Lunenburg, N.S.	79 9	23 5	9 0	99	Walter Murray, M.O., Port Hawkesbury, N.S.
†103,876	Helen	Montreal.	Scow—Chd.	1894 Toledo, Ohio, U.S.A.	96 6	26 7	5 4	105	Montreal Sand & Gravel Co., Ltd., Montreal, Que.

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83,377	Helen	Toronto	Schr—Glt	1882	Oakville, Ont.	79 3	19 7	5 4	61	J. H. Goldring, Toronto, Ont.
122,100	Helen C.	Yarmouth	Sloop	1905	Shelburne, N.S.	30 0	10 6	6 0	10	Nehemiah Crowell, Wood's Harbour N.S.
116,442	Helen C. Morse	Lunenburg	Schr—Glt	1903	Sable River, N.S.	87 6	23 3	8 7	98	John W. Westhaver, <i>et al.</i> , Lunenburg, N.S.
122,232	Helen Davis	Barrington	Sloop	1906	Clarke's Harbour, N.S.	33 6	11 4	6 0	12	Lealess Brannen, M.O., Clarke's Har- bour, N.S.
126,185	Helen Glenn	Shelburne	"	1908	Jordan Bay, N.S.	34 0	11 7	5 7	10	Edward and Edwin Hammond, Jor- dan Bay, N.S.
103,020	Helen M.	Parrsboro'	Schr—Glt	1895	Port Greville, N.S.	64 0	21 6	7 2	62	N. M. Ogilvie, Parrsboro, N.S.
90,731	Helen M. Crosby	Port Hawkesbury	"	1865	Essex, Mass., U.S.A.	72 5	20 9	7 1	64	A. F. Caneron, Sherbrooke, N.S.
100,544	Helen Mand	Digby	"	1896	Freeport, N.S.	43 5	15 6	6 1	26	C. McDormand, Westport, N.S.
107,292	Helen Shafner	Annapolis Royal	"	1899	Bridgetown, N.S.	107 0	29 6	10 1	180	A. W. Girttor, <i>et al.</i> , Antigonish, N.S.
116,492	Helen Stewart	Lunenburg	"	1903	Lunenburg, N.S.	102 2	28 0	10 8	180	William A. Miller, Alberton, P.E.I.
116,917	Helen Vair	Liverpool	"	1906	Liverpool, N.S.	83 0	23 3	8 9	79	George A. Buffett, Grand Bank, Nfld.
122,590	Helen and Beatrice	St. Andrews	"	1907	Campobello, N.B.	37 0	18 6	6 5	29	Gordon C. Calder, Campobello, N.B.
122,280	Helen and Hilda	Shelburne	Sloop	1908	Shelburne, N.S.	41 0	13 5	6 3	16	Fred C. McLean, M.O., Port Saxon N.S.
116,874	Helena	St. Catharines	Barge—Chd	1905	Merriton, Ont.	135 3	26 2	8 0	218	J. Battle, Thorold, Ont.

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100,117	Helena M	Parrsboro'	Schr—Glt	1892	Parrsboro', N.S.	62 3	19 7	7 2	55	S. W. Woods, Parrsboro', N.S.
122,257	Helena Maud	Barrington	Sloop	1907	Clarke's Harbour, N.S.	33 0	12 0	5 6	11	Byron H. Smith, Cape Island, N.S.
72,652	Hellen	Victoria	"	1877	Victoria, B.C.	37 5	11 4	4 0	11	David Doig, Victoria, B.C.
112,009	Henrietta	Port Arthur	Dredge—Draque	1879	Duluth, Minn., U.S.A.	126 0	28 0	4 0	125	Algona Builders' Supply Co., Ltd., Port Arthur, Ont.
111,578	Henry Fitzhugh	Toronto	Barge—Chd	1866	Oswego, N.Y., U.S.A.	138 0	26 0	11 0	300	The Parry Sound Lumber Co., Ltd., Parry Sound, Ont.
83,194	Henry G. Ives	Pictou, N.S.	Schr—Glt	1886	Merigomish, N.S.	68 4	22 1	7 8	68	A. LeBlanc, Arichat, N.S.
122,114	Henry H. Dicks	Sydney	"	1906	New Harris, N.S.	70 0	20 5	8 0	65	Mrs. Agnes J. Dicks, Georgetown, P.E.I.
103,717	Henry L.	Yarmouth	"	1898	Pubnico, N.S.	33 0	12 5	5 7	10	A. C. D'Entremont, Pubnico, N.S.
122,005	Henry L. Montague	Lunenburg	"	1906	Lunenburg, N.S.	98 6	24 5	10 4	96	William C. Smith, M.O., Lunenburg, N.S.
103,311	Henry L. Phillips	Port Hawkesbury	"	1863	Booth Bay, Me., U.S.A.	74 8	21 6	7 6	78	John Arsenau, Magdalen Islands, Que.
94,856	Henry Nickerson	Parrsboro'	"	1871	Bath, Me., U.S.A.	74 7	21 4	7 7	70	J. H. LeBlanc, Poulamond, N.S.
75,902	Henry Swan	Sticksville	"	1878	Richibucto, N.B.	70 2	22 4	7 6	63	Chas. W. Ford, Sackville, N.B.
107,060	Herald	Barrington	"	1904	Barrington, N.S.	63 2	20 3	7 9	42	Paul E. Crowell, Barrington, N.S.
100,994	Hercules	Chatham, N.B.	"	1891	Shippigan, N.B.	34 6	12 8	4 6	10	P. Rive, Caraquet, N.B.
116,892	Hermes II.	Yarmouth	Sloop	1898	Booth Bay, Me., U.S.A.	51 0	14 5	6 0	14	Irvine A. Lovitt, Yarmouth, N.S.
116,494	Hero	Lunenburg	Schr—Glt	1903	La Have, N.S.	43 2	13 6	6 0	18	Jeremiah Petite, Fortune Bay, Nfld.
107,771	Heron	Chatham, N.B.	"	1899	Shippigan, N.B.	36 0	12 9	5 1	13	Wm. Fruting & Co., Ltd., Jersey.
117,179	Herschel	Windsor, Ont.	Schr—Glt	1872	Jerusalem, O., U.S.A.	121 8	27 2	9 4	237	The Peninsular Tug & Towing Co., Wiaton, Ont.
77,786	Hesperus	Halifax	"	1880	Port Medway, N.S.	43 4	13 6	6 2	17	Jas. Reyno, Herring Cove, N.S.
94,893	Hesperus	Vancouver	Sloop	1889	Vancouver, B.C.	35 5	12 3	5 5	20	H. E. Duganbury, Vancouver, B.C.
83,239	Hettie May	Annapolis Royal	Schr—Glt	1883	Granville, N.S.	41 0	14 0	5 8	15	J. C. Winchester, Granville, N.S.
121,857	Hiawatha	Lunenburg	"	1906	Lunenburg, N.S.	95 2	25 0	10 0	99	Lameck Knock, M.O., Rose Bay, N.S.
96,904	Hiawatha	Montreal	Barge—Chd	1890	Garden Island, Ont.	176 5	39 0	11 9	518	Montreal Transportation Co., Ltd., Montreal, Que.
100,347	Hibernia	Maitland	"	1902	Noel, N.S.	132 5	31 5	11 7	298	E. A. O'Brien, Noel, N.S.
*112,064	Hieronymus	Windsor, N.S.	"	1904	Horton, N.S.	156 0	35 2	12 8	417	Mrs. Minnie B. Cain, Amherst, N.S.

* Formerly "King of Avon."

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63,097	Highland Jane	Halifax	Schr—Glt	1874	Jeddore, N.S.	52 0	17 1	7 4	32	Albion Corkum, Chester, N.S.
96,870	Hilda	Montreal	Barge—Chd	1898	Toronto, Ont.	160 0	30 0	12 3	418	Montreal Transportation Co., Ltd., Montreal, Que.
122,069	Hilda	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	36 0	13 0	7 0	17	James A. Boudreau, M.O., Tusket Wedge, N.S.
122,239	Hilda Brannen	Barrington	"	1908	Port Clyde, N.S.	29 2	12 0	4 9	10	William N. Brannen, M.O., Wood Harbour, N.S.
122,244	Hilda E.	St. Andrews ..	"	1906	Grand Manan, N.B.	28 4	11 6	6 0	12	Joseph Moorehouse, Grand Manan, N.B.
121,993	Hilda M. Backman	Lambertburg	Schr—Glt	1906	LaHave, N.S.	80 6	23 8	8 8	81	James G. Backman, M.O., Rose Bay, N.S.
116,740	Hilda M. Horton	Halifax	"	1904	Beckerton, N.S.	49 4	15 5	7 3	29	James McDonald, M.O., Harrigan Cove, N.S.
100,161	Hilda Maude	Port Hawkesbury ..	"	1891	La Have, N.S.	54 7	18 6	7 6	46	John Malcolm, <i>et al.</i> , Port Malcolm, N.S.
103,708	Hillside	Yarmouth	Bktn—Bkgt	1897	Grangemouth, G.B.	158 0	33 1	13 1	439	Joseph G. P. Murphy, Lauzon, Que.
122,141	Hillside	Yarmouth	Sloop	1905	Wood's Harbour, N.S.	30 0	11 0	6 6	10	Shirley L. Nickerson, M.O., Wood's Harbour, N.S.
73,942	Hiram	Ottawa	"	1876	Ottawa, Ont.	104 5	22 2	7 0	134	R. M. Easton, Merrickville, Ont.
53,991	Hiram Benson	Toronto	Barge—Chd	1871	Quebec, Que.	140 5	26 0	11 0	275	Jas. Playfair and W. A. Clark, jr., J.O., Collingwood, Ont.
103,765	Hirondelle	Chatham, N.B.	Schr—Glt	1894	Caracquet, N.B.	32 6	12 0	4 8	11	T. Ahier, Shippigan, N.B.
.....	Hirondelle	Montreal	Barge—Chd	1873	St. Amé, Que.	86 5	20 0	5 0	59	Mich. Laramie, St. Louis, Que.

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74,253	Hirondelle.....	Quebec.....	Schr—Glt.....	1876	Mille Vaches, Que.....	17 8	16 8	6 6	32	Joseph Gagné, jr., Malbaie, Charlevoix Co., Que.
112,109	Hispaniola.....	Lunenburg.....	".....	1903	Lunenburg, N.S.....	90 4	24 3	9 3	91	Patrick Farrell, St. Laurence, Nfld.
121,717	Hokushimaru.....	Vancouver.....	".....	1901	Steveston, B.C.....	31 5	13 0	3 8	15	Shimetsu Yoshihara, Vancouver, B.C.
107,586	Homer.....	Lindsay.....	Barge—Chd.....	1898	Labergeon, Ont.....	47 6	12 9	4 0	25	Robert Kennedy, Lindsay, Ont.
66,006	Hon. Hector Langevin.....	Quebec.....	Schr—Glt.....	1872	St. Jean, Island of Orleans, Que.....	80 5	22 0	9 2	90	Wm. Frung & Co., Ltd., Jersey.
59,868	Humble, David Price.....	".....	".....	1868	Quebec, Que.....	69 0	20 2	8 9	63	Horace Demeule, Isle aux Coudres, Que.
103,984	Honorable Mercier.....	".....	".....	1897	".....	80 0	24 6	7 4	84	D. Perron and J. Bouchard, Grande Baie, Chicoutimi, Que.
116,933	Hootalinqua.....	Victoria.....	Barge—Chd.....	1899	Bennett Lake, B.C.....	68 7	25 1	4 6	67	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
92,409	Hope.....	Chatham, N.B.....	Schr—Glt.....	1888	Tracadie, N.B.....	40 8	14 8	5 5	18	J. Alexander, St. Aubin's, Jersey.
100,903	Hope.....	".....	".....	1895	Carquet, N.B.....	36 7	12 5	5 0	12	Mrs. Sarah Young and F.T.B. Young, J.O., Carquet, N.B.
103,939	Hope.....	".....	".....	1896	Pokenouche, N.B.....	34 0	12 0	5 0	11	Chas. Real, Shippegan, N.B.
69,172	Hope.....	Halifax.....	".....	1873	Lunenburg, N.S.....	52 5	16 5	6 8	31	James Redmond, North Sydney, N.S.
.....	Hope.....	Hamilton.....	Scow—Chd.....	1866	Port Nelson, Ont.....	54 0	12 0	4 9	25	Edward Adamson, Toronto, Ont.
61,425	Hope.....	Pasphebiac.....	Schr—Glt.....	1872	Shippigan, N.B.....	36 5	11 8	4 2	13	C. Robin Collas & Co., Ltd., Pasphebiac, Que.
97,057	Horace B.....	Liverpool.....	".....	1892	Port Le Bear, N.S.....	38 0	13 6	5 8	14	G. H. Hiltz, Lockeport, N.S.
112,051	Hornet.....	Windsor, N.S.....	".....	1903	Blomidon, N.S.....	52 8	17 8	5 2	26	Willard Coffin, Canimig, N.S.
100,906	Hotspur.....	Chatham, N.B.....	".....	1891	Carquet, N.B.....	37 0	12 7	4 6	10	P. Rive, Carquet, N.B.
100,800	Hovington.....	Quebec.....	".....	1891	Les Escoumains, Que.....	38 4	14 4	4 6	17	T. Caron, Les Escoumains, Que.
96,822	Howard.....	Lunenburg.....	".....	1889	Chester Basin, N.S.....	87 0	24 6	8 8	93	Galt Murray, Port Richmond, N.S.
103,264	Howard D. Troop.....	St. John, N.B.....	".....	1896	Liverpool, N.S.....	85 0	22 0	8 7	69	Wm. Quinn, et al., St. John, N.B.
122,001	Howard Young.....	Lunenburg.....	".....	1906	Lunenburg, N.S.....	75 2	22 4	8 6	75	James Young, M.O., Lunenburg, N.S.
103,448	Hoyer.....	Ottawa.....	Barge—Chd.....	1889	Buckingham, Que.....	71 0	17 6	5 0	32	Geo. Bothwell, Buckingham, Que.
103,543	Humbag.....	Halifax.....	Sloop.....	1896	Dartmouth, N.S.....	23 5	6 4	3 6	3	J. D. Ritchie, Halifax, N.S.
107,934	Hume No. 1.....	New Westminster.....	Scow—Chd.....	1900	New Westminster, B.C.....	43 0	14 0	4 0	24	John A. Hume & Co., Ltd., New Westminster, B.C.
107,935	Hume No. 2.....	New Westminster.....	".....	1900	".....	43 0	14 0	4 0	24	John A. Hume & Co., Ltd., New Westminster, B.C.

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80,873	Huron	Montreal.....	Barge—Chd	1881	Garden Island, Ont.....	160 4	30 0	12 0	475	Montreal Transportation Co., Ltd., Montreal, Que.
107,687	Huron	Prescott.....	Dredge—Drague	1902	Montreal, Que.....	62 2	25 2	5 3	135	Edward A. D. Morgan, Montreal, Que.
107,759	Hustler.....	Charlottetown	Schr—Glt	1901	Murray Harbour South, P.E.I.	36 0	13 6	4 0	13	Lauchlin McNeill, Murray Harbour, P.E.I.
100,156	Hustler.....	St. John, N.B.....	"	1891	La Have, N.S.....	54 3	19 0	7 2	44	Wm. Hill, Walton, N.S.
103,052	Hustler.....	Vernmouth.....	"	1894	Eel Brook, N.S.....	59 6	19 2	6 7	39	J. H. Spinney, et al., Argyle, N.S.
80,664	Hyacinthe	Montreal.....	"	1881	Sord, Que.....	108 0	22 0	7 2	155	R. Bickerdike and R. Ironside, Mon- treal, Que.
72,574	Hyderabad.....	Kingston.....	"	1876	Kingston, Ont.....	124 4	26 2	11 7	290	L. E. Bonaventure, Lanoraie, Que.
83,306	L. O. N. A.....	Halifax	Schr—Glt	1883	East Port Medway, N.S.	47 4	16 4	6 5	26	Geo. F. McRae, Baddeck, N.S.
111,829	L. R. C., No. 1.....	Vancouver	Scow—Chd	1901	Vancouver, B.C.....	143 8	30 8	4 7	174	Sodas Oshore, Vancouver, B.C.
111,830	L. R. C., No. 2.....	"	"	1901	"	145 8	30 5	4 6	177	" ..
111,976	L. R. C., No. 3.....	"	"	1901	"	152 0	31 0	5 4	204	" ..
126,041	L. X. L.....	Port Arthur.....	Dredge—Drague	1893	Welland, Ont.....	103 0	34 5	9 0	348	Robert Weddell, et al., Trenton, Ont.

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107,080	I. N. Parker	Quebec	Schr—Glt	1898	Waterborough, N.B.	79 1	26 8	7 6	98	Joseph Lovesque, Matane, Que.
80,966	I. R. Washington	Halifax	"	1890	Gabatoose, N.S.	50 6	18 4	7 8	39	John Campbell, St. Ann's, N.S.
42,425	Iberville	Gaspé	"	1864	Esquimaux Point, Que.	58 0	17 9	7 8	41	Mat. Boudreau, Esquimaux Point, Que.
103,779	Ibis	Chatham, N.B.	"	1897	Shippigan, N.B.	36 5	12 2	4 8	11	Donald McGregor, Dalhousie, N.B.
91,850	Ico	Windsor, Ont.	Scow—Chd	1891	Sandwich, Ont.	47 0	16 4	2 0	41	Chas. Perrault, Sandwich, Ont.
100,607	Teclada	Lunenburg	Schr—Glt	1893	Sable River, N.S.	39 5	11 6	6 7	19	John S. Wolfe, <i>et al.</i> , West Dublin, N.S.
117,181	Ida	Chatham, N.B.	"	1905	Shippigan, N.B.	39 0	13 4	5 0	16	J. Savoy, Shippigan, N.B.
90,607	Ida	Ottawa	Barge—Chd	1885	Rockland, Ont.	63 0	20 0	4 6	58	W. C. Edwards & Co., Ltd., Rockland, Ont.
107,229	Ida	Quebec	Schr—Glt	1897	Château Richer, Que.	76 8	22 8	6 7	67	P. N. Martel, Château Richer, Que.
116,841	Ida A. Olson	Owen Sound	"	1888	Fort Howard, N. Y., U.S.A.	122 0	27 0	9 2	191	Geo. T. Dunn and T. W. Thomson, J.O., Owen Sound, Ont.
71,251	Ida Bell	Windsor, Ont.	"	1874	Kingsville, Ont.	87 2	20 0	6 0	97	Jas. W. Wye, Kingsville, Ont.
103,481	Ida Etta	Victoria	"	1894	Ballard, Wash., U.S.A.	82 6	20 2	8 9	69	J. A. Hughes, Victoria, B.C.
92,460	Ida M.	Charlottetown	"	1887	Crapaud, P.E.I.	60 0	19 6	7 7	54	W. J. Williams, Port Hawkesbury, N.S.
107,061	Ida M.	St. John, N.B.	"	1897	St. Martin's, N.B.	73 2	24 0	7 0	77	S. B. Kelly, River Hebert, N.S.
112,226	Ida M. Barton	"	"	1902	The Range, N.B.	82 0	27 1	7 7	102	J. W. McAlary, M.O., St. John, N.B.
103,470	Ida M. Burke	Aricat	"	1900	St. Peter's N.S.	37 5	14 0	5 4	16	Joseph Fongere, Larry's River, N.S.
111,687	Ida M. Clarke	Shelburne	"	1902	Sable River, N.S.	99 3	24 2	9 6	99	Churchill Locke, Lockeport, N.S.
54,136	Ida May	Halifax	"	1867	Tusket, N.S.	74 8	21 0	8 0	70	W. G. Wyatt, Forteau, Labrador.
75,867	Ida Peters	St. John, N.B.	"	1879	Meteglan River, N.S.	47 0	18 2	7 4	32	M. Task, Sandy Cove, N.S.
83,201	Idle Wild	Kingston	Sloop	1882	Kingston, Ont.	49 5	15 1	4 1	19	A. Rochfort, Kingston, Ont.
103,967	Il-aux-Pennes	Montreal	Barge—Chd	1898	Verchères, Que.	87 7	20 8	5 1	71	J. H. Dansereau, Verchères, Que.
103,965	Ille Bonchard	"	"	1898	"	79 3	19 8	4 4	53	"
103,966	Ille Marie	"	"	1898	"	87 8	19 8	5 0	71	"
116,608	Ille Marie	"	Scow—Chd	1900	"	100 2	22 7	6 4	126	"
112,317	Imma	St. Andrews	Sloop	1902	St. Patrick, N.B.	31 0	14 0	5 5	16	Ernest Fisher, St. George, N.B.

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117,131	Ilona & Ida.....	Barrington.....	Sloop.....	1905	Shelburne, N.S.....	35 5	12 5	6 0	13	Wm. N. Madden, M.O., Port La Tour, N.S.
116,571	Imperial.....	Fort William.....	Barge—Chd.....	1902	Fort William, Ont.....	120 0	38 0	7 5	413	Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
107,471	Ina Brooks,.....	Digby.....	Schr—Glt.....	1899	Freeport, N.S.....	45 0	16 5	6 3	22	Thos. W. Brooks, Freeport, N.S.
111,476	Indiana.....	Aricbat.....	".....	1901	Aricbat, N.S.....	30 3	9 2	4 2	11	Henry Boudrot, Arichat, N.S.
121,655	Indiana.....	Yarmouth.....	Sloop.....	1904	Tusket Wedge, N.S.....	34 0	11 3	6 0	10	M. D. Pondrean, M. O., Tusket Wedge, N.S.
103,123	Indicator,	St. Andrews.....	".....	1890	Grand Manan, N.B.....	25 0	12 0	6 0	11	Frank Ingersoll, Grand Manan, N.B.
43,124	Industry.....	Chatham, N.B.....	Schr—Glt.....	1861	Miramichi, N.B.....	37 5	13 0	5 5	17	Frances Smith, West Cape, P.E.I.
122,454	Industry.....	Barrington.....	Sloop.....	1906	Barrington, N.S.....	31 0	11 0	6 0	11	Curtis Atwood, Barrington, N.S.
126,023	Ingonish,	Sydney,	Schr—Glt.....	1907	Ingonish, N.S.....	41 0	12 7	5 0	16	William C. Williams, <i>et al.</i> , Ingonish, N.S.
100,089	Inspector.....	St. John, N.B.....	".....	1892	Waterborough, N.B.....	59 4	22 6	5 5	43	James Flower, Newcastle, N.B.
121,747	Intrepid.....	Vancouver,	Sloop.....	1906	Vancouver, B.C.....	27 2	15 2	4 8	8	Louis G. Jewitt, Vancouver, B.C.
*116,275	Inverness B.I.....	Halifax.....	Schr—Glt.....	1875	Vestri Ponesti, Italy.....	192 5	33 1	21 4	1181	Inverness Ry. & Coal Co., Toronto Ont.
112,001	Invictus.....	Annapolis Royal....	".....	1904	Salmon River, N.S.....	149 0	32 3	11 2	327	The Schooner Invictus Co., Ltd., Wolfville, N.S.
111,429	Iola.....	Halifax.....	Sloop.....	1901	Dartmouth, N.S.....	22 0	6 6	2 6	2	Ralph E. deBlois, Bedford, N.S.

* Foreign name "Prospero."

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122,592	Iolanthe.....	St. Andrews.....	Schr—Glt.....	1883	Danversport, Mass., U.S.A.	45 3	14 3	5 6	18	Simon Brown, Campobello, N.B.
103,944	Iona.....	Chatham, N.B.....	Barge—Chd.....	1880 } 1897 }	Chatham, N.B.....	100 0	20 0	8 0	102	J. B. Snowball Co., Ltd., Chatham, N.B.
103,174	Iona.....	Halifax.....	Schr—Glt.....	1894	Sable River, N.S.....	40 1	13 6	6 0	15	Herbert Thomas, Pleasant Point, N.S.
107,956	Iona.....	Lunenburg.....	Schr—Glt.....	1900	Shelburne, N.S.....	93 0	24 4	9 5	98	Howard Harding, <i>et al.</i> , Spanish Ship Bay, N.S.
96,716	Iona.....	Ottawa.....	Barge—Chd.....	1890	Rockland, Ont.....	111 8	22 9	7 7	158	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
112,089	Iona W.	Lunenburg.....	Schr—Glt.....	1902	Malone Bay, N.S.....	85 6	23 8	9 4	78	Abraham Frost, <i>et al.</i> , Malone Bay, N.S.
121,904	Iona and Maggie.....	Barrington.....	Sloop.....	1906	Clarke's Harbour, N.S.....	30 0	12 0	5 8	11	Cecil Ross, M.O., Cape Island, N.S.
70,292	Iowa.....	Montreal.....	Barge—Chd.....	1874	Quebec, Que.....	149 4	26 0	11 0	366	Montreal Transportation Co., Ltd., Montreal, Que.
92,424	Ireland.....	Prescott.....	".....	1863	Brookville, Ont.....	147 0	28 0	9 6	339	James Buckley, Prescott, Ont.
103,931	Irene.....	Chatham, N.B.....	Schr—Glt.....	1897	Caracquet, N.B.....	37 9	12 6	4 8	12	Wm. Fruing & Co., Ltd., Jersey.
75,548	Irene.....	Halifax.....	".....	1879	Shelburne, N.S.....	69 5	21 3	7 9	64	W. E. Poole, Lower Montague, P.E.I.
92,352	Irene.....	St. John, N.B.....	".....	1886	St. Martin's, N.B.....	79 7	25 7	7 2	90	Lucien Belliveau, Dorchester, N.B.
100,490	Irene M. B.....	Lunenburg.....	".....	1892	Malone Bay, N.S.....	67 6	21 3	8 4	66	Fred. Porrier, Desouise, N.S.
103,868	Iris.....	Halifax.....	Sloop.....	1896	Port Hawkesbury, N.S.....	35 5	7 8	5 6	5	R. T. McIlreith, Halifax, N.S.
103,348	Iris.....	Montreal.....	Yacht.....	1893	Peterborough, Ont.....	18 3	7 4	2 0	1	E. H. Barlow, Montreal, Que.
121,942	Irona.....	Sorel.....	Sloop.....	1907	Pierreville, Que.....	109 2	23 2	7 5	128	Ludger Yergeau, Pierreville, Que.
72,567	Iroquois.....	Montreal.....	Barge—Chd.....	1875	Garden Island, Ont.....	151 0	26 1	11 1	361	Steeves McNaughton Line, Ltd., Montreal, Que.
107,686	Iroquois.....	Prescott.....	Dredge—Drague.....	1889	Montreal, Que.....	92 2	29 6	7 1	231	John F. Moore, St. John, N.B.
122,013	Isaac Hunter.....	Ottawa.....	Barge—Chd.....	1906	Kippewa Lake, Que.....	50 0	14 9	4 4	48	Colonial Lumber Co., Ltd., Pembroke, Ont.
96,724	Isabel.....	Chatham, N.B.....	Schr—Glt.....	1889	Shippigan, N.B.....	35 0	11 8	4 5	11	Arsene Hebert, Caracquet, N.B.
140,386	Isabel.....	Victoria.....	Barge—Chd.....	1866	Victoria, B. C.....	142 4	22 6	10 0	194	The Esquimalt & Nanaimo Railway Co., Victoria, B.C.
94,928	Isabel Reed.....	Pictou, Ont.....	".....	1881	Marine City, Wisconsin, U.S.A.	186 0	31 5	11 0	480	Ontario & Quebec Navigation Co., Ltd., Pictou, Ont.
71,257	Isabella.....	Windsor, Ont.....	Scow—Chd.....	1875	River Puce, Ont.....	57 5	16 7	3 4	33	Gilbert Sharon, Belle River, Ont.
114,959	Isabella Sands.....	Sarnia.....	Schr—Glt.....	1874	Manistee, Mich., U.S.A.	134 5	29 8	10 1	231	William Kennedy and John Harkness, Sarnia, Ont.
103,350	Iskoodah.....	Montreal.....	Sloop.....	1885	Lachine, Que.....	28 2	10 0	2 2	4	R. E. Stevenson, Montreal, Que.

* Formerly a steamer.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Généent.	Built—Construct en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
125,993	Isidore	Quebec	Barge—Clud	1907	St. Alexis, Qué.	106 0	22 5	7 8	102	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
88,243	Iais	Deseronto	"	1884	Deseronto, Ont.	105 0	23 3	5 3	96	P. Larkin, St. Catharines, Ont., and A. Sangster, Iroquois, Ont.
111,530	Island Girl	Digby	Schr—Glt	1901	Cape St. Mary's, N. S.	32 0	10 2	4 8	10	E. S. Dorette, Cape St. Mary's, N. S.
103,121	Island Girl	St. Andrews	Sloop	1835	Shelburne, N. S.	38 0	13 0	5 5	17	Frank Ingersoll, Grand Manan, N. B.
107,841	Island Queen	Toronto	Schr—Glt	1897	St. Williams, Ont.	52 3	17 3	4 3	28	Mary Raines, Toronto, Ont.
121,845	Islander	"	Dredge—drague	1905	Toronto, Ont.	78 2	30 0	6 6	242	Frank Simpson, Toronto, Ont.
100,064	Isma	St. John, N. B.	Schr—Glt	1891	Freeport, N. S.	51 5	17 9	6 8	31	Thos. M. Hicks, <i>et al.</i> , Westport, N. S.
112,053	Isobel	St. Catharines	Dredge—drague	1903	Welland, Ont.	101 0	36 0	9 0	446	Michael J. Hogan, Montreal, Que.
51,738	Ira	St. John, N. B.	Schr—Glt	1865	Deer Island, N. B.	39 0	13 3	5 5	15	Robt. Newcombe, Parrsboro', N. S.
100,997	Ivanhoe	Chatham, N. B.	"	1892	Caraque, N. B.	35 2	12 5	4 4	10	Xavier Polbrier, New Brandon, N. B.
74,292	Ivigtut	Quebec	Blk—Bq	1877	Quebec, Que.	122 3	28 7	15 7	331	F. R. Eaton, Parrsboro', N. S.
107,116	Ivy	Lunenburg	Schr—Glt	1898	La Have, N. S.	36 5	11 5	5 2	12	S. Zellers, Lunenburg, N. S.
66,992	Ivy	St. John, N. B.	"	1871	Wickham, N. B.	40 0	15 6	4 6	17	Chas. S. Coggin, St. John, N. B.

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103,108	J. B. L.	Montreal	Barge—Chd	1891	Yamaska, Que.	108 7	23 1	9 1	165	J. B. Laviolette, St. Ours, Que.
83,135	J. B. M.	Halifax	Schr—Glt	1881	La Have, N.S.	42 3	14 8	6 3	20	John Landry, Petite de Grat, N.S.
103,982	J. E. B.	Quebec	"	1897	Château Richer, Que.	64 0	21 8	6 0	48	J. B. Barrette, Millé Vaches, Que.
121,930	J. E. W. H.	Quebec	"	1906	Bie, Qué.	76 8	24 0	6 9	73	Mrs. Earnest Heppeil, Bie, Que.
97,195	J. H. S.	Chatham, N. B.	"	1891	Tracadie, N. B.	56 8	17 2	7 3	40	J. H. Brownell, North Port, N.S.
126,178	J. I. L. No. 1.	New Westminster	Barge—Chd	1908	Ladner, B.C.	59 7	20 0	4 7	48	Jervis Inlet Lumber Co., Ltd., Lad- ner, B.C.
112,247	J. McD. No. 1.	Vancouver	Scow—Chd	1899	Vancouver, B.C.	72 0	24 1	6 2	89	J. McDonald, Vancouver, B.C.
116,297	J. W.	Charlottetown	Schr—Glt	1903	Montague, P.E.I.	82 3	22 6	8 8	78	Warren Wightman, Montague, P.E.I.
116,294	J. W.	Digby	Sloop	1904	Shelburne, N.S.	38 0	12 5	5 3	11	John Daley, Digby, N.S.
121,838	J. A. McLean	Lunenburg	Schr—Glt	1906	La Have, N.S.	80 9	22 6	8 7	80	C. Aubrey Anderson, M.O., Lunenburg, N.S.
96,830	J. A. Silver	Liverpool	"	1898	Lunenburg, N.S.	75 4	23 5	8 8	91	R. H. Gardner, Brooklyn, N.S.
83,336	J. B. Blanchard	Ottawa	Barge—Chd	1882	Hull, Que.	110 7	22 6	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
50,730	J. B. Fay	Halifax	Schr—Glt	1865	Bay of Islands, Nfld	55 0	18 4	7 7	48	Frank Robertson, Montague Bridge, P.E.I.
117,072	J. B. Hamill	Toronto	Dredge—drague		St. Catharines, Ont.	73 0	25 0	6 5	119	W. E. Plin, Toronto, Ont.
107,308	J. B. King & Co. No. 23.	Windsor, N. S.	Barge—Chd	1900	Spencer's Island, N.S.	96 3	24 1	9 5	113	Gypsum Packet Co., Ltd., Windsor, N.S.
116,814	J. B. Kichen	Cobourg	Schr—Glt	1873	Cleveland, O. U.S.A.	132 8	26 8	11 0	302	George Plunkett, Cobourg, Ont.
100,001	J. B. Martin	Charlottetown	"	1890	Margaretville, N.S.	89 6	25 1	7 9	95	John Grady and John L. Read, Sum- merside, P.E.I.
107,409	J. B. P. No. One	Lindsay	"	1891	Lindsay, Ont.	70 0	18 6	5 0	65	Jos. Briggs Parkin, Lindsay, Ont.
107,470	J. B. P. No. Two	Lindsay	"	1897	Lindsay, Ont.	38 7	16 9	4 5	29	Jos. Briggs Parkin, Lindsay, Ont.
112,374	J. B. Saint	Ariehat	"	1902	L'Ardoise, N.S.	42 0	13 3	6 0	18	Robert Hendsbee, Half Island Cove, N.S.
75,707	J. C. Dakin	Liverpool	"	1877	Liverpool, N.S.	52 5	17 4	6 7	30	Wm. Giffin, Isaac's Harbour, N.S.
111,816	J. C. No. 1.	Vancouver	Scow—Chd	1901	Vancouver, B.C.	65 7	23 7	6 3	87	Henry Bell-Irving, Vancouver, B.C.
111,818	J. C. No. 2.	"	"	1899	"	49 5	15 0	4 0	21	John A. Cates, Vancouver, B.C.
	J. C. Weir	Montreal	Barge—Chd	1879	Sorel, Que.	32 6	18 8	5 4	126	D. Dauphousse, St. Timothy, Que.
61,352	J. C. Williams	Halifax	Schr—Glt	1876	Jordan River, N.S.	56 0	18 5	7 0	29	James Freda, Chester, N.S.

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94,731	J. D. Everett	Windsor, N. S.	Ship—3 m	1889	Newport, N. S.	242 5	45 2	24 2	1957	The Ship J. D. Everett Co., Ltd., Windsor, N. S.
100,538	J. E. Collins	Halifax	Schr—Glt	1894	Freeport, N. S.	52 2	18 2	7 0	36	Placide Bouchard, River Bourgeois, N. S.
121,664	J. E. Heppell	Quebec	"	1905	Bic, Que.	76 2	23 2	7 1	74	J. E. Heppell, Bic, Que.
100,164	J. H. Ernst	Lamenburg	"	1891	Lamenburg, N. S.	80 9	23 5	9 0	97	Daniel and J. S. Chisholm, Halifax, N. S.
122,472	J. H. Redfern	Ottawa	Barge—Chd	1907	Hull, Que	122 1	24 1	8 6	298	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,853	J. J. Cox	Shelburne	Schr—Glt	1905	Shelburne, N. S.	75 0	21 9	8 1	65	Wm. T. McCarthy, et al., Shelburne, N. S.
111,510	J. L. Colwell	St. John, N. B.	"	1901	Cambridge, N. B.	85 1	27 4	7 6	99	John L. Colwell, et al., Janséeg, N. B.
107,577	J. M. K. No. One	Lindsay	Barge—Chd	1897	Lindsay, Ont.	86 0	17 8	4 2	64	W. J. C. Boyd, M. O., Robeaygeon, Ont
107,578	J. M. K. No. Three	"	Barge—Chd	1897	Lindsay, Ont.	81 6	20 0	4 4	72	W. J. C. Boyd, M. O., Robeaygeon, Ont.
107,579	J. M. K. No. Four	"	"	1897	"	72 5	19 0	4 8	66	" ..
107,580	J. M. K. No. Five	"	"	1897	"	74 0	18 0	4 4	59	" ..
107,581	J. M. K. No. Six	"	"	1892	"	64 0	18 8	4 4	53	" ..
107,582	J. M. K. No. Seven	"	"	1897	"	62 0	19 0	4 0	47	" ..
107,583	J. M. K. No. Eight	"	"	1892	"	62 0	17 2	4 3	46	" ..

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107,575-1, M. No. One	Lindsay	Stow—Chd	1890	Robaygeon, Ont.	75 0	22 7	5 0	73	Joseph Mamder, Lindsay, Ont.
107,576 J. M. No. Two	"	"	1890	"	75 4	25 1	5 0	80	"
100,887 J. M. Young	Lunenburg	Schr—Glt	1894	Lunenburg, N.S.	86 8	24 5	9 3	99	S. M. and Oscar Giffin, J. O., Goldboro, N.S.
85,715 J. R. A. No. 1	Prescott	Stow—Chd	1884	Tonawanda, N.Y., U.S.A.	60 0	15 0	5 4	43	W. Marleton, Goderich, Ont.
85,716 J. R. A. No. 2	"	"	1884	"	60 0	15 0	5 4	43	"
96,820 J. S. Anstin	Sault Ste. Marie	"	1863	Port Ryerse, Ont.	136 0	26 0	12 2	323	Algoma Central & H. B. Ry. Co., Sault Ste. Marie, Ont.
59,994 J. W. Duncomb	Montreal	Schr—Glt	1871	Quebec, Que.	90 0	24 8	8 6	99	Government of Canada, Ottawa, Ont.
90,547 J. W. McKee	Montreal	Barge—Chd	1880	Whitehall, N.Y., U.S.A.	97 5	17 7	8 2	119	Edmond Comtois, Sorel, Que.
107,960 J. W. Mills	Lunenburg	"	1900	Malbone Bay, N.S.	81 9	23 3	9 4	76	John W. Mills, Malbone Bay, N.S.
111,483 J. W. Patry	Quebec	Schr—Glt	1899	Ste. Emelie, Que.	80 4	21 0	6 4	70	Joseph S. Beaulieu, Ste. Emelie, Que.
117,104 J. W. Todd	Ottawa	Barge—Chd	1901	Hull, Que.	120 0	24 0	7 9	171	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
* 61,587 J. & L. Irving	Yarmouth	Schr—Glt	1875	Shelburne, N.S.	78 1	22 5	9 1	80	J. D. Irving, Buctouche, N.B.
103,771 J. Anny	Chatham, N.B.	"	1895	Tignish, P.E.I.	37 3	12 3	5 0	12	John Poirier, M.O., Tignish, P.E.I.
122,645 J. Burstall	Ottawa	Barge—Chd	1908	Hull, Que.	119 7	24 1	8 0	191	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
69,140 J. Croft	Halifax	Schr—Glt	1875	New Dublin, N.S.	56 6	18 5	7 5	45	Wm. Barry, Chester, N.S.
107,680 J. Levesque	Quebec	"	1900	Grand Me'tis, Que.	69 0	21 8	7 0	62	M. A. St. Pierre, Bic, Que.
107,286 J. Ponder, jr.	Liverpool	"	1887	Milton, Del., U.S.A.	96 0	27 0	7 5	99	The Acadia Pulp & Paper Co., Ltd., Halifax, N.S.
107,690 J. Robertson	Ottawa	Barge—Chd	1898	Hull, Que.	108 0	23 0	7 2	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
126,073 Jack Canuck	Vancouver	Sloop	1907	Vancouver, B.C.	29 6	10 8	4 8	11	Robert K. Scarlett, Vancouver, B.C.
83,326 Jackson	Ottawa	Barge—Chd	1881	Hull, Que.	110 7	21 3	7 8	157	Joseph Wilson, Montreal, Que.
85,560 Jacques	Yarmouth	Schr—Glt	1884	Ed Brook, N.S.	66 5	20 3	7 7	58	Peter Blamphie, Arichat, N.S.
100,610 Jamboree	Shelburne	Yawl—Yole	1843	Shelburne, N.S.	44 0	11 5	8 3	14	J. B. Bland, Gaspe, Que.
83,338 James	Ottawa	Barge—Chd	1882	Montreal, Que.	108 6	22 6	6 4	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,300 James A. Gray	Charlottetown	Schr—Glt	1888	Bath, Me., U.S.A.	91 8	26 3	6 3	91	Alex. J. McPadyen, Tignish, P.E.I.
103,804 James A. Stetson	Pictou, N.S.	"	1868	LaBee, Me., U.S.A.	72 0	19 5	6 6	71	George Dunn, Murry Harbour South, P.E.I.

* Formerly "Lucetia Jane."

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92,366	James Barber . . .	St. John, N.B. . . .	Sehr—Glt	1887	Waterborough, N.B. . .	79 0	26 0	6 6	80	Robert Connely, St. Martins, N.B.
85,717	James Buckley . . .	Prescott	Barge—Chd	1884	Quebec, Que	160 0	31 9	10 6	442	Jas. Backly, Prescott, Ont.
75,433	James Cunningham .	Ottawa	"	1877	Hull, Que	110 3	22 7	8 0	176	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
84,824	James Davis	Halifax	Sehr—Glt	1882	Humber Sound, Nfld. . . .	59 0	18 0	7 3	47	Inkerman Allen, Botsford, N.B.
83,303	James Ryan	Port Medway	"	1882	East Port Medway, N.S. . .	57 9	19 7	7 8	48	Wm. Harris, Gabarouse, N.S.
74,345	James Semple	Pictou, N.S.	"	1876	Tatamagouche, N.S.	60 0	19 4	8 4	63	Thomas Roberts, et al., Tatamagouche, N.S.
111,525	James W. Cousins . .	Digby	"	1900	Shelburne, N.S.	88 0	23 0	8 4	87	Arthur Casey, et al., Digby, N.S.
103,807	James William	Pictou, N.S.	"	1905	New Glasgow, N.S.	146 4	33 5	12 7	440	Carmichael Ship Co., Ltd., New Glasgow, N.S.
59,903	James	Quebec	"	1849	Quebec, Que	118 0	23 0	8 0	158	Montreal Transportation Co., Ltd., Montreal, Que.
122,087	Janet	Charlottetown	"	1902	Montague, P.E.I.	35 0	11 6	5 8	14	Austin L. Fraser, Souris, P.E.I.
116,284	Janet R.	Halifax	"	1903	Port Dufferin, N.S.	58 4	18 0	6 6	37	Wm. Young, Codroy, Nfld.
46,294	Janett	"	"	1864	Port Medway, N.S.	51 3	17 9	6 8	32	Wm. Long, et al., Richibucto, N.B.
72,296	Janie B.	St. John, N.B.	"	1877	Wickham, N.B.	58 9	21 2	5 4	43	Thos. Blenkhorn, Spring Hill, N.S.
107,708	Janie F.	Charlottetown	"	1902	Montague, P.E.I.	56 9	18 5	7 4	46	John Fraser, Harbour au Bouche, N.S.

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100,294 Jean.....	Chatham, N.B.....	Schr—Glt.....	1891 Caraquet, N.B.....	38 8	12 8	4 4	13 Thos. DesBrisay, Bathurst, N.B.
116,916 Jean.....	Liverpool.....	".....	1905 Liverpool, N.S.....	118 0	28 9	11 0	190 John C. Crosbie, St. John's, Nfld.
111,812 Jean.....	Vancouver.....	Scow—Chd.....	1901 Vancouver, B.C.....	138 5	36 7	6 1	622 British Yukon Nav. Co., Ltd., Vancouver, B.C.
103,414 Jeanie Myrtle ..	Lunenburg.....	Schr—Glt.....	1895 Lunenburg, N.S.....	85 3	24 2	9 3	98 Wm. Main, <i>et al.</i> , Halifax, N.S.
100,858 Jeannette.....	Quebec.....	".....	1892 Malbaie, Que.....	40 0	13 9	5 6	18 R. Asselin, St. Michel de Bellechasse, Que.
121,934 Jeannie & Annie.	Halifax.....	".....	1900 Spry Bay, N.S.....	43 0	12 8	6 9	16 J. J. Mason, Tangier, N.S.
116,822 Jennet.....	Barrington.....	Sloop.....	1922 Clarke's Harbour, N.S.....	29 0	12 2	5 7	11 Thomas A. Kenney, Clarke's Harbour, N.S.
116,665 Jennette.....	Midland.....	Schr—Glt.....	1881 Mount Clements, Mich.....	145 0	28 5	10 9	334 The Morden Transit Co., Ltd., Midland, Ont.
88,579 Jennie.....	Kingston.....	".....	1871 Garden Island, Ont.....	168 0	26 6	11 8	438 Montreal Transportation Co., Ltd., Montreal, Que.
83,091 Jennie.....	Port Hawkesbury.....	".....	1873 Pictou Harbour, N.S.....	30 1	10 2	5 3	11 Peter C. Bosdet, West Arichat, N.S.
100,307 Jennie.....	Windsor, Ont.....	".....	1891 Brin, Mich., U.S.A.....	75 9	20 6	4 0	50 Denis Ouellette, Belle River, Ont.
103,191 Jennie B.....	Halifax.....	".....	1894 Brooklyn, N.S.....	34 0	13 6	5 8	13 E. E. Shatford, Indian Harbour, N.S.
* 80,061 Jennie C.....	St. John, N.B.....	".....	1880 Chipman, N.B..... 1899 J Rebuilt.....	86 2	26 8	7 0	98 Wm. F. Currie, Cambridge, N.B.
112,312 Jennie L.....	St. Andrews.....	Sloop.....	1899 Machias, Me., U.S.A.....	40 0	14 2	6 4	21 Thos. H. Lord, West Isles, N.B.
122,138 Jennie L.....	Yarmouth.....	".....	1905 Clyde, N.S.....	30 0	11 0	6 0	10 James A. Smith, Port La Tour, N.S.
78,048 Jennie May.....	Chatham, N.B.....	Schr—Glt.....	1880 Tignish, P.E.I.....	44 0	14 6	5 9	19 J. McGrath, Tignish, P.E.I.
103,491 Jennie May.....	Lunenburg.....	".....	1895 Mahone Bay, N.S.....	77 1	22 2	9 1	88 N. Smith, <i>et al.</i> , Halifax, N.S.
79,919 Jennie Palmer ..	Dorchester.....	".....	1889 Dorchester, N.B.....	75 2	24 2	7 2	78 E. V. Copp and H. Copp, Harvey, N.B.
117,133 Jennie Roy.....	Yarmouth.....	Sloop.....	1901 Shelburne, N.S.....	32 0	10 6	6 0	10 L. Smith, M.O., Port La Tour, N.S.
122,591 Jennie T.....	St. Andrews.....	Schr—Glt.....	1907 Belliveau's Cove, N.S.....	41 0	16 0	7 6	31 James F. Nesbitt and George E. Thomas, Grand Manan, N.B.
90,532 Jenny Lind.....	Montreal.....	Sloop.....	1885 St. Thomas de Pierreville, Que.....	102 6	22 7	5 9	101 J. Laforet, Sorel, Que.
..... Jenny Lind.....	".....	Barge—Chd.....	1859 St. Francis, Que.....	85 0	22 7	6 1	41 L. St. Pierre, Yarmaska, Que.
103,289 Jersey Lily.....	Chatham, N.B.....	Schr—Glt.....	1895 Caraquet, N.B.....	37 2	12 8	4 8	12 T. Abier, Shippigan, N.B.
59,475 Jesson.....	Lunenburg.....	".....	1871 Lunenburg, N.S.....	66 0	21 0	8 4	69 Dominick White, Neguac, N.B.
80,950 Jessie.....	Chatham, N.B.....	".....	1882 Charlo, N.B.....	36 4	13 7	5 0	14 S. McGregor, Charlo, N.B.

* Formerly "Welcome Home."

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100,542	Jessie	Digby	Schr—Glt	1895	Freeport, N.S.	41 0	15 3	6 0	17	A. E. Spicer, Harbourville, N.S.
88,563	Jessie	Kingston	Sloop	1869	Clayton, N.Y., U.S.A. .	63 6	13 6	5 0	29	R. Kimberley, Portland, Ont.
111,664	Jessie	Montreal	Barge—Chd	1902	Charlemagne, Que	97 5	26 4	5 1	93	The Charlemagne & Lac Outreau Lumber Co., Ltd., Montreal, Que.
66,078	Jessie	Quebec	"	1873	Yamaska, Que	107 0	22 3	8 2	137	Pierre Lacroix, Sorel, Que.
59,186	Jessie	St. John, N.B.	Schr—Glt	1863	Rexton, N.B.	78 2	25 0	6 4	72	H. V. Brewster, Albert, N.B.
111,787	Jessie	Victoria	"	1890	Bonavia, U.S.A.	76 0	24 5	7 0	48	Herbert G. Wilson, Victoria, B.C.
116,557	Jessie Ashley.	Maitland	"	1908	Maitland, N.S.	95 7	26 0	8 6	122	William Anthony, Maitland, N.S.
107,478	Jessie C.	Digby	Sloop	1890	Grand Manan, N.B.	28 5	11 5	5 0	10	Handley Lewis, Port Lorne, N.S.
112,316	Jessie C.	St. Andrews	Schr—Glt	1903	Balliveau's Cove, N.S. .	34 0	13 6	8 0	18	John M. Calder, Campo Bello, N.B.
90,507	Jessie D.	Parrsboro'	"	1886	Parrsboro', N.S.	83 2	22 6	8 6	86	Wm. Durant, M.O., Parrsboro', N.S.
122,320	Jessie Gertrude	Lunenburg	"	1908	Malone Bay, N.S.	46 2	13 3	6 4	17	Charles Mosher, Canso, N.S.
103,997	Jessie James	St. Andrews	Sloop	1897	Grand Manan, N.B.	30 0	11 2	5 0	11	Mrs. Josephine Frankland, Grand Manan, N.B.
111,998	Jessie K.	Annapolis Royal	Schr—Glt	1903	Parker's Cove, N.S.	36 5	11 0	4 8	11	John Hackenley, Grandville, N.S.
107,646	Jessie L. Smith	Lunenburg	"	1899	La Have, N.S.	98 6	25 7	10 0	106	John C. Crosbie, <i>at al.</i> , St. John's, Nfld.

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64,006	Jessie Leut.	St. John, N.B.	Schr—Glt	1870	Freeport, N.S.	51	5	17	5	5	8	28	Marshall Stinson, St. Andrews, N.B.
83,311	Jessie M. Vogler	Port Medway	"	1884	Vogler's Cove, N.S.	76	6	22	5	8	8	77	George Cunningham, Halifax, N.S.
71,331	Jessie Newell	Charlottetown	"	1857	Essex, Mass., U.S.A.	70	4	19	7	8	0	63	Wellington Hume, Iris, Lot 62, P.E.I.
116,823	Jessie Roy	Barrington	Sloop	1902	Clarke's Harbour, N.S.	33	3	12	0	6	3	12	John A. Crowell, Clarke's Harbour, N.S.
116,747	Jessie W.	Halifax	Schr—Glt	1905	Indian Harbour, N.S.	39	5	19	6	5	3	12	Alonzo Feltmate, Causo, N.S.
103,593	Jessie & Ada	Charlottetown	"	1896	Crapaud, P.E.I.	36	4	13	0	5	3	14	Geo. Heather, Pugwash, N.S.
64,994	Jet	Montreal	Barge—Chd	1871	Quebec, Que.	137	8	29	6	9	5	312	Sincombes McNaughton Line, Ltd., Montreal, Que.
74,019	Jewel	Lomburg	Schr—Glt	1876	Shelburne, N.S.	68	0	21	2	7	8	52	J. A. Hirtle, Lomburg, N.S.
94,904	Jean	New Westminster	Sloop	1890	New Westminster, B.C.	36	0	11	0	5	0	16	Mrs. Grace Cruikshank, New Westminster, B.C.
112,308	Joe	Ottawa	Barge—Chd	1901	Ville Marie, Que.	46	0	11	0	3	0	7	Jos. Lavigne, Ville Marie, Que.
	Johanna	Windsor, Ont.	Scow—Chd	1857	Pike Creek, Ont.	60	0	17	6	4	0	40	M. Thibert, jr., Belle River, Ont.
100,958	John B.	Chatham, N.B.	Schr—Glt	1892	Shippigan, N.B.	34	5	12	2	5	0	11	W. S. Loggie Co., Ltd., Chatham, N.B.
100,969	John Bull	Chatham, N.B.	"	1892	Caraguet, N.B.	34	3	11	6	4	8	10	James Anderson, Church Point, N.B.
80,718	John Bull	Pasphebie	Cutter	1892	Pasphebie, Que.	43	3	12	5	5	4	20	C. Robin, Collas & Co., Ltd., Jersey.
121,822	John Crete	Montreal	Sloop	1901	Grandes Piles, Que.	62	4	9	4	1	8	8	George Crete, Grandes Piles, Que.
100,419	John Cuzner	Ottawa	Barge—Chd	1893	Ottawa, Ont.	82	9	20	7	5	0	46	Roderick McLeod, Ottawa, Ont.
66,036	John Day	Quebec	Sloop	1870	St. Aimé, Que.	106	3	22	8	8	0	136	Flavien Morin, Champlain, Que.
51,965	John E. Dennis	St. Andrews	Schr—Glt	1865	Beaver River, N.S.	35	0	14	0	5	1	18	Alfred Stanley, sr., Grand Manan, N.B.
71,071	John G. Kolfage	Amherstburg	"	1863 (1869)	Amherstburg, Ont.	79	3	22	2	7	3	88	James Schell and Robert Reid, Red Bay, Ont.
126,063	John G. Seringeur	Charlottetown	"	1908	Murray Harbour, P.E.I.	34	0	12	2	4	8	14	Herbert Williams, Beach Point, Murray Harbour, P.E.I.
78,032	John Gales	Chatham, Ont.	"	1879	Mitchell's Bay, Ont.	70	0	16	3	5	0	42	Joseph Lesperance, Belle River, Ont.
80,668	John Gaskin	Montreal	Barge—Chd	1881	Kingston, Ont.	165	8	31	4	12	1	487	Montreal Transportation Co., Ltd., Montreal, Que.
83,340	John Gray	Ottawa	"	1881	Hull, Que.	110	0	22	0	7	4	156	Joseph Wilson, Montreal, Que.
61,572	John Halifax	Shelburne	Schr—Glt		Danvers, U.S.A.	75	8	21	2	7	5	63	A. F. Cameron, Sherbrooke, N.S.
96,704	John Honey	Ottawa	Barge—Chd	1889	Ottawa, Ont.	111	0	22	6	6	9	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

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107,490	John J. Barham.....	Sault Ste. Marie.....	Schr—Glt.....	1886	Toledo, Ohio, U.S.A.....	224 0	40 8	16 0	1213	Algoma Central Railway, Sault Ste. Marie, Ont.
126,151	John Kennedy.....	Montreal.....	Dredge—Drague.....	1892	Levis, Que.....	92 2	36 7	6 9	359	Harbour Commissioners of Montreal, Montreal, Que.
121,795	John L.....	Yarmouth.....	Sloop.....	1905	Tusket Wedge, N.S.....	34 0	11 0	6 0	11	F. L. Fother, M.O., Tusket Wedge, N.S.
100,936	John Longbrin.....	Ottawa.....	Barge—Chd.....	1889	Kippewa, Que.....	97 5	12 4	4 4	36	A. Lumsden, Ottawa, Ont.
117,148	John M. Phummer.....	Halifax.....	Schr—Glt.....	1883	Booth Bay, Me., U.S.A.....	87 5	22 5	8 0	83	Charles E. Bennett, and D. S. Miller, Alberton, P.E.I.
116,609	John Magee.....	Montreal.....	Barge—Chd.....	1869	Oswego, N.Y., U.S.A.....	142 1	26 2	11 2	312	Mrs. Antoine Robillard, Montreal, Que.
71,135	John McBride.....	Belleville.....	Schr—Glt.....	1877	Port Dover, Ont.....	58 8	15 6	5 4	42	Edward Quinn, Belleville, Ont.
75,779	John Millard.....	Charlottetown.....	".....	1881	Liverpool, N.S.....	72 5	22 2	8 5	69	Anthony Arseneau, Grandigne, N.B.
85,714	John R. Arnoldi.....	Prescott.....	Dredge—Drague.....	1881	Tonawanda, N.Y., U.S.A.....	72 0	23 0	5 4	68	Wm. Marleton, Goderich, Ont.
107,288	John S. Bennett.....	Liverpool.....	Bktn—Bkglt.....	1906	Liverpool, N.S.....	130 6	31 2	11 1	299	Abraham W. Hendry, Liverpool, N.S.
100,128	John T. Mott.....	Wallaceburg.....	Schr—Glt.....	1869	Oswego, N.Y., U.S.A.....	137 0	26 0	11 0	309	J. McAnlay, Warton, Ont.
97,148	John & Frank.....	St. John, N.B.....	".....	1853	Salisbury, Me., U.S.A.....	66 8	21 2	6 6	56	Daniel C. Teare, Alma, N.B.
103,134	Johnny.....	Quebec.....	".....	1894	Rivière du Loup, Que.....	58 8	19 0	5 2	36	Wilfred Pednault, Fraserville, Que.
111,850	Johnny M.....	Chatham, N.B.....	".....	1896	Alberton, P.E.I.....	38 8	13 2	5 3	12	J. T. Murphy, Campbellton, N.B.

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72,275	Joliette	St. John, N.B.	Schr—Glt	1875	Cambridge, N.B.	72 4	25 0	6 7	66	J. Sargeson and Eldrige Sabean, St. John, N.B.
83,097	Joseph Ann	Port Hawkesbury	"	1884	Margaree, N.S.	45 7	15 5	6 4	22	Peter Bleamphie, Arichat, N.S.
103,247	Joseph Arthur R.	Montreal	Sloop	1894	Lanoraie, Que	131 6	27 3	11 3	289	Joseph Robillard, Montreal, Que.
100,182	Joseph Edward R.	"	"	1891	"	120 0	26 2	8 6	229	"
94,789	Joseph McGill	Pictou, N.S.	Schr—Glt	1889	Shelburne, N.S.	81 0	23 4	9 7	99	David Roberts, Tatamagouche, N.S.
94,970	Joseph O.	Lunenburg	"	1889	Pleasantville, N.S.	58 4	29 0	7 5	53	A. Williams, Musquodoboit, N.S.
103,871	Joseph Sorilliere	Montreal	Sloop	1896	Sorel, Que	102 0	23 1	6 2	116	J. Sonilliere, Sorel, Que.
100,465	Josephine	Chatham, N.B.	Schr—Glt	1893	Caracquet, N.B.	36 5	12 6	4 8	11	P. Rive, Caracquet, N.B.
69,612	Josephine	Quebec	"	1851	Grondines, Que.	82 1	22 5	8 6	106	Joseph Lavoie, St. Luce, Que.
73,986	Josephine	"	"	1876	Bay St. Paul, Que.	54 5	18 0	8 1	46	Joseph Desgagniez, Anse St. Jean, Charentim, Que.
*116,951	Josephine	"	Barge—Chd	1871	Manistee, Mich., U.S.A.	163 6	29 2	10 0	355	Bernard J. Kane, St. Alphonse de Charentim, Que.
77,892	Josephine	Sackville	"	1879	Baie Verte, N.B.	33 6	12 4	4 7	12	L. Burke, Botsford, N.B.
121,692	Josephine	Yarmouth	Sloop	1904	Cape Island, N.S.	33 0	11 0	6 0	10	F. N. Newell, M.O., Cape Island N.S.
103,857	Josephine Swanton	Halifax	Schr—Glt	1867	Booth Bay, Me., U.S.A.	72 5	21 4	7 2	63	Constant C. Church, Chester, N.S.
83,461	Josie L. Day	Digby	"	1878	Pembroke, Me., U.S.A.	42 5	15 0	5 9	16	W. H. Anderson, Parker's Cove, N.S.
122,594	Josie W.	St. Andrews	Sloop	1908	Shelburne, N.S.	42 0	12 9	5 7	15	Lozenzo C. Watt, North Head, Grand Manan, N.B.
111,726	Juanita	Lunenburg	Schr—Glt	1902	Lunenburg, N.S.	94 0	24 8	10 0	100	Wm. C. Smith, Lunenburg, N.S.
116,673	Juanita	St. Andrews	Sloop	1900	West Isles, N.B.	36 0	13 0	6 0	14	Henry H. Bancroft, Grand Manan, N.B.
88,454	Jubilee	Arichat	Schr—Glt	1887	Port Royal, N.S.	51 1	17 6	7 5	34	Arthur Porrier, Desceuse, N.S.
92,458	Jubilee	Charlottetown	"	1887	Georgetown, P.E.I.	78 0	24 0	8 5	76	E. H. Wright, Summerside, P.E.I.
73,081	Jubilee	Montreal	Barge—Chd	1875	St. Marcel, Que.	90 0	21 5	5 0	71	D. Chausse, Lanoraie, Que.
107,532	Jubilee	St. John, N.B.	Sloop	1887	Rodney, N.B.	25 2	10 0	3 1	5	H. A. Allison, St. John, N.B.
100,352	Julia	Quebec	Schr—Glt	1891	St. Luce, Que.	59 0	18 0	6 6	43	Francois and Joseph Gamont, J.O., Berthier, Que.
75,566	Julia A.	Charlottetown	"	1877	La Have, N.S.	41 0	14 0	5 6	15	A. P. Provost, Murray Harbour South, P.E.I.
90,613	Julia Ann	Moncton	"	1886	Cocagne, N.B.	45 8	16 4	5 8	27	Simon Bark, Cocagne, N.B.

* Formerly "Eva S. Robinson."

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122,120	Julia F. C.	Sydney.	Schr—Glt	1897	Ingonish, N.S.	40 0	12 5	6 8	12	Joseph F. Young, <i>et al.</i> , Ingonish, N.S.
116,363	Julia Larson	Goderich	"	1877	Sand Beach, Mich., U.S.A.	71 8	18 3	6 5	61	Jas. A. Low, Port Dover, Ont.
103,616	Julie	Quebec	Sloop	1894	Les Escoumains, Que.	63 0	19 3	5 5	53	Alfred Lavoie, Baie St. Paul, Que.
75,900	Julie Ann	Chatham, N.B.	Schr—Glt	1878	Richibucto, N.B.	35 8	13 2	4 4	9	Anthony Arsenau, Richibucto, N.B.
112,098	Julie Plante	Lunenburg	Scow—Chd	1902	Mahone Bay, N.S.	64 5	20 0	5 6	62	Mackenzie & Mann, Toronto, Ont.
107,663	Juliette	Quebec	Schr—Glt	1899	Bay St. Paul, Que.	63 0	20 6	7 8	62	Geo. Pinze, Mille Vaches, Que.
103,432	Julio	Ottawa	Barge—Chd	1894	Kippewa, Que.	40 5	10 0	3 0	7	W. H. Hurdman, Ottawa, Ont.
100,210	July	Vancouver	Scow—Chd	1888	Vancouver, B.C.	75 0	22 0	6 1	95	Gordon T. Legg, Vancouver, B.C.
83,038	Jumbo	Ottawa	Barge—Chd	1883	Smith's Falls, Ont.	106 0	22 6	7 2	159	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,439	Jumbo	"	"	1890	Buckingham, Que.	68 4	14 9	3 4	30	O. M. Harris, Montreal, Que.
85,713	Jumbo	Prescott	Scow—Chd	1880	Sorel, Que.	136 0	20 0	6 0	150	Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
100,207	June	Vancouver	"	1888	Vancouver, B.C.	72 0	21 0	6 0	79	Gordon T. Legg, Vancouver, B.C.
122,183	Justina	Arichat	Schr—Glt	1907	River Bourgeois, N.S.	35 0	10 5	5 2	10	Istiah Boudrot, River Bourgeois, N.S.

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111,988	K. I.	Vancouver.....	Scow—Chd.....	1899	Blaine, Wash., U.S.A....	14 0	12 0	4 0	16	The Fraser River Oil & Guano Co Ltd., Vancouver, B.C.
111,989	K. 2.	"	"	1899	"	44 0	12 0	4 0	16	"
122,376	K II.	Vancouver	"	1906	New Westminster, B.C.	66 9	26 0	6 7	107	George C McKeen, Vancouver, B.C.
117,151	K. W. No. 3.	New Westminster.....	Barge—Chd.....	1905	New Westminster, B.C.	41 0	18 0	4 5	34	G. C. McKeen, Vancouver, B.C. and L. Wilson, New Westminster, B.C.
126,219	K. W. No. 10.	Vancouver.....	Scow—Chd.....	1908	Vancouver, B.C.	59 5	23 1	6 9	89	George C. McKeen and Leonard Wilson, Vancouver, B.C.
107,713	K. & G. No. 1.	Vancouver.....	Barge—Chd.....	1890	Vancouver, B.C.	82 4	30 4	6 4	137	Wm. L. Nicol, Vancouver, B.C.
103,301	K. & S. No. 2.	New Westminster.....	"	1895	Kaslo, B.C.	75 8	26 0	6 0	101	The Kaslo & Shocan Ry. Co., New Westminster, B.C.
122,369	K. & W. No. 1.	Vancouver.....	Scow—Chd.....	1899	New Westminster, B.C.	55 0	19 2	5 1	50	Jordan River Lumber Co., Ltd., Victoria, B.C.
117,005	K. & W. No. 4.	Vancouver	"	1901	New Westminster, B.C.	76 7	26 0	6 6	112	Leonard Wilson, New Westminster, B.C. and George C. McKeen, Vancouver, B.C.
103,458	K. McKenzie.	Arlchat.....	Schr—Glt.....	1898	L'Ardoise, N.S.	42 2	13 5	6 2	17	Wm. P. Brown, St. Peters, N.S.
92,676	Kalevala.	Sydney, N.S.....	"	1888	River John, N.S.	82 2	24 0	9 4	100	John Pynn, North Sydney, N.S.
107,672	Karen	Quebec.....	Sloop.....	1897	Yarmouth, N.S.	40 0	12 0	4 4	16	John Foreman, Montreal, Que.
107,970	Karnoe	Lunenburg.....	Schr—Glt.....	1900	Lunenburg, N.S.	95 6	24 6	9 4	97	Sammuel Ritecy, jr., M.O., Ritecy's Cove, N.S.
116,509	Kasaga.....	"	"	1904	LaHave, N.S.	63 2	29 4	7 6	59	F.T. B. Young, M.O., Caraquet, N.B.
92,290	Katahdin.....	Owen Sound.....	"	1888	Owen Sound, Ont.	150 0	30 9	10 9	381	Spanish River Lumber Co., Spanish River, Ont.
.....	Kate.....	Montreal.....	Barge—Chd.....	1862	St. Francis, Que.	101 2	22 1	7 2	113	L. St. Denis, Lachine, Que.
64,239	Kate.....	Quebec.....	Schr—Glt.....	1871	Green Bay, Nfld.	70 0	18 0	8 9	68	Richard Turner, Quebec, Que.
38,515	Kato B.....	Arlchat.....	"	1872	River Bourgeois, N.S.	54 9	18 0	7 6	35	John McMullin, Bridgeport, N.S.
59,309	Kate Clark.....	St. Andrews.....	"	1873	Trenton, Me., U.S.A....	60 3	21 5	7 1	54	Thomas E. Sherwood, New York, U.S.A.
80,071	Kate F. Troop.....	St. John, N.B.....	Bk—Bq.....	1881	Tynemouth, G. B.	187 0	37 5	22 1	1097	The Atlantic Shipping Co., Ltd., Port Maitland, N.S.
94,849	Kate Grant	Windsor, Ont.....	Schr—Glt.....	1880	Conceant, U.S.A.	60 4	17 8	4 0	47	Denis Parant, Tremseul, Ont.
126,012	Katherine V. Mills.....	Annapolis Royal.....	"	1908	Granville Ferry, N.S.	118 0	29 8	10 2	216	Albert D. Mills, M. O., Annapolis Royal, N.S.
112,169	Kathleen.....	Chatham, N.B.....	"	1903	Shippigan, N.B.	38 0	12 9	5 9	15	Wm. Fring & Co., Ltd., Jersey.
107,543	Kathleen.....	St. John, N.B.....	"	1891	Rothsey, N.B.	23 2	9 0	3 6		Albert McArthur, St. John, N.B.

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126,136	Kathleen W.....	Halifax.....	Schr—Glt.....	1908	Dartmouth, N.S.....	47 0	14 3	7 0	22	Robert J. Slannwhite, Terence Bay, N.S.
94,670	Katie A. Burns.....	Charlottetown.....	".....	1889	St. Mary's, N.S.....	53 5	17 0	6 8	36	John Agnew, Alberton, P.E.I.
103,469	Katie B.....	Arichat.....	".....	1906	River Bourgeois, N.S.....	41 5	13 9	5 9	16	John Burke, River Bourgeois, N.S.
83,105	Katie Dell.....	Richibucto.....	".....	1888	Richibucto, N.B.....	32 9	11 6	4 9	11	John L. Murphy, Campbellton, N.B.
66,259	Katie E. Stuart.....	Halifax.....	".....	1871	West Cape, P.E.I.....	63 4	20 2	7 6	54	Isaac Gagné, Anchor Point, Nfld.
97,074	Katie E. Wall.....	Charlottetown.....	".....	1892	Princetown Royalty, P.E.I.....	43 9	14 7	6 3	23	Peter McNutt, Malpeque, P.E.I.
75,911	Katie Eccles.....	Napanea.....	".....	1877	Desconto, Ont.....	95 0	24 0	8 0	122	C. J. McCallum, Port Colborne, Ont.
125,998	Katie H.....	Quebec.....	Barge—Chd.....	1908	Quebec, Que.....	154 0	30 2	9 7	370	The Quebec Transportation & For- warding Co., Ltd., Quebec, Que.
111,795	Katie J.....	Port Hawkesbury.....	Schr—Glt.....	1905	West Arichat, N.S.....	33 9	12 6	4 5	11	J. McNeil, Port Hawkesbury, N.S.
100,216	Katie M.....	Halifax.....	".....	1890	Little Harbour, N.S.....	35 6	13 3	4 8	11	T. Brophy, Prospect, N.S.
122,131	Katie M.....	Yarmouth.....	Sloop.....	1906	Port La Tour, N.S.....	30 0	10 6	6 0	10	Clifford Reynolds, Port La Tour, N.S.
96,936	Katie & Ella.....	Charlottetown.....	".....	1880	Five Mile River, Conn., U.S.A.....	47 5	15 8	4 8	20	Glas. Trenholm, Baie Verte, N.B.
77,957	Kedron.....	Annapolis Royal.....	Schr—Glt.....	1880	Granville, N.S.....	45 9	16 1	6 3	22	Ansell Snow, Digby, N.S.
122,562	Keane.....	Peterborough.....	Barge—Chd.....	1907	Birdsalls, Ont.....	80 0	18 0	4 0	48	Francis Burnet and James D. Simp- son, Birdsalls, Ont.

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80,573	Keopsake.....	Windsor, Ont.....	Schr—Glt.....	1880	River Puce, Ont.....	72 6	19 9	3 7	45	Horace Fleury, Belle River, Ont.
94,984	Keevatin.....	Port Hope.....	".....	1888	Lakeport, Ont.....	120 0	25 0	10 0	199	A. Campbell, Lakeport, Ont.
107,077	Kelpie.....	St. John, N.B.....	Sloop.....	1883	Yarmouth, N.S.....	21 1	10 0	2 3	5	R. C. B. Kaye, St. John, N.B.
125,738	Kenneth S.....	Yarmouth.....	".....	1904	Clarke's Harbour, N.S.....	31 0	10 6	6 0	10	B. C. Smith and M. P. Atkinson, Yarmouth, N.S.
122,290	Kerawood.....	Shelburne.....	Schr—Glt.....	1908	Shelburne, N.S.....	91 0	21 5	9 6	81	Irvine A. Lovitt, Yarmouth, N.S.
107,981	Kestrel.....	Shelburne.....	".....	1900	Shelburne, N.S.....	89 0	25 0	9 6	99	Geo. A. Cox, Shelburne, N.S.
92,548	Kildonan.....	Montreal.....	".....	1888	Kingston, Ont.....	174 1	33 0	11 1	499	Montreal Transportation Co., Ltd., Montreal, Que.
107,778	Kimberley.....	Chatham, N.B.....	Barge—Chd.....	1900	Chatham, N.B.....	115 3	24 5	6 1	148	J. B. Snowball Co., Ltd., Chatham, N.B.
111,404	Kimberley.....	Lunenburg.....	Schr—Glt.....	1900	Mahone Bay, N.S.....	91 8	21 5	9 5	92	Charles U. Mader, <i>et al.</i> , Mahone Bay, N.S.
92,507	Kincties.....	St. Andrews.....	Sloop.....	1884	Back Bay, N.B.....	29 6	11 2	6 0	10	Frank Pendleton, West Isles, N.B.
111,406	King Edward.....	Chatham, N.B.....	Schr—Glt.....	1901	Caracquet, N.B.....	38 5	13 0	5 3	14	The C. Robin Collas Co., Ltd., Halifax, N.S.
122,482	King Edward.....	Quebec.....	Dredge—Dragne.....	1903	Montreal, Que.....	106 8	36 5	7 0	330	William J. Poupore, Montreal, Que.
103,949	King Fisher.....	Chatham, N.B.....	Schr—Glt.....	1899	Shippigan, N.B.....	38 0	12 7	5 0	13	Wm. Fruing & Co., Ltd., Jersey.
116,408	King George.....	Victoria.....	".....	1903	Massett, B.C.....	45 0	12 5	4 8	16	Thos. Nadeau, Massett, B.C.
125,965	King Josiah.....	Parrsboro.....	".....	1908	Port Grenville, N.S.....	98 1	28 7	8 9	117	Josiah Soley, <i>et al.</i> , Lower Economy, N.S.
88,516	Kingfisher.....	Sydney.....	".....	1881	Ingonish, N.S.....	33 9	13 2	5 1	10	S. Vixen, North Sydney, N.S.
88,581	Kingfisher.....	Yarmouth.....	".....	1884	Ed Brook, N.S.....	59 8	19 1	7 3	47	Mrs. Mary Jane Daley, Commercial Cross, Lot 59, P.E.I.
94,740	Kinghorn.....	Montreal.....	Barge—Chd.....	1871	Montreal, Que.....	131 0	24 8	9 1	393	Montreal Transportation Co., Ltd., Montreal, Que.
103,938	Kings County.....	Windsor, N.S.....	Ship—3 m.....	1890	Kingsport, N.S.....	255 0	45 5	25 7	2061	The Ship Kings County Co., Ltd., Wolfville, N.S.
103,938	Kingston.....	Montreal.....	Barge—Chd.....	1898	Kingston, Ont.....	181 0	35 0	12 0	578	Montreal Transportation Co., Ltd., Montreal, Que.
116,869	Kippewa.....	Ottawa.....	".....	1903	Turtle Portage, Que.....	83 0	16 4	1 3	57	Patrick Kelly, Turtle Portage, Que.
107,626	Kirtle.....	New Westminster.....	Barge—Chd.....	1898	Vancouver, B.C.....	50 0	14 6	4 0	23	The Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
100,981	Kite.....	Chatham, N.B.....	Schr—Glt.....	1888	Caracquet, N.B.....	36 0	12 1	5 1	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,288	Kito.....	".....	".....	1895	Shippigan, N.B.....	34 7	12 0	4 8	10	Patrick Lenteigne, Caraquet, N.B.
116,419	Klondike.....	Victoria.....	Barge—Chd.....	1904	Whitehorse, Y.T.....	100 0	31 5	6 0	178	The British Yukon Navigation Co., Ltd., Vancouver, B.C.

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107,774	Klondyke.....	Chatham, N.B.....	Schr—Glt.....	1900	Caracquet, N.B.....	37 6	13 0	5 5	14	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,960	Klondyke.....	Quebec.....	Barge—Chd.....	1898	Pierreville, Que.....	125 9	27 2	10 8	275	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
103,732	Klondyke.....	Parrsboro'.....	Schr—Glt.....	1897	Port Greville, N.S.....	74 8	24 6	7 7	78	E. Willigan, Parrsboro', N.S.
74,015	Kohinoor.....	Charlottetown.....	".....	1876	Lunenburg, N.S.....	77 5	23 4	8 9	77	P. Clarkin, Charlottetown, P.E.I.
103,283	Koh-i-noor.....	Chatham, N.B.....	".....	1895	Caracquet, N.B.....	37 0	12 8	5 2	13	P. Rive, Caracquet, N.B.
90,642	Konaroff.....	Yarmouth.....	".....	1883	Shedburne, N.S.....	33 5	12 7	4 7	10	John Brow, Harbour au Bonche, N.S.
112,271	Koorali.....	Montreal.....	Sloop.....	1898	Dorval, Que.....	34 3	8 9	1 7	16	S. Arnold Finly, Montreal, Que.
112,331	Klota.....	Collingwood.....	".....	1904	Collingwood, Ont.....	26 0	7 5	3 7	3	Howard Turnbull and Kenneth Turnbull, J.O., Montreal, Que.
121,880	Kuroki.....	Yarmouth.....	".....	1905	Barrington, N.S.....	30 0	11 4	6 0	10	Judah A. Nowell, M.O., Cape Island N.S.
126,163	†L. C. & S., No. 1..	Montreal.....	Scow—Chd.....	1906	Cornwall, Ont.....	57 0	16 0	3 5	53	Lyon Cohen, Montreal, Que.
126,302	†L. C. & S., No. 2..	".....	".....	1908	Hawkesbury, Ont.....	55 4	14 6	3 7	22	" " "
126,304	†L. C. & S., No. 3..	".....	".....	1908	Cornwall, Ont.....	79 0	20 0	5 4	91	" " "

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126,305	†L. C. & S., No. 4.	Montreal	Barge—Chd	1904	Lachine, Que.	65	7	14	0	3	5	26	Lyon Cohen, Montreal, Que.
126,306	†L. C. & S., No. 5.	"	"	1901	Cornwall, Ont.	45	6	13	7	2	6	20	"
126,307	†L. C. & S., No. 6.	"	"	1905	"	60	1	16	3	4	5	35	"
126,308	†L. C. & S., No. 8.	"	Scow—Chd	1907	"	79	7	24	6	8	0	120	"
126,309	†L. C. & S., No. 9.	"	"	1907	"	82	3	24	6	7	7	127	"
126,310	†L. C. & S., No. 10.	"	"	1906	"	78	3	21	6	8	0	106	"
126,311	†L. C. & S., No. 11.	"	"	1906	"	70	9	20	9	7	4	86	"
126,312	†L. C. & S., No. 12.	"	"	1907	"	55	2	17	6	5	8	43	"
126,313	†L. C. & S., No. 13.	"	"	1906	"	70	6	20	2	7	2	84	"
126,314	†L. C. & S., No. 14.	"	"	1905	"	61	5	16	5	5	0	39	"
126,315	†L. C. & S., No. 15.	"	"	1906	"	55	3	17	6	4	8	39	"
126,316	†L. C. & S., No. 16.	"	"	1906	"	63	9	18	8	6	1	55	"
126,317	†L. C. & S., No. 17.	"	"	1906	"	66	6	17	3	6	0	55	"
126,318	†L. C. & S., No. 18.	"	"	1906	"	61	0	16	8	5	6	43	"
*74,254	L. P.	Quebec	Sloop	1876	St. Thomas de Pierre-ville, Que.	101	9	23	0	6	3	98	Lubin Peruse, Deschailion, Que.
78,033	L. C. Larned	Chatham, Ont.	Schr—Glt	1903	St. Jean Deschailions, Q.	72	0	19	0	5	3	43	D. W. Crow, Chatham, Ont.
94,661	L. C. Tongh	Shelburne	"	1875	Port Huron, Mich., U.S.A.	33	9	12	2	5	4	12	A. Swaine, Black Point, N.S.
85,685	L. M. Ellis	Digby.	"	1888	Malone Bay, N.S.	55	0	18	4	5	8	35	George Lent, et al., Freeport, N.S.
122,230	L. N. Scott	Montreal	Barge—Chd	1903	Three Rivers, Que	78	0	16	0	4	7	42	The Charlemagne & Lac Ouareau Lumber Co., Ltd., Montreal, Que.
122,410	L. T. Demarus	Montreal	Sloop	1907	St. Francois du Lac, Que	110	0	23	2	7	0	135	Louis T. Demarus, St. Francois du Lac, Que.
77,297	L. Edna	St. John, N.B.	Schr—Glt	1876	St. Martin's, N.B.	74	0	24	7	6	5	68	Joshua Prescott, St. Martin's, N.B.
74,226	L'Ami du Peuple	Montreal	Sloop	1874	St. Marcel, Que.	86	6	22	0	6	1	78	Ignace Caron, jr., St. Amé, Que.
103,623	L'Ange	Quebec	"	1895	Isle Verte, Que.	30	6	11	9	4	6	10	L. Michand, Isle Verte, Que.
92,763	L'Audacieuse	Quebec	Schr—Glt	1889	Chicoutimi, Que	55	8	20	0	7	5	48	Louis Leclerc, Kamouraska, Que.
80,655	L'Auréat.	"	"	1879	Cap Santé, Que.	57	6	5	2	6	4	39	Malcolm Hovington, Bon Desir, Que.

*Formerly "Indianus." † Vessels show date of re-build only.

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77,595	L'Aurore.....	Montreal.....	Barge—Chd.....	1878 St. Aimé, Que.....	87 5	15 7	6 4	73	Edmond Comptois, Sorel, Que.
126,160	L'Aurore Boreale.....	Montreal.....	Schr—Glt.....	1908 St. Jean des Chaillons, Que.....	107 0	23 1	6 9	127	Jean B. A. Houde, St. Jean des Chaillons, Que.
103,138	L'Espervier.....	Quebec.....	Sloop.....	1894 Baie St. Paul, Que.....	37 2	13 8	5 2	15	Georges Brochu, Cap St. Ignace, Que.
83,347	L'Espérance en Marie.....	".....	Schr—Glt.....	1881 Petite Rivière, Que.....	56 4	19 5	7 2	44	Aimé Guérin, St. Siméon, Que.
107,773	L'Étoile.....	Chatham, N.B.....	".....	1900 Caraquet, N.B.....	37 0	13 8	5 6	15	Prudent Gallien, Caraquet, N.B.
90,887	L'Étoile.....	Port Hawkesbury.....	Sloop.....	1888 Tusket Wedge, N.S.....	60 6	19 2	6 9	48	Edward J. Walker, Canso, N.S.
103,980	L'Étoile de la Mer.....	Quebec.....	Schr—Glt.....	1897 Baie St. Paul, Que.....	48 6	16 8	6 4	29	Emile Dumont, Tadoussac, Que.
107,493	L'Étoile de la Mer.....	".....	Sloop.....	1897 St. Siméon, Que.....	35 2	11 4	4 5	11	F. Savard, St. Siméon, Que.
122,481	L'Étoile de Mer.....	".....	Schr—Glt.....	1907 Ance St. Jean, Que.....	78 4	21 3	7 6	82	Jos. Boudreault, Ance St. Jean, Que.
80,673	L'Exportation.....	Montreal.....	Barge—Chd.....	1881 St. Aimé, Que.....	95 6	20 4	6 5	108	Ignace Caron, St. Aimé, Que.
100,171	L'Imperial.....	".....	".....	1891 Pierreville Que.....	140 0	27 7	11 5	338	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
116,705	L'Infatigable.....	Quebec.....	Schr—Glt.....	1904 Les Escoumains, Que.....	61 8	20 6	6 0	43	Jean Boutane, Les Escoumains, Que.
77,870	L'Islet.....	".....	Sloop.....	1878 L'Islet, Que.....	49 0	16 7	4 7	23	Dolphin Langlois, Isle aux Grues, Que.
92,558	L'Union.....	Montreal.....	Barge—Chd.....	1888 Yanaska, Que.....	132 0	26 9	11 0	301	A. Lomer, Montreal, Que.

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111,490	La Bellay..	Quebec.	Schr—Glt	1900 St. Siméon, Que.	63 2	23 0	8 0	80	Eloi Bellay, Matane, Que.
126,154	La Berard.....	Montreal.	Sloop—Chd	1907 Sorel, Que.	103 7	22 6	14 5	233	Joseph Berard, Montreal, Que.
103,625	La Biévenue..	Quebec.	Schr—Glt	1896 Baie St. Paul, Que.	53 4	18 2	7 2	38	Joseph Belanger, Trois Pistoles, Que.
103,355	La Clarina.....	"	"	1894 Green Island, Que.	42 2	13 6	5 8	20	N. Levesque, Green Island, Que.
96,838	La Franco.....	Lunenburg.	"	1890 Lunenburg, N.S.	76 1	22 2	8 5	89	S. R. Balcorn, Bay of Islands, Nfld.
72,939	La Gaiette.....	Quebec.	"	1875 Malbaie, Que.	40 8	15 0	6 6	18	A. Rivier, jr., St. Etienne de la Malbaie, Que.
75,700	La Jeune Perdrix...	"	"	1878 St. Jean, Island of Orleans, Que.	39 5	13 0	5 6	18	Theodore Clouthier, Moisie, Que.
112,045	La Marie Reine.....	Quebec.	"	1902 Rivière Claude, Que.	88 2	26 2	10 0	99	Arthur Boucher, Ste. Lucie, Que.
80,735	La Marina.....	"	"	1878 Betchouan, Que.	43 3	15 5	6 0	18	Dominique Lapiere, Isle Verte, Que.
100,835	La Marinière.....	"	"	1893 Rivière Claude, Que.	67 2	21 6	8 0	76	Revillon Bros., Ltd., Montreal, Que.
74,355	La Mode.....	Pictou, N.S.	"	1877 Merigomish, N.S.	48 7	15 1	6 2	26	John Forrester, Auld's Cove, N. S.
75,696	La Monette.....	Quebec.	"	1877 Quebec, Que.	73 5	29 8	8 5	65	W. S. Kennedy, Agvannus River, Labrador, Que.
71,624	La Providence	Montreal..	Large—Chd	1875 Yanaska, Que.	100 3	22 1	6 2	94	J. B. Allard, jr., Sorel, Que.
107,510	La Punaise.....	Quebec.	Sloop.	1898 St. Siméon, Que.	31 4	12 0	4 0	10	F. X. Morin, St. Siméon, Que.
100,326	La Rose.....	Yarmouth.	Schr—Glt	1894 Eel Brook, N.S.	38 0	13 2	4 4	13	M. N. Amiro, Eel Brook, N.S.
77,597	La St. Pierre.....	Montreal.	Sloop.	1879 St. Thomas de Pierreville, Que.	91 0	22 7	6 4	89	Agapit Daneau, St. Thomas, Que.
80,651	La Superior.....	"	"	1879 " "	98 0	22 8	6 9	105	A. Pagé, Berthier, Que.
92,291	Laekawanna.....	Ottawa.	Large—Chd	1884 Champlain, Que.	106 0	22 7	7 0	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
77,766	Laconic.....	St. Andrews.	Schr—Glt	1880 McNutt's Island, N.S.	29 5	14 3	5 8	15	Charles Judge, St. Andrews, N. B.
107,901	Lady Aberdeen.....	"	Sloop	1895 Quaco, N.B.	32 6	14 7	6 0	18	Alva B. Small, Grand Manan, N.B.
121,937	Lady Betty.....	Halif	"	1901 New Bedford, Mass., U.S.A.	28 8	7 7	4 5	5	Sidney C. Oland, Dartmouth, N.S.
103,856	Lady Bird.....	"	"	1897 Dartmouth, N.S.	23 6	6 6	4 0	2	La-Col. A. W. A. Dmcan, Naughton, N.B.
103,659	Lady Bourque	Yarmouth.	Schr—Glt	1886 Tusket, N.S.	38 5	13 2	4 0	11	M. Bourque, Tusket, N.S.
72,072	Lady Fougère, . .	Arichat..	"	1883 River Bourgeois, N.S.	40 7	13 7	5 4	15	Dorité Fougère, River Bourgeois, N.S.
75,889	Lady Franklin.....	Charlottetown	"	1881 Tatamagouche, N.S.	72 4	21 8	8 0	77	Geo. Jester, North Sydney, N.S.

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71,924	Lady Hill	Pictou, N.S.	Schr—Glt	1875	Exploits Bay, Nfld	67 8	19 9	8 5	64	A. M. Banks, Halifax, N.S.
111,480	Lady Laurier	Arichat	"	1901	Petite de Grat, N.S.	32 6	11 0	5 3	12	S. A. Boudrot, Petite de Grat, N.S.
107,183	Lady May	Charlottetown	"	1898	Belle River, P.E.I.	46 6	14 6	5 0	21	F. J. G. McDougall, Belle River, P.E.I.
96,784	Lady May	Halifax	"	1890	Chezetcook, N.S.	45 3	16 6	6 4	25	Prosper A. Garcia, Rose Blanche, Nfld.
107,765	Lady Napier	Charlottetown	Bgtn—Bglt	1902	Georgetown, P.E.I.	113 8	27 0	11 7	210	John C. Crosbie, St. John's, Nfld.
111,581	Lady Smith	Peterborough	Barge—Chd	1900	Lakefield, Ont.	86 0	20 0	5 2	76	Wm. H. White, Lakefield, Ont.
111,461	Ladysmith	Chatham, N.B.	Schr—Glt	1900	Shippigan, N.B.	37 6	13 6	6 1	17	H. Chiasson, Little Laneque, N.B.
112,324	Ladysmith	Parsboro'	Bktn—Bglt	1902	Lower Economy, N.S.	176 2	35 9	17 8	698	Hugh Gillespie, M.O., Parsboro', N.S.
107,809	Ladysmith	St. John, N.B.	Schr—Glt	1900	Cambridge, N.B.	51 7	20 2	5 3	30	Arch. Fanjoy, Cambridge, N.B.
73,089	Lafrenière et St. Onge	Montreal	Sloop	1874	Yamaska, Que.	103 2	22 5	8 0	131	James Williamson, Grenville, Que.
96,881	Lake St. Louis, No. 1	Ottawa	Floating Light	58 2	16 8	7 8	63	The Minister of Marine and Fisheries Ottawa, Ont.
96,882	Lake St. Louis, No. 2	"	"	58 2	16 8	7 9	64	" ..
96,883	Lake St. Louis, No. 3	"	"	58 2	16 8	7 6	66	" ..
96,884	Lake St. Peter, No. 1	"	"	56 4	15 6	7 2	46	" ..

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96,885	Lake St. Peter, No. 2	Ottawa.	Floating Light.	56 4	15 6	7 2	46	The Minister of Marine and Fisheries Ottawa, Ont.
96,886	Lake St. Peter, No. 3	"	"	.....	56 4	15 6	7 2	46	"
107,336	Lakeside	Yarmouth.	Bktn—Bkgt.	.....	181 6	35 1	14 4	726	The Lakeside Shipping Co., Ltd., Yar- mouth, N.S.
121,929	Lala	Quebec.	Schr—Glt	.....	67 2	21 0	5 5	45	The James Richardson Co. Ltd., Matane, Que.
74,233	Liberté.	"	Sloop.	.....	110 0	24 0	8 0	135	N. Heroux and D. Lefebvre, Des- chambault, Que.
71,603	Lancaster	Montreal.	Barge—Chld.	.....	125 1	22 8	9 5	220	Pierre Paul, Soré, Que.
126,101	Lantana	Lanenburg	Schr—Glt	.....	46 5	12 5	6 7	17	David Langille, M.O., Martin's Brook, N.S.
96,918	Lapwing.	Montreal	Barge—Chld	.....	175 7	31 2	12 1	516	Montreal Transportation Co., Ltd., Montreal, Que.
90,438	Lark.	Barrington.	Sloop.	.....	33 7	12 2	6 3	13	Sammel Atwood, Barrington, N.S.
103,003	Lark	Chatham, N.B.	Schr—Glt	.....	31 0	12 3	4 5	10	Thomas Abier, Shippigan, N.B.
117,092	Lass of Gowrie.	Arichat.	"	.....	39 0	12 0	5 7	14	J. Pettipas, Arichat, N.S.
103,232	Lassie	Montreal.	Sloop.	.....	20 4	6 2	1 1	1	H. M. Molson, Montreal, Que.
111,635	Latooka.	Lanenburg.	Schr—Glt	.....	91 3	24 3	9 3	99	Rufus Conrad, <i>et al.</i> , La Have, N.S.
61,837	Laughing Waters	Yarmouth.	"	.....	51 7	18 6	6 8	32	J. Goodwin, jr., Argyle, N.S.
107,290	Laura.	Liverpool	"	.....	129 6	31 0	12 4	299	John Harlow, <i>et al.</i> , Milton, N.S.
103,333	Laura.	Montreal.	Barge—Chld	.....	141 7	29 4	11 2	339	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
103,312	Laura.	Port Hawkesbury.	Schr—Glt	.....	42 5	13 4	4 9	13	John Donette, Cheticamp, N.S.
103,316	Laura.	"	"	.....	33 8	10 9	5 1	10	The C. Robin Collas Co., Ltd., Hali- fax, N.S.
107,501	Laura.	Quebec.	Sloop.	.....	37 2	13 8	4 9	16	B. Caron, Tadoussac, Que.
107,662	Laura.	"	Schr—Glt	.....	28 0	10 5	4 2	8	The Minister of Lands, Mines & Fisher- ies for Prov. Quebec, Quebec, Que.
96,956	Laura	St. John, N.B.	"	.....	59 0	23 0	5 0	40	Alex. Gale, Waterborough, N.B.
80,980	Laura B.	Sydney.	"	.....	74 2	23 6	8 7	90	Hugh Campbell, South Whyacomi- ugh, N.S.
117,136	Laura B.	Yarmouth.	Sloop.	.....	34 0	12 0	5 6	10	C. D. Atkinson, Cape Island, N.S.
111,908	Laura B. G.	Arichat.	Schr—Glt	31 0	11 6	4 6	10	John S. Wells, White Head, N.S.
112,096	Laura C.	Lanenburg	"	122 6	30 5	11 0	249	John M. Gibson, <i>et al.</i> , La Have, N.S.

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103,738	Laura C. Hall	Parrsboro'	Schr—Glt	1898	Parrsboro', N.S.	81 0	25 6	8 1	100	J. H. Rockwell, <i>et al.</i> , River Hebert, N.S.
94,788	Laura C. Zwicker	Lunenburg	"	1889	Mahone Bay, N.S.	71 3	23 5	9 2	85	J. Arsenault, Little Bras d'Or and C. A. Ozen, North Sydney, N.S. J. O. John Murphy, Louisburg, N.S.
61,615	Laura Cox	Gwynsboro'	"	1875	Country Harbour, N.S.	58 7	20 4	7 1	49	John Murphy, Louisburg, N.S.
88,565	Laura D.	Kingston.	Sloop.	1884	Kingston, Ont.	64 6	16 7	5 0	36	Arthur Sudds, Simcoe Island, Ont.
117,140	Laura E.	Yarmouth.	"	1905	Cape Island, N.S.	31 0	11 0	6 0	10	O. T. Reynolds, Port Latour, N.S.
101,246	Laura F. Franklin.	Halifax	Schr—Glt	1892	St. George's Bay, Nfld.	54 5	20 0	7 9	46	James Irwin, Wine Harbour, N.S.
96,797	Laura Pheobe.	"	"	1890	Musquodoboit, N.S.	41 5	14 6	6 0	12	John Kent, Musquodoboit, N.S.
88,452	Laura Victoria.	Aricat.	"	1888	St. Peter's, N.S.	58 4	17 7	7 1	39	John J. Hemphill, Georgetown, P.E.I.
121,925	Laure Hortense.	Quebec.	"	1906	St. Fidele, Que.	66 6	19 0	6 5	50	Wilbrod Bhreur, St. Fidele, Que.
116,203	Laurel.	Halifax.	"	1903	Pubnico, N.S.	40 0	14 0	6 6	16	George Pelham, Herring Cove, N.S.
100,451	Laurentides.	Quebec.	"	1890	Quebec, Que.	65 0	21 6	6 0	55	François Bonchard, Quebec, Que.
116,513	Laurie H.	Lunenburg	"	1904	Tancook Island, N.S.	42 8	12 0	7 0	16	Alonso Feltnate, Canso, N.S.
116,204	Laurie J.	Yarmouth	"	1903	Meteghan, N.S.	69 0	21 5	8 0	65	Julien D'Entremont, Pubnico, N.S.
103,033	Laval	Ottawa.	Dredge—Dragne	1893	Ottawa, Ont.	152 6	31 0	12 6	296	The Minister of Public Works, Ottawa, Ont.

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111,838	Lavina D.	Digby.	Schr—Glt.	1902	Maxville, N.S.	41 0	12 7	6 0	21	Jas. Doucette, Mavillette, N.S.
103,702	Lavinie.	Yarmouth.	"	1896	Pinkney's Point, N.S.	61 0	21 5	7 4	59	D. Surette, Yarmouth, N.S.
94,780	Lawrence.	Lunenburg.	"	1888	Lunenburg, N.S.	76 4	23 5	9 2	79	Andrew Grant, Port Elgin, Ont.
103,619	Le Canadien.	Quebec.	Sloop	1895	Tadousac, Que.	54 0	16 8	5 8	31	Navier Gagne, Tadousac, Que.
107,504	Le Céline.	"	"	1898	St. Siméon, Que.	33 9	11 8	4 5	10	Auguste Desbiens, St. Siméon, Que.
111,654	Le Maria.	Montreal.	"	1901	St. Thomas de Pierre-ville, Que.	99 6	23 0	6 6	117	Edmond Sauvagean, Champlain, Que.
100,456	Le Marquis de Lorne.	Quebec.	"	1880	Tadousac, Que.	38 0	14 6	4 9	17	A. Talbot, Cap St. Ignace, Que.
85,452	Le Petrel.	"	"	1882	Quebec, Que.	42 5	16 0	4 0	18	Simon Peters, Quebec, Que.
103,360	Le Point du Jour.	"	Barge—Chd.	1895	St. Thomas de Pierre-ville, Que.	102 6	22 6	6 6	123	Pierre Paul, St. Joseph de Sorel, Que.
126,156	Le Voilier.	Montreal.	Sloop.	1908	St. Jean des Chaillons, Que.	97 2	22 5	7 4	94	Fidèle Laliberte, St. Jean des Chaillons, Que.
107,533	Leader.	St. John, N.B.	Schr—Glt.	1898	Canning, N.B.	63 8	23 4	6 2	55	A. McM. Thurott, Canning, N.B.
94,947	Leader.	Shelburne.	"	1889	Shelburne, N.S.	88 0	24 0	10 6	128	George A. Cox, Shelburne, N.S.
37,551	Leading Star.	Halifax.	"	1854	Lunenburg, N.S.	56 3	17 8	7 4	39	Frank Mitchell, Chester, N.S.
100,077	Leah D.	St. John, N.B.	"	1891	Waterborough, N.B.	64 9	23 6	5 5	48	Frank L. Farris, and A. L. Harris, Waterborough, N.B.
107,371	Leah Hardy.	Sydney.	"	1901	Gabarouse, N.S.	45 1	14 5	6 0	20	Peter Landry, St. Peters, N.S.
74,206	Leda.	Montreal.	Barge—Chd.	1873	Sorel, Que.	101 6	21 0	7 2	122	F. X. Croteau, Leclercville, Que.
92,769	Leda.	Quebec.	"	1890	Yamaska, Que.	105 0	22 1	8 2	148	Thomas Gauthier, Montreal, Que.
73,022	Ledée Adèle.	Charlottetown.	"	1877	Pointe Basse, Que.	65 3	20 7	7 6	50	Thomas Kickham, Souris West, P.E.I.
100,296	Leigh J.	Chatham, N.B.	"	1892	Chatham, N.B.	52 0	17 3	6 8	34	W. St. Loggie & Co., Ltd., Chatham, N.B.
96,763	Lelia Linwood.	Aricat.	"	1876	Salisbury, Mass., U.S.A.	75 5	21 5	7 9	67	Daniel Jackson, North Sydney, N.S.
100,320	Lena.	Barrington.	"	1892	Pubnico, N.S.	40 0	13 2	5 5	13	Lovitt Nickerson, Cape Island, N.S.
100,343	Lena.	Maitland.	Schr—Glt.	1901	Noel, N.S.	62 2	20 5	7 2	51	E. A. O'Brien, Noel, N.S.
121,887	Lena.	Yarmouth.	Sloop.	1906	Clyde, N.S.	30 0	11 0	6 0	11	Avert D. Smith, Yarmouth, N.S.
90,840	Lena A.	Port Medway.	Schr—Glt.	1899	Liverpool, N.S.	32 0	10 0	5 2	11	C. A. Bowlby, Port Medway, N.S.
107,126	Lena F. Oxner.	Quebec.	"	1899	Lunenburg, N.S.	88 0	24 0	9 6	99	Richard Turner, Quebec, Que.

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111,905	Lena Jane	Ariehat.....	Schr—Glt	1901	Petite de Grat, N.S.	31 0	10 6	5 6	11	Dominic Boudrot, Petite de Grat, N.S.
116,732	Lena M	Canso... ..	"	1904	Port Hilford, N.S.	48 6	16 8	7 4	28	Clarence S. Strophe, Boylston, N.S.
100,876	Lena Maud.....	St. John, N.B.	"	1893	Whitehead, N.B.	78 4	27 2	7 0	98	Wm. Anthony, Maitland, N.S.
100,951	Leo.....	Chatham, N.B.	"	1893	Carquet, N.B.	37 5	12 4	5 2	15	W. S. Loggie & Co., Ltd., Chatham, N.B.
100,075	Lec.....	St. John, N.B.	"	1891	Waterborough, N.B. ..	80 2	26 5	6 9	93	E. M. Durant, et al., Parrsboro', N.S.
61,906	Leona.....	Liverpool	"	1870	Liverpool, N.S.	52 0	16 5	6 1	26	A. Harrington, Liverpool, N.S.
94,874	Leona.....	Montreal.....	Sloop	1888	Pierreville, Que.	107 6	22 8	7 3	145	A. Martineau, Yamaska, Que.
*122,595	Leonice.....	St. Andrews.....	Schr—Glt	1856	Gloucester, Mass., U.S.A.	56 0	17 3	6 2	27	Herbert G. Snell, St. Croix, N.B.
83,341	Léonille.....	Quebec.....	"	1881	Mille Vaches, Que.	38 0	13 1	4 6	13	Edmond Tremblay, Ste. Anne de Port- neuf, Que.
100,177	Leopold	Montreal.....	Sloop.....	1891	St. François, Que.	107 5	22 2	7 3	144	P. Desmarais, Notre Dame de Pierre- ville, Que.
96,827	Leopold .. .	Quebec.....	Schr—Glt	1889	Lumenburg, N.S.	79 6	24 0	9 3	93	Henri Carré, M.O., Port au Persil, Que.
100,459	Les Ecureuils, .. .	Quebec.....	"	1892	Les Ecureuils, Que.	65 2	18 6	6 9	57	Joseph Lajoie, St. Fulgence, Que.
59,388	Letitia.....	St. Andrews.....	"	1877	Deer Island, N.B.	30 9	13 5	5 6	10	Thomas Anderson and Patrick Keane, St. John, N.B.
83,474	Letter B	"	"	1875	Brier Island, N.B.	29 0	12 1	5 6	12	Mrs. Sophia Cook, St. George, N.B.

* Foreign name, "Quick Step."

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122,059	Letty Jane.....	Chatham, N.B.	Schr—Glt	1907 Miscou Island, N.B.	37 0	13 6	12 0	15	William Fruing & Co., Ltd., Ship- pigan Island, N.B.
85,362	Levi Crummell.....	Ottawa.....	Barge—Chd ...	1884 Hull, Que.	111 0	22 8	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,670	Levinia.....	Chatham, N.B.	Schr—Glt	1886 Tignish, P. E. I.	40 0	13 9	5 2	18	Wm. Deagle and A. M. Crosby, Mimi- negash, P. E. I.
100,519	Levuka.....	Parsboro'	"	1893 Port Greville, N.S.	69 0	24 5	7 1	76	J. E. George, <i>et al.</i> , Parrsboro', N.S.
121,990	Lewes.....	Victoria.....	Barge—Chd ...	1907 White Horse, Y.T.	105 5	34 7	5 5	167	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
117,021	Lewis.....	Sydney	Schr—Glt	1904 Louisburg, N.S.	86 7	24 3	9 7	99	William W. Lewis, Louisburg, N.S.
107,324	Lewiston.. ..	Halifax.....	"	1900 Sheet Harbour, N.S.	60 5	20 5	8 0	59	George E. M. Lewis, Lewiston, N.S.
92,396	Lia.....	Kingston.	Sloop	1888 Kingston, Ont.	53 0	16 4	4 3	21	James Eccles, Belleville, Ont.
94,639	Libbie.....	Victoria.....	Schr—Glt	1889 Shelburne, N.S.	81 0	21 9	9 2	93	Victoria Sealing Co., Ltd., Victoria, B.C.
77,348	Libbie T.....	Halifax.....	"	1880 Economy, N.S.	65 0	19 7	8 0	68	Robert Lewis, Economy, N.S.
85,301	Liberal.....	Montreal.....	Sloop.....	1883 St. Ours, Que.	107 0	22 8	10 9	186	F. Marchessault, St. Ours, Que.
.....	Libérateur.....	"	Barge—Chd ...	1871 Yamaska, Que.	103 8	22 4	8 1	156	L. Delisle, Valleyfield, Que.
107,548	Lidie & Julia.....	St. John, N.B.	Sloop.....	1897 St. John, N.B.	34 1	12 3	4 0	8	George H. Foster, Grand Manan, N.B.
42,217	Life Boat.....	Charlottetown.....	Schr—Glt	1862 Port Medway, N.S.	63 5	20 0	7 6	48	D. Anderson, Charlottetown, P.E.I.
107,446	Lighthouse No. 1...	Vancouver.....	Scow—Chd ...	1897 Vancouver, B.C.	36 2	10 0	3 0	8	Federation Brand Canning Co., Ltd., Victoria, B.C.
107,447	Lighthouse No. 2...	"	"	1896 "	30 0	12 0	2 5	7	" " " "
107,714	Lighthouse No. 3...	"	"	1898 "	36 0	14 0	3 7	14	" " " "
42,684	Lightning.....	St. John, N.B.	Schr—Glt	1892 St. John, N.B.	69 3	18 4	7 4	38	F. C. Ladey, <i>et al.</i> , St. John, N.B.
122,458	Lila A.....	Yarmouth.....	Sloop.....	1906 Cape Island, N.S.	32 0	10 6	6 0	10	Hilbert H. Atkinson, Cape Island, N.S.
107,660	Lila D. Young	Lunenburg.....	Schr—Glt	1899 Lunenburg, N.S.	99 0	25 0	9 8	100	John B. Young, <i>et al.</i> , Lunenburg, N.S.
107,129	Lilla B. Hirtle.....	"	"	1899 Lunenburg, N.S.	99 0	25 0	9 8	99	Wm. Duff, <i>et al.</i> , Lunenburg, N.S.
112,152	Lillian.....	Chatham, N.B.	"	1902 Caraquet, N.B.	39 0	13 0	5 6	15	The C. Robin, Collas Co., Ltd., Hali- fax, N.S.
103,760	Lillian... ..	Lunenburg	"	1898 LaHave, N.S.	80 2	22 2	9 2	84	D. Getson, <i>et al.</i> , LaHave, N.S.
80,954	Lillian.....	Pictou, Ont.	"	1859 Henderson, N.Y., U.S.A.	55 0	11 6	4 8	20	Geo. Blowers, Port Credit, Ont.
111,878	Lillian Blauvelt.....	Yarmouth.....	"	1902 Meteghan River, N.S.	106 0	28 0	10 1	195	J. B. Blauvelt, Tusket, N.S.

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88,273	Lillian E.	St. Andrews.	Schr—Glt.	1884	St. George, N.B.	31 2	11 8	5 9	13	David McClelland, St. John, N.B.
111,901	Lillian Louise	Arichat.	"	1901	Gnysboro', N.S.	33 0	10 9	5 6	12	Chas. P. Boudrot, Petite de Grat, N.S.
100,338	Lillie.	Maitland.	"	1894	Maitland, N.S.	130 9	31 5	11 7	31	Albert M. Miller, Tignish, P.E.I.
103,315	Lillie.	Port Hawkesbury.	"	1895	Cheticamp, N.S.	35 2	12 0	5 5	12	Fidèle Chiasson, Eastern Harbour, N.S.
88,626	Lillie.	Windsor, Ont.	"	1884	Pike Creek, Ont.	70 8	19 3	4 6	46	Julia Neveaux, Windsor, Ont.
80,077	Lillie Bell.	St. John, N.B.	"	1881	Rexton, N.B.	79 0	26 6	7 4	89	Geo. W. Erb, St. John, N.B.
107,794	Lillie E.	St. John, N.B.	"	1899	Waterborough, N.B.	62 4	23 4	5 7	53	W. W. Barton, Waterborough, N.B.
103,217	Lilly.	Ottawa.	Scow—Chd.	1890	Buckingham, Que.	49 0	10 2	2 5	7	George Bothwell, Buckingham, Que.
96,790	Lilly C.	Halifax.	Schr—Glt.	1888	Sambro, N.S.	35 2	11 8	6 5	12	W. McC. Roak, Halifax, N.S.
51,961	Lilly Dale.	Yarmouth.	"	1865	Beaver River, N.S.	38 0	12 8	5 0	11	Dexter W. Morrison, Westport, N.S.
74,391	Lilly Macfarlane.	Toronto.	"	1872	Port Credit, Ont.	44 5	12 0	3 5	14	Lionel Yorke, Toronto, Ont.
112,377	Lilly May.	Arichat.	"	1902	West Arichat, N.S.	41 9	14 0	5 9	18	A. Poirier, Descouise, N.S.
103,280	Lily.	Chatham, N.B.	"	1894	Caraquet, N.B.	35 0	12 0	6 0	11	Prudent Gallien, Caraquet, N.B.
126,065	Line Light.	Charlottetown.	"	1908	Souris, P.E.I.	94 0	26 0	9 2	155	Thos. Kiekham, Souris West, P.E.I.

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Linea.	Montreal.	Barge—Clid	1869	Sorel, Que.	1869	98 0	22 5	6 9	1081	Ant. Lavallee, Sorel, Que.
83,472	Lindon.	St. Andrews.	Sehr—Glt	1881	St. George, N.B.	29 0	11 5	6 0	12	Benjamin Parker, West Isles, N.B.
88,407	Limnet.	Digby.	"	1881	Liverpool, N.S.	38 5	13 3	5 7	15	Jos. H. Morehouse, Sandy Cove, N.S.
100,745	Limnet.	Windor, N.S.	"	1896	Blomidon, N.S.	41 4	14 0	4 8	14	Matthias Rolf, Walton, N.S.
100,540	Limnie & Edna.	St. Andrews.	"	1891	Tiverton, N.S.	52 2	17 6	6 5	30	Frank Lakeman, Woodward's Cove, N.B.
57,258	Lion.	Lunenburg.	"	1867	Malbone Bay, N.S.	61 5	19 3	7 6	40	John W. Kenney, Barrington, N.S.
55,644	Lion.	Magdalen Islands.	"	1873	House Harbour, M.I., Que.	58 0	19 3	7 6	42	C. Richard, Magdalen Islands, Que.
103,292	Lion.	New Westminster.	Scow—Clid	1891	New Westminster, B.C.	85 0	28 5	5 5	124	The Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
103,546	Lis.	Halifax.	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3	F. H. Bell, Halifax, N.S.
122,571	Lita C.	Yarmouth.	"	1907	Marillette, N.S.	33 0	13 0	6 0	13	Michael Concan, Marillette, N.S.
80,598	Lithophone.	Toronto.	Sehr—Glt	1881	Pronté, Ont.	55 0	15 6	3 5	14	Walter G. Naish, Port Credit, Ont.
83,461	Little Annie.	Digby.	"	1868	Essex, Mass., U.S.A.	44 3	15 3	5 0	19	Walter F. Leonard, St. John, N.B.
75,605	Little Annie.	Halifax.	"	1878	Port Gilbert, N.S.	47 0	16 7	6 4	27	Edward Eisner, Marriott's Cove, N.S.
75,851	Little Annie.	Weymouth.	"	1877	Meteghan River, N.S.	38 8	14 3	5 3	16	Peter H. Belliveau, St. Bernard, N.B.
121,693	Little Charley.	Yarmouth.	Sloop.	1904	Cape Island, N.S.	33 0	11 3	6 0	10	H. Newell, M.O., Cape Island, N.S.
91,822	Little Eddie.	"	Sehr—Glt	1889	Church Point, N.S.	28 6	11 2	4 8	7	G. A. Mallett, Gilbert Cove, N.S.
126,161	Little Giant.	Montreal.	Dr'dge—D'gue	1908	Cornwall, Ont.	79 5	26 8	5 7	133	Lyon Cohen, Montreal, Que.
104,000	Little Grazie.	St. Andrews.	Sehr—Glt	1891	Spencer's Island, N.S.	29 0	11 0	5 0	11	Andrew Millar, St. John, N.B.
103,318	Little Heir.	Port Hawkesbury.	"	1895	Cheticamp, N.S.	41 8	13 3	5 9	19	John Chiasson, Eastern Harbour, N.S.
88,261	Little Joe.	Yarmouth.	"	1883	St. John, N.B.	46 9	15 0	5 9	18	Harvey Goodwin, Pubnico, N.S.
59,395	Little Minnie.	St. Andrews.	"	1872	Lubec, Me., U.S.A.	36 9	14 4	4 9	14	Joseph Mettee, St. George, N.B.
59,321	Little Nell.	"	"	1853	Gloucester, Mass., U.S.A.	46 5	15 2	5 7	21	Albert Ingersoll, Grand Manan, N.B.
75,759	Lively.	Yarmouth.	"	1877	Meteghan, N.S.	34 2	11 0	4 0	9	W. Quinty, Carleton, St. John, N.B.
91,871	Livon.	Montreal.	Sloop	1889	Pierreville, Que.	107 8	22 8	8 2	167	Prosper Laplante, Lachine, Que.
100,503	Lizzie.	Sydney.	Sehr—Glt	1892	Malbone Bay, N.S.	120 7	25 8	12 9	245	Dominion Coal Co., Ltd., Glace Bay, N.S.

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100,900	Lizzie	Weymouth	Schr—Glt	1875	Path, Me., U.S.A.	76 5	21 8	7 8	68	A. H. Comeau, Metaghan River, N.S.
69,964	Lizzie A.	Port Hawkesbury...	"	1877	Strait of Canoe, N.S.	44 0	16 0	5 9	20	Augustin McInnes, Farncliffe, P.E.I.
72,282	Lizzie A.	St. John, N.B.	"	1876	Canning, N.B.	57 6	20 6	5 7	35	J. D. Hatfield, Kars, N.B.
122,455	Lizzie A.	Yarmouth	"	1907	Pubnico, N.S.	60 0	15 6	8 0	33	Existe M. D'Entremont, M.O., Pubnico, N.S.
64,552	Lizzie B.	St. John, N.B.	"	1870 1886	Westfield, N.B.	76 5	27 5	7 0	81	Miss Mary E. Shields, Alma, N.B.
122,101	Lizzie B.	Yarmouth	Sloop.	1906	Mavillette, N.S.	35 0	14 6	7 0	18	Leazine Bondreau, M.O., Mavillette, N.S.
79,979	Lizzie C.	Charlottetown	Schr—Glt	1878	St. Martin's, N.B.	75 0	22 4	7 9	79	R. H. Cann, Louisburg, N.S.
103,466	Lizzie Catharine....	"	"	1899	Red Island, N.S.	92 0	23 8	9 8	99	Ronald Campbell, Summerside, P.E.I.
88,654	Lizzie D.	Chatham, N.B.	"	1834	Tracadie, N.B.	40 7	14 4	5 6	17	Mrs. Helen Arsenau, Tracadie, N.B.
100,972	Lizzie D.	Chatham, N.B.	"	1893	Caruquet, N.B.	35 2	12 6	5 2	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caruquet, N.B.
122,144	Lizzie D.	Yarmouth.	Sloop.	1906	Salmon River, N.S.	35 0	11 3	5 6	12	Enos C. Deveau, Salmon River, N.S.
103,709	Lizzie E.	"	Schr—Glt	1897	Port Maitland, N.S.	42 0	12 8	5 4	19	J. Ellis, Port Maitland, N.S.
111,910	Lizzie J. Greenleaf.	Arichat.	"	1899	Canoe, N.S.	32 0	10 2	5 9	11	Thos. Ryan, Canoe, N.S.
75,598	Lizzie Jane	Digby	"	1877	Barton, N.S.	39 7	14 8	6 3	18	J. W. Snow, et al., Granville, N.S.

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75,448	Lizzie Lindsay	Gaspé	Schr—Glt	1884	Donglastown, Que	...	74	1	22	3	9	9	91	Arthur Nadeau, Cascapédia, Que.
103,467	Lizzie May	Arichat	.....	"	1900	River Bourgeois, N.S.	...	40	1	12	4	6	3	12	Alfred Boudrot and Daniel Boudrot, Petite de Grat, N.S.
117,097	Lizzie May	"	.....	"	1906	Larry's River, N.S.	...	37	0	11	8	5	6	12	Benjamin L. Pehrne, Larry's River, N.S.
116,549	Lizzie Metzner	Kingston	.....	"	1888	Manitowoc, Wis., U.S.A.	...	82	8	21	8	6	6	91	E. Ellis, Picton, Ont.
100,097	Lizzie R	St. John, N.B.	.....	"	1892	Cambridge, N.B.	.....	74	0	25	0	4	9	80	James A. Gibbon, St. John, N.B.
100,316	Lizzie S	Yarmouth	.....	"	1892	Yarmouth, N.S.	.....	30	0	11	0	4	5	8	Wm. Surette, Yarmouth, N.S.
59,342	Lizzie S. McGee	St. Andrews	.....	"	1868	St. George, N.B.	.....	35	0	13	0	5	9	14	Joseph McGee, St. George, N.B.
92,335	Lizzie W	St. John, N.B.	.....	"	1897	Greenwich, N.B.	.....	42	0	15	6	5	4	17	Mrs. Annie George, Parrsboro', N.S.
88,266	Lizzie Young	"	.....	"	1883	Musquash, N.B.	.....	37	1	13	9	5	2	13	Michael Quigg, Musquash, N.B.
85,534	Lloyd	Yarmouth	.....	"	1883	Maitland, N.S.	.....	45	4	16	3	6	0	31	W. H. Anderson, Hillsburn, N.S.
75,495	Lochiel	Charlottetown	.....	"	1877	Murray River, P.E.I.	.....	56	0	19	0	7	6	41	Mrs. Catherine Smith, Point du Chêne, N.B.
* 61,883	Lockwood	St. John, N.B.	.....	Bk—Bq	1872	Port Gilbert, N.S.	.....	175	0	35	5	21	6	950	C. A. Palmer, St. John, N.B.
112,345	Lolita A	Liverpool	.....	Schr—Glt	1902	Liverpool, N.S.	.....	100	6	29	0	10	8	159	Samuel Courtney, St. John's, Nfld.
54,114	Lone Star	Halifax	.....	"	1866	Marie Joseph, N.S.	.....	48	4	16	6	6	6	29	F. Ingersoll, sr., Grand Manan, N.B.
.....	Longueuil	Montreal	.....	Barge—Chd	1868	Montreal, Que.	.....	171	1	21	1	9	1	275	E. Haynemaund, Lanoraie, Que.
83,465	Look Out	St. Andrews	.....	Schr—Glt	1897	Essex, Mass., U.S.A.	.....	63	2	19	6	7	1	48	F. Wooster, Grand Manan, N.B.
85,690	Lora T.	Digby	.....	"	1883	Beaver River, N.S.	.....	41	0	14	0	5	7	15	Judson T. Thurber, Freetown, N.S.
116,729	Lorain	St. John, N.B.	.....	"	1905	Cumberland Bay, N.B.	...	60	2	22	4	5	6	53	A. Gale, et al., Waterborough, N.B.
103,560	Loranzo	Montreal	.....	Sloop	1896	St. François du Lac, Que.	...	106	7	23	2	8	0	118	E. Desmarais, St. François du Lac, Que.
112,040	Loranzo	Quebec	.....	"	1902	Tadoussac, Que.	.....	60	0	18	3	5	2	33	Géo. Lavoie, La Petite Rivière, St. François Xavier, Que.
74,256	Lord Dufferin	"	.....	Barge—Chd	1873	Yamaska, Que.	.....	103	0	22	0	7	0	110	Alfred Charland, Yamaska, Que.
100,902	Lord Stanley	Chatham, N.B.	.....	Schr—Glt	1890	Caracquet, N.B.	.....	35	0	12	4	4	5	10	R. Young, M.O., Caracquet, N.B.
93,156	Lord Templetown	Victoria	.....	Bk—Bq	1886	Belfast, Ireland	.....	282	9	40	1	24	0	2048	The Ship Lord Templetown Co., Ltd., Victoria, B.C.
121,816	Loren B. Snow	Digby	.....	Schr—Glt	1906	Lunenburg, N.S.	.....	89	8	24	6	10	0	85	Joseph E. Snow, Digby, N.S.
90,640	Lorena	Charlottetown	"	1886	Bay Fortune, Nfld.	32	8	12	4	4	5	15	John McLeod, et al., Pugwash, N.S.

* Formerly "Lillie Souillard."

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92,499	Lorena Jane.....	Windsor, N.S.....	Schr—Glt.....	1886	Cornwallis, N.S.....	34 0	14 0	5 1	11	Willard Coffill, Cornwallis, N.S.
116,349	Lorina.....	Aricat.....	".....	1888	River Bourgeois, N.S....	44 5	15 6	6 0	18	Wm. J. Levisconte, River Bourgeois, N.S.
121,813	Loring B. Haskell.....	Digby.....	".....	1884	Essex, Mass., U.S.A....	82 0	22 8	8 8	70	Alexander McFadyen, Tignish, P.E.I.
75,907	Lorne.....	Chatham, N.B.....	".....	1879	Pathurst, N.B.....	43 0	14 4	5 6	19	W. S. Loggie Co., Ltd., Chatham, N.B.
80,998	Lorne.....	Halifax.....	".....	1886	Isaac's Harbour, N.S....	63 6	20 6	7 3	51	Joseph Dauphinee, French Village, N.S.
83,290	Lorraine.....	Kingston.....	Sloop.....	1882	Kingston, Ont.....	81 0	18 6	5 7	63	John S. Phillips, Wolfe Island, Ont.
77,783	Lost Heir.....	St. John, N.B.....	Schr—Glt.....	1880	Port Medway, N.S.....	40 9	13 5	6 0	15	Henry Alston, Lancaster, St. John Co., N.B.
85,676	Lottie.....	New Westminster.....	".....	1884	New Westminster, B.C..	42 0	12 0	4 3	19	James Hart, Mud Bay, B.C.
83,316	Lottie.....	Port Medway.....	".....	1885	Vogler's Cove, N.S.....	76 6	23 5	9 0	76	S. E. Tweel, Vogler's Cove, N.S.
75,741	Lottie.....	Yarmouth.....	".....	1875	Ed Brook, N.S.....	28 0	12 5	4 9	12	H. McGrath, Granville, N.S.
100,835	Lottie B.....	Lunenburg.....	".....	1894	Lunenburg, N.S.....	34 8	12 8	5 5	12	D. Bondrot, Dover, N.S.
122,105	Lottie G.....	Yarmouth.....	Sloop.....	1905	Clyde, N.S.....	30 0	11 3	6 0	10	Vincent Braumen, Wood's Harbour, N.S.
80,884	Lottie M.....	St. Andrews.....	Schr—Glt.....	1881	St. Patrick, N.B.....	37 7	14 6	5 7	16	Thomas Carter, Pennfield, N.B.
117,098	Lottie M. Beatrice.....	Aricat.....	".....	1906	Half Island Cove, N.S....	39 0	13 3	6 3	17	Mrs. M. E. Hendsbee, Half Island Cove, N.S.

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96,966	Lottie S.	Shelburne	Schr—Glt	1890	Shelburne, N.S.	51 0	18 0	7 3	42	John E. Shatford, Hubbard's Cove, N.S.
126,132	Lottie V. M.	Halifax	"	1908	West Dover, N.S.	40 6	11 8	4 7	10	Isaac Morash, M.O., West Dover, N.S.
107,972	Lottie W.	St. John, N.B.	"	1898	Westfield, N.B.	69 3	23 3	6 2	60	E. A. Mills, <i>et al.</i> , Annapolis Royal, N.S.
167,819	Lotus	Peterborough	Barge—Chd	1889	Colourg, Ont.	45 0	20 0	3 0	56	R. B. Rogers, Peterborough, Ont.
107,805	Lotus	St. John, N.B.	Schr—Glt	1899	Newcastle, N.B.	80 0	27 2	7 5	98	F. T. Tingley, <i>et al.</i> , Sackville, N.B.
94,949	Lonil	Yarmouth	Bktn—Bkgt	1890	Shelburne, N.S.	109 0	26 6	11 1	187	Edgar K. Spinney, Yarmouth, N.S.
94,665	Louis Luby	Halifax	Schr—Glt	1889	Chesatecook, N.S.	59 8	19 0	7 6	41	R. E. Dorey, Hubbard's Cove, N.S.
59,425	Louis Lumina	Quebec	Barge—Chd	1869	Bainseam, Que.	98 3	23 0	5 7	82	A. A. Larocque, Sord, Que.
83,426	Louisa	St. John, N.B.	Schr—Glt	1883	Port Gilbert, N.S.	40 0	13 5	5 6	16	B. Hargrove, Chance Harbour, N.B.
116,883	Louisa A.	Liverpool	"	1900 1903	Sable River, N.S. Port Mouton, N.S.	36 0	10 9	5 2	10	Reuben J. Cott, <i>et al.</i> , Port Mouton, N.S.
117,100	Louisa Ellen	Arichat	"	1905	White Head, N.S.	35 0	10 5	6 0	11	Daniel Casey, Raspberry, N.S.
88,351	Louisa J. Selig	Quebec	"	1884	Lunenburg, N.S.	80 0	23 6	9 3	99	Alfred and Pierre Lavoie, La Petite Riviere, St. Francois, Que.
83,402	Louisa Mand.	Halifax	"	1882	Indian Harbour, N.S.	43 8	15 3	6 3	21	Wesley Crooks, Peggy's Cove, N.S.
80,614	Louise	Barrington	"	1881	Tusket Wedge, N.S.	79 0	23 0	8 8	85	T. E. Worthen, M.O., Barrington, N.S.
96,775	Louise	Port Hawkesbury	"	1894	Cheticamp, N.S.	38 0	11 5	5 3	11	P. Boudrot, Cheticamp, N.S.
92,338	Louise	Quebec	Schr—Glt	1886	Ste. Lucie, Que.	40 0	13 4	4 6	14	A. Letellier, Quebec, Que.
111,550	Louise	Vancouver	Scow—Chd	1901	Vancouver, B.C.	128 0	36 7	6 1	552	The British Yukon Nav. Co., Ltd., Vancouver, B.C.
122,098	Louise	Yarmouth	Sloop	1905	Pubnico, N.S.	30 0	11 4	6 0	10	Dasen H. Longhorn, Wood's Harbour, N.S.
92,349	Louisa	Quebec	Schr—Glt	1888	Les Ebolements, Que.	69 2	21 7	8 0	76	Francis Gagnon, Cap Chatte, Que.
69,619	Louisiana	"	"	1874	Grandmes, Que.	84 3	23 5	9 5	106	J. B. R. Thibaudan, Portneuf, Que.
112,227	Louvinia	St. John, N.B.	Sloop	1902	St. John, N.B.	40 3	13 1	6 4	15	F. J. Likely, St. John, N.B.
97,189	Lovisa	Windsor, N.S.	Bktn—Bkgt	1891	Horton, N.S.	180 5	37 2	18 5	880	Chas. DeW. Smith, M.O., Windsor, N.S.
96,889	Lower Traverse	Ottawa	Barge—Chd			92 6	21 8	11 6	142	The Minister of Marine and Fisheries, Ottawa, Ont.
100,206	Laarca	Windsor, N.S.	Schr—Glt	1891	Horton, N.S.	163 8	31 4	16 0	632	Chas. DeW. Smith, Windsor, N.S.
111,755	Lucania	Lunenburg	"	1902	La Have, N.S.	92 0	24 5	9 4	99	Reuben Ronkey, <i>et al.</i> , La Have, N.S.

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121,949	Lucien	Sorel	Sloop	1907	Sorel, Que ...	110 0	23 2	7 4	136	Edmond Lizotte, Pierreville, Que.
116,905	Lucille	Parrsboro'	Schr—Glt	1906	Parrsboro, N.S.	102 5	28 8	10 0	164	Harvey Randall, M.O., Parrsboro', N.S.
100,351	Lucina	Quebec	"	1888	St. Endée, Que.	61 2	18 8	5 7	37	Alexander Trepanier, Château Richer, Que.
103,330	Lucy	Port Hawkesbury ..	"	1901	Cheticamp, N.S.	36 9	11 6	5 6	11	Theophile Millet, Cheticamp, N.S.
103 718	Lucy	Yarmouth	"	1898	Pubnico, N.S.	32 0	10 8	5 0	10	A. D'Entremont, Pubnico, N.S.
116,210	Lucy A.	"	"	1903	Meteghan, N.S.	55 0	15 2	8 4	32	D. D. LeBlanc, Tusket Wedge, N.S.
103,563	Lue	Montreal	Sloop	1896	St. Thomas, Que	86 5	21 5	5 1	58	P. Gill, St. Thomas, Que.
117,186	Luella	Chatham, N.B	"	1905	Stonehaven, N.B	88 3	24 0	8 6	99	R. P. Soley, Economy, N.S.
92,552	Lulu	Montreal	Sloop	1881	Harlem, N.Y., U.S.A. ...	24 5	10 4	1 8	2	J. Morris, St. Lambert, Que.
92,779	Lulu	New Westminster	Schr—Glt	1888	Seattle, Wash., U.S.A. ...	54 0	12 4	4 0	16	G. McNamee and E. W. Bloomfield Vancouver, B.C.
103,435	Lumber	Ottawa	"	1894	Rockland, Ont.	71 1	18 1	4 4	47	Alex. McLaren, Buckingham, Que.
80,632	Lumen	Yarmouth	"	1882	Tusket Wedge, N.S.	50 0	17 8	6 6	30	A. O. Porter, Tusket Wedge, N.S.
72,071	Lumen Diei	Arichat	"	1883	River Bourgeois, N.S.	44 4	15 3	6 0	20	Urban Samson, River Bourgeois, N.S.
65,041	Lumina	Quebec	"	1872	Cap. St. Ignace, Que. ...	58 6	21 5	6 1	44	Adelard Fournier, St. Jean Port Joli, Que.

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72,945	Lumina	Quebec.	Schr—Glt	1875	Malbaie, Que.	51	18 1	7 4	37	Adelard Warren, Malbaie, Que.
100,256	Latetia	Halifax.	Sloop	1894	Dartmouth, N.S.	29 2	7 3	5 1	4	John J. Jenney, Halifax, N.S.
96,789	Lydia A. Mason ..	"	Schr—Glt ..	1890	Tangier, N.S.	54 3	17 7	7 5	39	Peter Mason, Tangier, N.S.
100,217	Lydia E.	"	"	1892	Jeddore, N.S.	35 8	13 1	4 5	10	W. McC. Book, Halifax, N.S.
116,899	Lydia L.	Yarmouth.	Sloop.	1905	Plymouth, N.S.	34 0	12 0	6 2	14	N. LeBlanc, Plymouth, N.S.
122,042	Lydia H.	St. Andrews.	"	1894	Shelburne, N.S.	30 8	10 0	6 0	11	Owen Frankland, Grand Manan, N.B.
116,486	Lynan Casey.	Wallaceburg ..	Schr—Glt ..	1867	Toledo, Ohio, U.S.A.	126 1	26 0	13 3	277	David A. Gordon, Wallaceburg, Ont.
85,296	Lys.	Montreal.	"	1879	St. Thomas de Pierreville, Que.	82 0	20 0	3 6	36	A. Gervais, St. Louis, Que.
111,609	M. B., No. 2.	New Westminster.	Barge—Clld ..	1896	Vancouver, B.C.	65 0	20 0	5 0	60	McKenzie Bros., Ltd., Vancouver, B.C.
116,310	M. C. A.	Charlottetown.	Schr—Glt ..	1906	Souris, P.E.I.	73 4	22 7	7 4	77	Cleophas Arsenau, House Harbour, Magdalen Islands, Que.
107,306	M. D. S.	Windsor, N.S.	"	1900	Falmouth, N.S.	111 0	28 8	10 0	190	Alexander Watson, <i>et al.</i> , St. John, N.B.
111,947	M. & P.	New Westminster.	Barge—Clld ..	1902	New Westminster, B.C.	85 0	26 0	7 6	135	N. R. Preston, New Westminster, B.C.
83,408	M. A. Franklyn.	Halifax.	Schr—Glt ..	1882	Clam Harbour, N.S.	36 7	14 3	5 8	22	D. Gerrit, Tor Bay, N.S.
111,440	M. A. Josey	"	"	1903	Spry Bay, N.S.	47 2	14 0	6 0	17	G. C. Hart, Halifax, N.S.
88,596	M. A. Louis.	Yarmouth	"	1885	Pubnico, N.S.	71 5	21 5	7 8	64	Simcoe Boutlier, Seabright, N.S.
121,902	M. A. Nickerson.	Barrington.	"	1906	Shelburne, N.S.	59 0	17 5	7 3	37	William H. Komey, M.O., Clarke's Harbour, N.S.
107,571	M. B. & Co. No. One	Lindsay	Barge—Clld ..	1892	Bobaygeon, Ont.	86 6	20 0	5 0	87	Mosson M. Boyd, Bobaygeon, Ont.
107,572	M. B. & Co. No. Two	"	"	1890	"	88 0	22 4	5 0	99	" " " "
107,573	M. B. & Co. No. Three	"	"	1892	"	80 7	24 6	5 0	100	" " " "
107,574	M. B. & Co. No. Four	"	"	1890	"	70 0	21 7	5 0	76	" " " "
103,971	M. C. No. 3.	Quebec.	Barge—Clld ..	1896	Quebec, Que.	86 0	29 2	7 6	130	M. Connolly, Quebec, Que.
103,972	M. C. No. 4.	"	"	1896	"	86 0	29 2	7 6	130	" " " "
116,710	M. Elvina C.	"	Schr—Glt ..	1904	St. Fabien, Que.	52 8	19 3	7 3	47	Joseph Chartier, Cacouna, Que.

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121,903	M. F. Atwood.....	Barrington.....	Sloop.....	1906	Clarke's Harbour, N.S....	34 0	13 3	6 3	15	James Kenney Co., Ltd., Clarke's Harbour, N.S.
116,302	M. J. Butler.....	Charlottetown.....	Dredge—drague	1901	River John, N.S....	102 5	20 8	7 3	459	M. J. Haney, Toronto, Ont.
111,676	M. J. Taylor.....	Quebec.....	Schr—Glt.....	1901	Spencer's Island, N.S....	150 5	33 6	12 7	377	Joseph Murphy, Lauzon, Que.
122,240	M. L. Nickerson.....	Barrington.....	Sloop.....	1908	Central Woods Harbour, N.S.	29 8	12 0	5 0	10	James E. Nickerson, Central Woods Harbour, N.S.
97,022	M. & L. Chase....	Digby.....	Schr—Glt.....	1866	Kennebunk, Me., U.S.A.	69 9	19 7	6 6	46	Edwin Hooper, Hamilton, Bermuda, B.W.I.
122,186	M. O'Toole.....	Arlivat.....	".....	1908	Louisburg, N.S.....	51 6	15 5	6 9	32	Vincent O'Toole, Louisburg, N.S.
126,104	M. Unity.....	Lunenburg.....	".....	1908	Tancook, N.S.....	50 4	13 7	8 0	26	Harris Fleet, M.O., Blandford, N.S.
116,977	Mabel.....	Chatham, N.B.....	".....	1905	Shippigan, N.B.....	38 0	13 4	5 0	16	The W. S. Loggie Co., Ltd., Chatham, N.B.
85,087	Mabel.....	Digby.....	Schr—Glt.....	1883	Digby, N.S.....	59 4	17 7	6 7	38	Frank Leighton, Penfield, N.B.
83,293	Mabel.....	Kingston.....	Sloop.....	1883	Dog Lake, Ont.....	87 8	19 0	5 3	59	Wm. Jones, Belleville, Ont.
103,173	Mabel.....	Shelburne.....	Schr—Glt.....	1894	Lockeport, N.S.....	53 3	15 4	7 2	21	Geo. Savoy, Chatham, N.B.
100,564	Mabel.....	Sydney.....	".....	1892	Mahone Bay, N.S.....	120 7	25 8	12 9	247	Dominion Coal Co., Ltd., Montreal Que.
116,658	Mabel A.....	Yarmouth.....	Sloop.....	1901	Pubnico, N.S.....	40 0	12 6	6 6	15	Ellen Frost, Yarmouth, N.S.
107,914	Mabel B.....	St. Andrews.....	".....	1890	Grand Manan, N.B.....	29 0	10 5	4 6	9	Walster Cosseboom, Grand Manan, N.B.

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121,880	Mabel C.	Barrington.....	Schr—Glt.....	1905	Capo Island, N.S.....	32 0	10 6	6 0	10	Angus Nickerson, Cape Island, N.S.
103,796	Mabel Denvers	Shelburne.....	".....	1890	North East Harbour, N.S.	32 0	13 3	6 0	14	Alexander Smith, Cape Negro, N.S.
107,704	Mabel G.	Toronto.....	House-boat.....	1899	Penetanguishene, Ont....	50 0	20 6	3 0	82	W. M. Thompson, Penetanguishene, Ont.
116,533	Mabel H.	Lunenburg.....	Schr—Glt.....	1905	Lunenburg, N.S.....	67 2	21 4	8 6	64	D. Heister, M.O., Lunenburg, N.S.
122,140	Mabel L.	Yarmouth.....	Sloop.....	1906	Barrington, N.S.....	50 0	10 6	6 0	10	Harry Banks, Slag Harbour, N.S.
85,458	Mabel M.	Quebec.....	Barge—Chd.....	1883	Iberville, Que.....	103 0	23 5	7 6	129	Jos. Mochoon, Iberville, Que.
107,605	Mabel M.	Weymouth.....	Schr—Glt.....	1900	Mavillette, N.S.....	30 0	12 8	6 0	20	Edison Ellis, M.O., Port Maitland, N.S.
90,644	Mabel R. H.	Yarmouth.....	".....	1885	Yarmouth, N.S.....	60 5	13 5	7 0	38	John Hipson, Shelburne, N.S.
112,315	Mabel T.	St. Andrews.....	".....	1903	West Isles, N.B.....	32 2	13 6	6 2	13	Fred. W. Tewksbury, West Isles, N.B.
121,799	Mabel V.	Yarmouth.....	Sloop.....	1904	Cape Island, N.S.....	31 0	10 6	6 0	10	D. V. Smith, Cape Island, N.S.
126,357	Maberly.....	Montreal.....	Dredge—Drague.....	1907	Sorel, Que.....	83 5	22 9	5 3	110	Lyon Cohen, Montreal, Que.
112,154	Mae.....	Chatham, N.B.....	Schr—Glt.....	1902	Miscou, N.B.....	31 0	12 0	4 8	11	John M. Ward, Miscou Centre, N.B.
21,718	McB. No. 1.....	Vancouver.....	Scow—Chd.....	.....	Vancouver, B.C.....	74 0	26 0	6 3	73	Thomas G. McBride, Vancouver, B.C.
107,584	McD. & C. No. One	Lindsay.....	Barge—Chd.....	1897	Lindsay, Ont.....	66 5	18 3	5 0	61	John Carew, Lindsay, Ont.
107,585	McD. & C. No. Two	".....	".....	1897	".....	62 6	18 1	4 8	54	".....
107,937	McW. No. 1.....	New Westminster.....	".....	1898	New Westminster, B.C.....	40 0	12 0	4 0	19	Dan McWilliams, West Ham Islands, B.C.
.....	McCarthy.....	Montreal.....	".....	1871	Sorel, Que.....	124 9	23 1	10 0	254	Montreal Transportation Co., Ltd., Montreal, Que.
100,704	McClure.....	Pictou, N.S.....	Schr—Glt.....	1900	Tatamagouche, N.S.....	104 4	27 1	10 8	191	T. Dinsmore, <i>et al.</i> , Lower Economy, N.S.
117,152	McDowell No. 3....	New Westminster.....	Barge—Chd.....	1902	Vancouver, B.C.....	68 0	23 0	6 6	102	John McDowell, Vancouver, B.C.
100,991	McMahon.....	Chatham, N.B.....	Schr—Glt.....	1888	Caranquet, N.B.....	35 0	12 6	4 8	11	P. Rive, Caranquet, N.B.
121,691	Maccabee.....	Yarmouth.....	Sloop.....	1904	Port Maitland, N.S.....	34 0	10 3	5 5	10	Edison Ellis, M.O., Port Maitland, N.S.
88,237	Madeap.....	Brookville.....	".....	1888	Rockport, Ont.....	52 6	15 5	3 5	20	Jos. Dewsberry, Belleville, Ont.
107,120	Madeira.....	Lunenburg.....	Schr—Glt.....	1898	Lunenburg, N.S.....	98 8	25 0	9 6	99	T. Greaser, <i>et al.</i> , La Have, N.S.
116,919	Madeline.....	Liverpool.....	Sloop.....	1906	Brooklyn, N.S.....	44 0	13 6	7 0	16	Whitman Fish Co., Ltd., Canso, N.S.
83,384	Madeline.....	Toronto.....	".....	1882	Bronté, Ont.....	69 0	18 5	5 1	39	Geo. Packer, M.O., Dumbarton, Ont.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Build—Construct en.	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant et adresse.
121,676	Madeline.....	Vancouver.....	Sloop.....	.....	Seattle, Wash., U.S.A.....	25 0	9 0	4 0	7	W. J. Thicke, Vancouver, B.C.
121,896	Madeline Frances Louise.....	Shelburne.....	".....	1906	Shelburne, N.S.....	37 0	13 0	5 7	13	Chester L. Gupill, Grand Harbour, N.B.
96,866	Madge.....	Prescott.....	Barge—Chd.....	1897	Toronto, Ont.....	130 0	27 0	11 0	335	The Canada Sugar Refining Co., Ltd., Montreal, Que.
85,403	Madona.....	Magdalen Islands.....	Schr—Glt.....	1905	Magdalen Islands, Que..	41 5	14 8	6 2	21	A. C. Arseneault, House Harbour, M.I., Que.
107,410	Madona.....	Montreal.....	Sloop.....	1899	Sorel, Que.....	120 2	25 4	10 7	258	Charles Mongeau, Ste. Anne de Sorel, Quebec, Que.
64,917	Magenta.....	Liverpool.....	Schr—Glt.....	1873	Ponquet, N.S.....	41 5	14 9	6 4	20	Samuel Dexter, et al., Brooklyn, N.S.
116,480	Maggie.....	Chatham, N.B.....	".....	1902	Caracquet, N.B.....	34 0	12 0	4 6	10	John Paulin, Caracquet, N.B.
88,570	Maggie.....	Kingston.....	Barge—Chd.....	1869	Garden Island, Ont.....	166 4	26 4	11 8	415	Alexander Laplante, Lachine, Que.
90,475	Maggie.....	Maitland.....	Schr—Glt.....	1888	Noel, N.S.....	51 9	17 0	6 2	34	Charles N. Hines, Noel, N.S.
117,691	Maggie Alice.....	Arichat.....	".....	1905	Port Felix, N.S.....	36 0	12 1	5 7	11	P. Cashin, M.O., Port Felix, N.S.
107,064	Maggie Alice.....	St. John, N.B.....	".....	1897	The Range, N.B.....	65 0	23 2	5 7	51	M. McKill, Greenwich, N.B.
107,316	Maggie B.....	Halifax.....	".....	1899	West Chezacook, N.S.	46 5	16 2	5 9	25	Norman Chandler, Chester, N.S.
112,018	Maggie Bell.....	Canso.....	".....	1902	Half Isld. Cove, N.S.....	45 5	14 5	8 0	26	Chas.S. Horton, Half Isld. Cove, N.S.
89,968	Maggie Bell.....	Liverpool.....	".....	1881	George River, N.S.....	59 3	20 5	8 0	46	James E. Brown, M.O., Clarke's Har- bour, N.S.

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90,874	Maggie Bell	Yarmouth	Schr—Glt	1886	Melbourne, N.S.	41 0	14 0	4 8	10	D. Surette, Melbourne, N.S.
116,516	Maggie Belle	Lunenburg	Edgt—Bkgt	1904	Mahone Bay, N.S.	99 5	25 8	10 0	99	Abraham Ernst, M.O., Mahone Bay, N.S.
100,580	Maggie B. C.	"	Schr—Glt	1893	"	41 8	15 5	6 1	29	Walter Mitchell, Halifax, N.S.
107,377	Maggie Ella	Sydney	"	1901	Cape North, N.S.	38 3	12 2	5 3	11	Timothy Donovan, Cape North, N.S.
116,350	Maggie F.	Aricat.	"	1904	River Bourgeois, N.S.	37 7	13 9	6 0	15	Wm. J. Levisconte, River Bourgeois, N.S.
80,921	Maggie Jane	Charlottetown	"	1880	West Cape, P.E.I.	55 8	17 2	6 2	36	John D. Lavie, Souris, P.E.I.
92,514	Maggie Jane	St. Andrews	"	1879	Back Bay, N.B.	29 4	10 5	5 0	10	Alex. McNichol, St. George, N.B.
88,277	Maggie Jane	St. John, N.B.	Schr—Glt	1883	Beaver Harbour, N.B.	37 4	13 2	5 2	18	Thos. Bright, Pennfield, N.B.
85,529	Maggie Jane	Yarmouth	"	1883	Maxville, N.S.	40 2	12 3	5 1	12	Wm. Robbins, Port Maitland, N.S.
96,402	Maggie L.	Kingston	"	1889	Pictou, Ont.	67 0	17 4	5 2	42	Richard La Rush, Kingston, Ont.
77,958	Maggie M.	Annapolis Royal	"	1880	Granville, N.S.	41 2	15 2	5 6	16	P. Zwicker, Clements, N.S.
116,231	Maggie M.	Digby	Sloop	1904	Margaretsville, N.S.	32 5	12 0	5 2	11	R. A. McGinnahan, Margaretsville, N.S.
111,424	Maggie M.	Halifax	Schr—Glt	1902	Mahone Bay, N.S.	40 8	10 7	5 6	13	Isaac Dauphinee, Tantallon, N.S.
107,995	Maggie M. F.	Canso	"	1900	Queensport, N.S.	41 0	12 4	6 9	15	James Fitzgerald, Queensport, N.S.
97,100	Maggie M. W.	Lunenburg	"	1891	Lunenburg, N.S.	77 5	23 5	8 8	89	Thomas R. Pettipas, Bay of Islands, Nfld.
61,400	Maggie May	Chatham, N.B.	"	1872	Tracadie, N.B.	38 5	13 5	4 9	13	Frank J. Gatain, Bathurst, N.B.
96,805	Maggie May	Halifax	"	1891	Chezzetook, N.S.	62 6	21 0	9 0	62	John E. Beaver, M. O., Pleasant Harbour, N.S.
116,733	Maggie May	"	"	1904	Mahone Bay, N.S.	39 8	14 3	6 5	17	Francis J. Fleming, M.O., Ketch Harbour, N.S.
92,364	Maggie Miller	St. John, N.B.	"	1887	Waterborough, N.B.	77 5	26 8	7 0	93	Joseph A. Hawes, Parrsboro', N.S.
116,655	Maggie P.	Yarmouth	"	1902	Meteghan, N.S.	31 0	11 6	4 0	8	Sillman Crowell, Clarke's Harbour, N.S.
77,754	Maggie Page	Shelburne	Edgt—Bkgt	1879	Port Le Bert, N.S.	86 0	24 0	9 4	110	John Peters, Halifax, N.S.
74,368	Maggie Roach	Richibucto	Schr—Glt	1877	Sable River, N.S.	58 4	20 1	7 0	44	Francis Weston, et al., Richibucto, N.B.
79,253	Maggie S.	St. John, N.B.	"	1876	St. Martin's N.B.	79 0	26 0	7 5	83	Galeb Reed, Rockport, N.B.
88,216	Maggie Smith	Halifax	"	1882	Chezzetook, N.S.	40 2	14 6	5 7	15	J. N. Pettipas, Bay of Islands, Nfld.
83,173	Maggie Smith	Port Hawkesbury	"	1881	Summerside, P.E.I.	76 8	22 7	8 8	83	L. F. Hill, Dartmouth, N.S.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built—Constructé en.	Where built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Registered Tonnage.	Owner or Managing Owner, and Address. Amateur ou propriétaire gérant, et adresse.
111,433	Maggie Wilson	Halifax	Schr—Glt	1902	Shelburne, N.S.	58 0	17 5	7 8	36	Edward V. Dempsey, Halifax, N.S.
116,915	Maggie and Esther	Pictou, N.S.	"	1905	Port Monton, N.S.	42 0	12 4	5 0	11	McGregor Fraser, Pictou, N.S.
85,401	Magno	Magdalen Islands	Schr—Glt	1902	Pointe Basse, Que.	55 7	17 4	6 8	32	Alex. C. Arsenau, Alright Island, N.B., Que.
103,552	Magnum	Montreal	Sloop	1895	Pierreville, Que.	86 8	21 7	5 1	76	Severe Larose, St. Thomas de Pierreville, Que.
116,922	Magog	Victoria	Large—Chd	1904	Victoria, B.C.	95 0	30 3	6 8	132	The Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
97,055	Maid of the Mist	Liverpool	Schr—Glt	1893	Liverpool, N.S.	69 0	19 6	7 7	58	John Millard, Liverpool, N.S.
112,112	Mainie Dell	Lunenburg	"	1903	Mahone Bay, N.S.	92 0	24 8	9 6	98	Chas. U. Mader, <i>et al.</i> , Mahone Bay, N.S.
74,339	Maitland	Parrsboro'	"	1877	Green Cove, N.S.	62 0	19 0	7 2	45	R. A. Hatfield, <i>et al.</i> , Port Greville, N.S.
116,548	Maize	Kingston	"	1856	.....	136 8	25 4	11 0	294	Wm. G. Matthews, Lakeport, Ont.
100,955	Majestic	Chatham, N.B.	"	1892	Caraguet, N.B.	36 0	12 9	4 5	10	W. S. Loggie Co., Ltd., Chatham, N.B.
96,779	Majestic	Port Hawkesbury	"	1891	Cheticamp, N.S.	35 0	11 8	5 3	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
111,558	Majestic	St. Andrews	Sloop	1902	Grand Manan, N.B.	28 6	12 4	5 0	12	Wm. Flewelling, Grand Manan, N.B.
94,775	Malabar	Charlottetown	Schr—Glt	(1888 1905	Lunenburg, N.S. St. John, N.B.	77 8	23 5	8 9	93	Geo. C. Read, Summerside, P.E.I.
75,650	Malta	St. Catharines	Schr—Glt	1868	St. Catharines, Ont	137 5	23 5	8 2	198	Mrs. Mary M. Blodgett, Windsor, Ont.

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503, 581	Malvina	Montreal	Targe—Chd ¹	1896	Yanaska, Que.	109 2	23 4	22 5	107	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107, 309	Malwa	Windsor, N.S.	Bktn—Bkgt.	1901	Black River, N.S.	105 2	35 0	13 3	510	F. C. Lockhart, New York, N.Y., U.S.A.
96, 807	Manie	Montreal	Barge—Chd.	1897	Montreal, Que.	129 4	28 0	11 2	370	Montreal Transportation Co., Ltd., Montreal, Que.
96, 887	Manicougan	Ottawa	Barge—Chd.						113	The Minister of Marine and Fisheries, Ottawa, Ont.
83, 286	Manitoba	Kingston	"	1882	Bedford Mills, Ont.	103 0	17 2	5 6	75	Benjamin Tett, Bedford Mills, Ont.
116, 523	Mankato	Lunenburg	Schr—Glt	1903	Bridgewater, N.S.	73 8	22 6	9 0	76	S. Walters, M.O., La Have, N.S.
124, 935	Manoa	Montreal	"	1906	Malbone Bay, N.S.	60 8	15 5	8 7	31	Mrs. Louise M. Ames, Montreal, Que.
126, 144	Manseau	Sorel	Sloop.	1908	Sorel, Que.	82 2	21 1	5 7	67	Mrs. Marie Mansau, Sorel, Que.
	Maple Leaf	Amherstburg	Schr—Glt	1871 (1890)	Port Toledo, Ohio, U.S.A.	47 7	14 0	5 0	28	Wm. Perry, Port Stanley, Ont.
116, 829	Maple Leaf	Barrington	Sloop	1902	Cape Island, N.S.	30 5	11 9	6 2	11	H. F. Shaw and C. E. Nickerson, Villageville, N.S.
112, 158	Maple Leaf	Chatham, N.B.	Schr—Glt	1903	Shippigan, N.B.	38 0	13 0	5 5	13	Wm. Pring & Co., Ltd., Jersey.
116, 237	Maple Leaf	Digby	Sloop	1905	Westport, N.S.	33 6	11 3	5 6	10	Albert B., and Herbert E. Bailey, Westport, N.S.
103, 511	Maple Leaf	Gaspé	Schr—Glt	1903	Malbaie, Que.	37 3	12 4	5 2	13	William Chicoine, Malbaie, Que.
111, 721	Maple Leaf	Lunenburg	"	1901	Clester Basin, N.S.	120 1	30 0	11 0	199	S. W. Oxner, et al., Lunenburg, N.S.
116, 538	Maple Leaf	"	"	1905	Lunenburg, N.S.	52 2	15 2	7 5	26	M. Rhodenizer, M.O., Lunenburg, N.S.
107, 567	Maple Leaf	Parrsboro'	"	1900	Spencer's Island, N.S.	91 8	25 1	7 8	98	Rupert E. Harris, Wolfville, N.S.
94, 800	Maple Leaf	Richibucto	"	1902	Welford, N.B.	48 0	15 0	5 0	21	Christina E. Fraser, Rexton, N.B.
107, 546	Maple Leaf	St. Andrews	Sloop	1892	St. John, N.B.	32 8	11 8	5 4	10	Howard Rigby, St. Andrews, N.B.
92, 436	Maple Leaf	Toronto	Schr—Glt	1886	Bronté, Ont.	70 0	18 5	5 4	59	Richard Goldring, M.O., Toronto Ont.
*92, 709	Maple Leaf	Winnipeg	Barge—Chd	1890	Fort Frances, Ont.	62 0	14 6	5 5	34	Walter Ross, Kenora, Ont.
111, 421	Maple-leaf	Halifax	Schr—Glt	1901	Pickerton, N.S.	48 2	15 4	7 5	25	Eli Baker, Lower East Jeddore, N.S.
75, 844	Marcella	"	"	1878	Bay St. George, Nfld.	48 5	17 9	6 9	32	Wm. Hulan, Bay St. George, Nfld.
69, 109	Marcella Butler	"	"	1874	River Bourgeois, N.S.	56 4	18 2	7 6	38	Christopher McDonald, jun., Poylston, N.S.
100, 718	Marehioness	Montreal	Catboat	1891	Fairhaven, U.S.A.	16 3	8 0	2 9	2	R. Campbell Nelles, Montreal, Que.
112, 344	Marsoni	Liverpool	Bgrn—Bkgt.	1902	Liverpool, N.S.	115 6	29 8	11 1	199	John H. Harlow, et al., Milton, N.S.

* Formerly a steamer.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construct en.	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. — Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. — Profondeur en pieds et 10 ^{es} .	Registered Tonnage. — Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
117,056	Margaret	Canso	Schr—Glt	1903	Queensport, N.S.	41 6	13 6	7 6	16	Robert T. Matthews, M.O., Queens- port, N.S.
116,978	Margaret	Chatham, N.B.	"	1905	Shippigan, N.B.	40 0	13 1	5 4	16	The W. S. Loggie Co., Ltd., Chat- ham, N.B.
103,117	Margaret	St. Andrews	"	1866	Gloucester, Mass., U.S.A.	59 0	18 2	7 0	49	J. S. Clark, St. George, N.B.
111,811	Margaret	Dawson	Scow—Chd.	1901	Vancouver, B.C.	129 6	36 7	6 1	556	Andrew S. Grant, Dawson, Y.T.
121,888	Margaret	Yarmouth	Sloop	1905	Cape Island, N.S.	31 0	11 0	6 0	10	Bryant Newell, Cape Island, N.S.
112,163	Margaret Ann	Chatham, N.B.	Schr—Glt	1903	Lemeneque, N.B.	37 0	13 3	5 3	13	John Jones, Little Lemeneque, N.B.
112,322	Margaret G.	Parrsboro'	"	1902	Port Greville, N.S.	138 9	32 2	11 1	299	Hugh Gillespie, <i>et al.</i> , Parrsboro', N.S.
38,506	Margaret Jane,	Aricat	"	1869	Port Richmond, N.S.	53 4	18 2	6 7	42	R. B. Noble, Richibucto, N.B.
75,640	Margaret Jane Lee- son	St. Catharines	Scow—Chd.	1879	Merriton, Ont.	113 8	24 9	7 1	148	Joseph Battle, Thorold, Ont.
126,291	Margaret Katherine	Canso	Schr—Glt	1907	White Haven, N.S.	40 3	13 0	6 0	16	Patrick J. Conway, White Haven, N.S.
122,241	Margaret Leonard	Annapolis Royal	"	1870	Boston, Mass., U.S.A.	58 0	17 4	6 8	37	Wm. McGrath, Port Wade, N.S.
111,909	Margaret May	Aricat	"	1899	Canso, N.S.	36 4	10 1	5 1	12	J. Kavanagh, Canso, N.S.
121,998	Margaret S.	Lunenburg	"	1906	Mahone Bay, N.S.	66 0	29 6	8 0	63	Isaac D. Mason, <i>et al.</i> , Innenburg, N.S.
107,479	Marguerite	Digby	"	1900	Digby, N.S.	40 0	15 3	6 5	24	F. A. MacDonald and H. J. Thorpe, Scott's Bay, N.S.

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100,728	Marguerite	Montreal	Sloop	1888	Booth Bay, Me., U.S.A.	21 8	8 0	3 0	3	Fred. L. Barlow, Montreal, Que.
111,894	Marguerite	Weymouth	Schr—Glt	1904	Grosses Coques, N.S.	97 0	21 8	8 0	98	Theophilus Le Blanc, Grosses Coques, N.S.
107,337	Marguerite	Yarmouth	"	1900	Melegham River, N.S.	70 2	20 1	8 1	57	Parker Eakins Co., Ltd., et al., Yarmouth, N.S.
103,712	Marguerite	"	Sloop	1897	Pulnico, N.S.	35 0	11 9	5 4	10	F. Brannen, Wood's Harbour, N.S.
88,463	Maria	Arichat	Schr—Glt	1892	Petite de Grat, N.S.	37 9	14 0	5 7	14	H. McDonald, Glace Bay, N.S.
61,373	Maria	Chatham, N.B.	"	1870	Escuminac, N.B.	50 0	17 0	7 2	28	W. S. Loggie Co. Ltd., Chatham, N.B.
103,622	Maria	Quebec	Sloop	1896	Isle aux Grues, Que.	33 4	13 0	4 2	11	G. Normand, Isle aux Grues, Que.
103,990	Maria	"	Schr—Glt	1897	Isle aux Coudres, Que.	56 0	17 6	6 5	40	J. Boudreault, Moisie River, Que.
112,033	Maria	"	"	1902	Manicouagan, Que.	44 4	16 4	5 4	23	Louis Page, Manicouagan, Que.
116,702	Maria	"	Sloop	1903	St. Jean Deschallons, Que.	56 3	17 9	4 8	27	Ernest Hamel, St. Jean Deschallons, Que.
103,532	Maria A.	Charlottetown	Schr—Glt	1895	Smith's Cove, N.S.	42 2	13 3	5 9	22	Nectare Petere, Rusticoville, P.E.I.
55,863	Maria Adelmuna	Quebec	"	1896	Bie, Que.	37 6	14 0	5 0	13	Louis Bouchard, M.O., Isle aux Coudres, Que.
55,893	Maria Annette	Port Hope	"	1897	Quebec, Que.	125 0	25 3	9 5	196	R. Henning, Port Hope, Ont.
92,339	Maria D. cora.	Quebec	"	1887	St. Jean de Chicoutimi, Que.	51 8	17 2	7 0	37	C. Savard, St. Fulgence, Que.
83,349	Maria Elizabeth	"	"	1881	Kegaska, Que.	43 0	15 6	5 9	18	Thos. Dennis, Kegaska, Que.
111,615	Maria Stella	"	"	1901	St. Fulgence, Que.	68 8	21 5	7 0	61	Arthur Tremblay, Port Neuf, Que.
85,742	Maria Stella	"	Sloop	1883	St. Jean, Isle d'Orleans, Que.	40 2	15 2	5 4	19	J. Tremblay, Tadoussac, Que.
116,854	Mariana	Shelburne	Schr—Glt	1905	Sable River, N.S.	62 4	18 5	6 7	33	John H. Thorbourn, et al., Sand Point, N.S.
107,779	Marie	Chatham, N.B.	"	1900	Shippigan, N.B.	49 4	13 2	5 6	15	Gaspard Savoy, Shippigan, N.B.
72,100	Marie	"	"	1876	"	33 0	11 2	4 6	11	O. Chasson, Shippigan, N.B.
92,403	Marie	"	"	1885	Grand Anse, N.B.	50 1	16 2	5 4	25	Joseph U. Landry, Grande Anse, N.B.
96,771	Marie	Port Hawkesbury	"	1892	Cheticamp, N.S.	33 3	10 6	5 0	10	Elie and Fabien Desveaux, Cheticamp, N.S.
100,853	Marie	Quebec	Sloop	1892	Tadoussac, Que.	62 0	19 9	5 6	42	P. Guérin, Millo Vaches, Que.
111,630	Marie	"	"	1901	Bay St. Paul, Que.	51 6	19 8	4 8	25	Edward Lavoie, Bay St. Paul, Que.
69,581	Marie	"	"	1871	St. Antoine, Que.	53 6	12 9	4 3	16	Isaac Côté, St. Antoine de Tilly, Que.

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92,752	Mario Adela.....	Quebec.....	Schr—Glt.....	1888	Les Escornains, Que.....	58 6	22 0	6 9	55	Lazare Michaud, Trois Pistoles, Que.
66,024	Marie Adelaide.....	".....	".....	1872	Pointe aux Trembles, Que.....	51 2	14 9	5 5	29	F. C. Boulianne, Bon Désir, Que.
69,030	Marie Adèle.....	".....	".....	1874	Grondines, Que.....	108 0	23 0	9 9	149	Olivier Rivard, Grondines, Que.
75,877	Marie Alice.....	Pictou, N.S.....	".....	1879	Shediac, N.B.....	36 7	13 5	4 6	13	P. Porrier, Shediac, N.B.
103,983	Marie Alice.....	Quebec.....	".....	1897	St. Croix, Que.....	70 0	21 4	5 9	53	Louis Delisle, Ste. Croix, Que.
116,229	Marie Almanda.....	".....	".....	1903	Ile aux Coudres, Que.....	64 2	18 0	6 9	44	François Gaumont, M.O., Berthier, Que.
107,236	Marie Alphonsine.....	".....	".....	1897	St. Michel, Que.....	32 8	10 5	4 4	10	P. Vézina, St. Michel de Bellechasse, Que.
66,061	Marie Alvina.....	".....	".....	1872	Mille Vaches, Que.....	57 0	18 0	8 0	49	Honoré Tremblay, Malbaie, Que.
107,671	Marie Ange.....	".....	".....	1899	St. Fulgence, Que.....	73 6	22 2	8 2	87	Charles Gagné, sr., St. Octave de Mévis, Que.
112,034	Marie Ange.....	".....	".....	1902	St. Croix, Que.....	76 2	23 0	7 2	75	Joseph Tremblay, M.O., St. Simeon, Que.
111,621	Marie Anna.....	".....	".....	1901	Isle aux Coudres, Que.....	49 6	16 7	5 8	27	Antoine Riverin, Malbaie, Que.
111,624	Marie Anna.....	".....	".....	1901	Natashquan, Que.....	51 0	16 4	6 4	31	Louis Tremblay, Isle aux Coudres, Que.
66,634	Mario Anna.....	".....	".....	1872	St. Irénée, Que.....	82 4	22 0	10 0	116	Joseph Bergeron, Les Eboulements, Que.
103,135	Mario Anna.....	".....	".....	1886	La Romaine, Que.....	33 6	11 6	4 8	11	H. Bilodeau, St. Thomas de Montmagny, Que.

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63,380	Marie Anne.....	Quebec.....	Schr—Glt.....	1875	Esquimaux Point, Que...	54 2	17 0	6 8	36	A. Letellier, Quebec, Que.
107,227	Marie Anne.....	"	"	1897	Château Richer, Que.....	80 0	21 0	7 0	75	W. Patry, Château Richer, Que.
107,239	Marie Anne.....	"	"	1894	Carillon Islands, Que.....	32 4	11 7	4 8	12	I. T. Conneau, Carillon Islands, Que.
103,627	Marie Anne.....	"	"	1895	Les Ecouneils, Que.....	43 6	13 2	3 8	14	Isidore Godin, Les Ecouneils, Que.
89,766	Marie Anne.....	"	"	1881	St. Irénée, Que.....	38 5	14 0	5 1	17	Thos. Minville, St. Thomas de Montmagny, Que.
42,340	Marie Anne.....	"	"	1887	Cap Châtte, Que.....	58 8	19 8	8 6	61	L. A. Boivin, Cap Châtte, Que.
97,130	Marie Anne.....	"	"	1891	Ste. Croix, Que.....	90 0	22 1	7 9	108	N. Boisvert, Ste. Croix, Que.
103,365	Marie Anne.....	"	"	1894	Murray Bay, Que.....	64 4	19 0	7 1	59	F. Tremblay, St. Siméon, Que.
121,663	Marie Anne.....	"	"	1905	St. Siméon, Que.....	68 4	19 7	7 5	59	Chas. Lajoie, St. Fulgence, Que.
111,616	Marie Antoinette.....	"	"	1901	St. Fulgence, Que.....	61 2	20 8	6 4	46	Hidalla and Euchariste Lavoie, Baie, St. Paul, Que.
66,653	Marie Arthémise.....	"	"	1870	Rivière du Loup, Que.....	46 6	12 8	5 6	22	Onésime Bélanger, Kamouraska, Que.
83,342	Marie Arthémise.....	"	"	1881	Baie St. Paul, Que.....	35 9	13 5	5 2	18	Jude Harvey, Isle aux Coudres, Que.
92,764	Marie Bertha.....	"	"	1887	Cacouna, Que.....	44 0	11 8	6 0	22	Firmin Paradis, Cacouna, Que.
116,218	Marie Blanche.....	"	"	1903	Les Eboullements, Que...	47 6	16 9	5 2	21	Antoine Fournier, St. Roch des Andues, Que.
88,320	Marie Blanche.....	"	"	1885	St. Siméon, Que.....	54 0	17 2	6 8	40	A. Roy dit Desjardins, St. Germain, Que.
111,798	Marie C.....	Port Hawkesbury.....	Sloop.....	1907	Shelburne, N.S.....	38 0	13 1	6 5	18	John Munroe, Aulds Cove, and John O. Strachan, Port Mulgrave, N.S.
103,278	Marie Cécilia.....	Chatham, N.B.....	Schr—Glt.....	1891	Badmst, N.B.....	37 0	12 5	5 2	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
53,850	Marie Cédina.....	Quebec.....	"	1866	St. Jean Port Joli, Que.....	55 0	16 9	7 4	38	Louis Bois, St. Siméon, Que.
111,500	Marie Clarisse.....	"	"	1901	Isle aux Coudres, Que.....	46 0	14 6	5 4	21	Narcisse Degagné, Isle aux Coudres, Que.
103,136	Marie Claude.....	"	"	1894	Sandy Bay, Que.....	43 4	14 7	5 4	21	Melisse Simard, La Petite Rivière, St. François, Que.
103,369	Marie Clodia.....	"	"	1891	Les Escoumains, Que.....	64 2	20 2	6 5	52	C. Bélanger, Les Escoumains, Que.
69,382	Marie du Sacre Cœur.....	"	"	1876	Esquimaux Point, Que.....	57 6	18 0	8 0	46	Elie Pelletier, Cap Châtte, Que.
103,835	Marie Elise.....	"	"	1896	Isle aux Coudres, Que.....	46 2	15 0	5 6	19	N. Harvey, Isle aux Coudres, Que.
72,932	Marie Eliza.....	"	"	1874	Malbato, Que.....	47 0	14 8	6 6	27	John Savard, St. Siméon, Que.
100,306	Marie Elizabeth.....	"	"	1891	St. Fidèle, Que.....	46 8	16 2	5 6	23	Alfred LeBrun, River Ouelle, Que.

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88,315	Marie Emélie. . . .	Quebec.	Schr—Glt.	1884	Baie St. Paul, Que. . . .	60 0	21 7	8 0	56	B. Boudreault, Anse St. Jean, Que.
69,454	Marie Emma.	"	"	1874	Les Eboulements, Que. . .	38 5	12 9	5 8	16	Joseph Bouchard, Baie St. Paul, Que
107,223	Marie Emma.	"	"	1897	Bic, Que.	64 0	20 2	7 0	56	P. Pineault, Rimouski, Que.
116,716	Marie Emma.	"	"	1905	St. Alexis, Que.	68 0	22 3	6 1	54	A. Cote, St. Alexis, Que.
73,024	Marie Encsie.	Chatham, N.B.	"	1877	Pointe Basse, M.I., Que. .	61 7	20 2	7 4	47	Benjamin Mathieson, Point Sapin, N.B.
117,182	Marie Etoile.	"	"	1905	Caracquet, N.B.	42 0	13 7	5 8	20	J. A. Doiron, Caracquet, N.B.
116,222	Marie Huticaisse.	Quebec.	"	1903	Isle aux Condres, Que. . .	44 4	18 8	5 2	20	Joseph Millar, Bersimis, Que.
80,761	Marie Isabelle.	"	"	1881	Les Eboulements, Que. . .	48 5	18 2	7 8	38	Henry Dimming, Quebec, Que.
66,079	Marie Jeanne.	"	"	1873 1895	Gronclines, Que. Quebec, Que.	92 0	23 5	8 1	128	J. Tremblay, Murray Bay, Que.
103,985	Marie Jeanne.	"	"	1897	Les Eboulements, Que. . .	49 4	15 7	6 0	23	B. Bergeron, Les Eboulements, Que.
100,292	Marie Joseph.	Chatham, N.B.	"	1891	Shippigan, N.B.	36 4	12 3	4 6	12	Lazare Gauvin, Shippigan, N.B.
96,777	Marie Joseph.	Port Hawkesbury.	"	1894	Cheticamp, N.S.	32 2	11 1	5 4	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
100,452	Marie Joseph.	Quebec.	"	1892	St. Fulgence, Que. . . .	60 6	20 6	6 0	47	J. B. Couillard, Cap St. Ignace, Que.
107,495	Marie Joseph.	"	"	1898	Natashquan, Que.	45 0	13 8	6 0	22	Alfo. Bergeron, Isle aux Condres, Que. Que.

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116,718	Marie Joseph	Quebec. . .	Sloop	1905 La Petite Riviere, St. Francois Xavier, Que.	63 0	19 6	5 6	41 J. Bluteau, La Petite Riviere, St. Francois Xavier, Que.
85,757	Marie Josephine....	"	Schr—Glt	1876 St. Michel, Que.....	31 0	13 5	4 6	11 Narcisse Lévesque, Isle Verte, Que.
107,505	Marie L'Esperance.	"	"	1898 Isle aux Coudres, Que.....	38 4	12 3	4 8	15 Louis Harvey, Isle aux Coudres, Que.
83,346	Marie Laure.....	"	"	1881 Les Ebolements, Que.....	49 7	16 8	6 8	33 Anable Létourneau, St. Thomas, Que.
80,741	Marie Léda.....	"	"	1880 Baie des Mille Vaches, Que.	50 2	16 8	6 4	34 Luc Tremblay, Porthenif, Que.
100,205	Marie Louisa. . .	Chatham, N.B. . .	"	1892 Caraque, N.B. . .	38 0	13 3	6 4	18 Joseph A. Paulin, Caraque, N.B.
116,471	Marie Louise.	"	"	1903 "	33 0	11 7	5 0	10 Gustave Chiasson, Caraque, N.B.
75,449	Marie Louise.....	Gaspé	"	1886 Anticosti.....	40 0	11 1	4 3	11 Chas. G. Le Bas, Percé, Que.
69,584	Marie Louise.....	Quebec	"	1873 Natashquan, Que.....	45 6	15 5	6 3	23 Mrs. Z. Castonguay, Macider, Que.
69,586	Marie Louise.....	"	"	1872 Baie St. Paul, Que	48 0	15 5	7 6	31 Alfred Tremblay, La Petite Riviere, St. Francois-Xavier, Que.
72,940	Marie Louise.....	"	"	1875 St. Fidele, Que.....	42 5	14 0	5 7	22 Dennis Gauthier, St. Fidele, Que.
73,020	Marie Louise.....	"	"	1874 Isle aux Coudres, Que.....	54 1	14 0	5 6	13 Bernard Tremblay, St. Louis, Isle aux Coudres, Que.
73,983	Marie Louise.....	"	"	1875 Champlain, Que.....	77 1	21 4	7 7	90 F. Thibaudan, Port-au-f, Que.
100,365	Marie Louise.....	"	"	1889 Isle aux Grues, Que.....	35 0	12 8	4 8	13 F. Germain, sr., Quebec, Que.
100,457	Marie Louise.....	"	"	1892 Grand es Bergeronnes, Que.	52 4	18 6	6 4	38 Alfred Tremblay, Grand es Bergeronnes, Que.
103,611	Marie Louise.....	"	"	1895 Isle aux Coudres, Que.....	44 0	14 8	5 7	21 T. Tremblay, Isle aux Coudres, Que.
107,222	Marie Louise.....	"	"	1897 Bie, Que.....	50 6	18 6	6 4	39 Charles Couillard, Sandy Bay, Que.
116,720	Marie Louise.....	"	"	1905 St. Fidele, Que	49 6	15 9	6 2	29 J. Lavoie, St. Fidele, Que.
107,224	Marie Louise Elida..	"	"	1897 Isle aux Coudres, Que.....	53 2	17 0	6 1	31 C. Rioux, Isle Verte, Que.
103,139	Marie Louisiana.....	"	"	1894 Murray Bay, Que.....	64 4	19 2	8 1	61 François Foster, M.O., St. Siméon, Que.
80,734	Marie Louisina.....	"	"	1880 Isle aux Coudres, Que.....	49 9	15 5	6 2	29 Désiré Morin, L'Islet, Que.
103,628	Marie Nelida.....	"	"	1896 Tadoussac, Que.....	39 0	12 6	5 6	19 I. Bonliane, Petites Bergeronnes, Que.
88,328	Marie Oliva.....	"	"	1886 Les Ebolements, Que.....	48 0	17 0	6 7	33 David Stuard, Grand Bay, Que.
00,464	Marie Oliva.....	"	"	1893 Isle aux Coudres, Que.....	32 4	12 4	4 8	12 Alex. Blais, Berthier, Que.
4,289	Marie Philomène.....	"	"	1877 Les Ebolements, Que.....	60 5	19 0	8 1	63 Mrs. Elizabeth Roy, Baie St. Paul, Que.

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111,497	Marie Rosa.....	Quebec.....	Sloop.....	1900	La Petite Rivière, St. François Xavier, Que.	58 6	18 2	5 4	35	Milasse Simard, La Petite Rivière, St. François Xavier, Que.
111,626	Marie Roseanna.....	".....	Schr—Glt.....	1901	Baie St. Paul, Que.....	48 0	15 1	6 0	26	Léon Elie, Baie St. Paul, Que.
125,999	Marie St. Laurent..	".....	".....	1908	Isle-aux-Coudres, Que....	52 3	15 8	5 9	31	Joseph and Marcial Harvey, Isle-aux-Coudres, Que.
117,450	Marie Stella.....	Halifax.....	".....	1906	Grand Desert, N.S.....	59 4	16 5	6 5	36	Simon Lapierre, Grand Desert, N.S.
103,092	Marie Stella.....	Montreal.....	Sloop.....	1893	Pierreville, Que.....	107 7	23 0	8 2	143	J. Donnelly, jr., Kingston, On
100,469	Marie Victoire.....	Quebec.....	Schr—Glt.....	1892	Isle aux Coudres, Que....	40 2	13 9	5 7	20	Ernest Lavoie, Chicoutimi, Que.
72,931	Marie Victoria.....	".....	".....	1874	".....	41 4	13 5	6 2	18	Joseph Boily, Baie St. Paul, Que.
74,291	Marie Vigilante.....	".....	".....	1893	Isle aux Coudres, Que....	41 2	14 0	5 6	19	Joseph Harvey, Isle aux Coudres, Que.
97,139	Marie Vigilante.....	".....	".....	1888	Goose Island, Que.....	71 2	19 2	5 0	39	Eucher Lachance, Goose Island, Que.
103,986	Marie Vigilante.....	".....	".....	1897	Baie St Paul, Que.....	56 0	18 5	7 0	41	Wm. Treublay, Malbaie, Que.
100,354	Marie Zoé.....	".....	".....	1886	Isle aux Coudres, Que....	32 0	11 8	4 4	10	P. Perron, St. Thomas, Montmagny, Que.
121,862	Marina.....	Lunenburg.....	".....	1906	Lunenburg, N.S.....	77 6	22 5	8 8	78	William Schneisser, M.O., La Have, N.S.
46,498	Mariner.....	Halifax.....	".....	1866	East Port Medway, N.S.	66 0	20 8	8 2	56	W. C. Henley, Spry Bay, N.S.
111,709	Mariner.....	Lunenburg.....	".....	1901	Mahone Bay, N.S.....	95 7	24 8	9 8	100	Cyrus W. Parks, La Have, N.S.

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72,157	Marion.....	Windsor, N.S.....	Schr—Glt.....	1875	Walten, N.S.....	18 2	15 8	6 1	26	Sam. Best, Parrsboro', N.S.
126,184	Marion C.....	Shelburne, N.S.....	Sloop.....	1908	Shelburne, N.S.....	31 0	11 3	6 3	11	William J. Grove, Sand Point, N.S.
100,696	Marion Emerson.....	Pictou, N.S.....	Schr—Glt.....	1895	Murray Harbour, P.E.I.	51 5	16 0	6 5	30	J. W. and J. P. White, J.O., Murray Harbour, P.E.I.
88,662	Marion F.....	Chatham.....	".....	1885	Tracadie, N.B.....	48 4	15 3	6 3	24	Edward Gillis, Tignish, P.E.I.
.....	Marion L. Breck.....	Kingston.....	".....	1863	Garden Island, Ont.....	127 1	23 5	11 9	298	John McGibbon, Sarnia, Ont.
111,803	Marion T.....	Weymouth.....	".....	1904	Belliveau's Cove, N.S.....	46 0	18 7	6 5	30	David S. Gaskell, North Head, Grand Manan, N.B.
103,831	Mariposa.....	Quebec.....	".....	1896	St. Antoine, Que.....	98 6	23 4	7 0	115	Z. Gosselin, St. Antoine de Lotbinière, Que.
100,710	Maritana.....	Pictou, N.S.....	".....	1903	River John, N.S.....	145 6	35 0	14 0	490	Miss Mignonette Eden, Mobile, Ala, U.S.A.
103,346	Marjorie.....	Montreal.....	Sloop.....	1895	Dorval, Que.....	27 2	9 3	2 6	3	W. G. Ross, Montreal, Que.
112,110	Markland.....	Victoria.....	Schr—Glt.....	1903	Malomo Bay, N.S.....	93 5	24 9	9 7	99	The Victoria Sealing Co., Ltd., Victoria, B.C.
94,875	Marquis of Lorne.....	Montreal.....	Barge—Chd.....	1879	Whitehall, N.Y., U.S.A.	101 4	21 8	8 4	163	Norbert Leclaire, Contrecoeur, Que.
100,455	Martean.....	Quebec.....	Schr—Glt.....	1888 1905	Les Escoumains, Que. St. Fidele, Que.....	73 2	23 7	6 6	61	Joseph Dufour, St. Fidele, Que.
92,313	Martha.....	Liverpool.....	".....	1886	Brooklyn, N.Y., U.S.A.	33 2	12 7	5 0	11	John Arseneau, Margaree, N.S.
107,769	Martha B.....	Charlottetown.....	".....	1902	Montague, P.E.I.....	37 3	14 6	6 6	19	Simon Shrumps, Glace Bay, N.S.
97,035	Martha Ella.....	Yarmouth.....	".....	1891	Yarmouth, N.S.....	36 4	12 7	5 0	13	George Hamilton, Argyle, N.S.
38,522	Mary.....	Aricbat.....	".....	1874	French Village, N.S.....	49 5	16 3	6 4	23	James Mullins, Glace Bay, N.S.
72,077	Mary.....	Chatham, N.B.....	".....	1870	Shippigan, N.B.....	35 3	11 7	4 3	12	P. Robieland, Shippigan, N.B.
75,896	Mary.....	".....	".....	1878	Richibucto, N.B.....	34 7	12 3	4 3	9	Anthony Gallant, Lot 15, P.E.I.
85,692	Mary.....	".....	".....	1880	Caraquet, N.B.....	34 0	12 8	4 7	11	J. Gionet, Caraquet, N.B.
111,847	Mary.....	".....	".....	1902	".....	38 7	13 2	5 4	14	D. Albert, Caraquet, N.B.
103,314	Mary.....	Port Hawkesbury.....	".....	1893	Cheticamp, N.S.....	34 0	10 6	5 0	10	John Bondrot, Eastern Harbour, N.S.
66,066	Mary.....	Quebec.....	".....	1873	Malbaie, Que.....	59 5	18 0	8 0	54	Emile Potvin, St. Alexis, Que.
112,371	Mary A.....	Aricbat.....	".....	1900	Canso, N.S.....	34 0	10 0	5 9	11	Wm. S. Harris, White Haven, N.S.
112,387	Mary A. Dumphy.....	Sydney.....	".....	1903	Ingonish, N.S.....	45 5	14 1	5 5	18	Henry Gibbs, M.O., Halifax, N.S.
94,671	Mary A. W.....	Halifax.....	".....	1889	St. Margaret's Bay, N.S.	36 5	11 9	6 0	13	Mary Ann Blakney, St. Margaret's Bay, N.S.

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103,459	Mary Alice.....	Arichat.....	Schr—Glt.....	1898	West Arichat, N.S.....	60 8	17 9	7 6	47	Abraham Terrio, West Arichat, N.S.
116,345	Mary Alice.....	".....	".....	1903	L'Ardoise, N.S.....	36 4	10 0	4 9	10	Patrick E. Sampson, L'Ardoise, N.S.
83,388	Mary Alice.....	Halifax.....	".....	1883	La Have, N.S.....	41 0	16 4	6 5	21	Wm. Malcolm, Port Malcolm, N.S.
61,413	Mary Ann.....	Chatham, N.B.	".....	1873	Richibucto, N.B.....	41 5	12 5	4 8	13	A. Richard, Richibucto, N.B.
.....	Mary Ann.....	Dunnville.....	Barge—Chd.....	1897	Stromness, Ont.....	78 0	15 0	8 0	57	Pigeon River Lumber Co., Port Arthur, Ont.
.....	Mary Ann.....	Montreal.....	".....	1860	Sorel, Que.....	89 2	19 7	5 4	90	Gilbert Pilant, Montreal, Que.
63,440	Mary Ann.....	Pictou, N.S.....	Schr—Glt.....	1875	Antigonish, N.S.....	45 6	15 9	6 0	22	George A.C. McIntosh, Murray River, P. E. I.
71,162	Mary Ann Lydon.....	Kingston.....	".....	1874	Port Barwell, Ont.....	112 0	23 0	10 5	180	Matthew Patterson, Kingston, Ont.
111,479	Mary Atalanta.....	Arichat.....	".....	1901	River Bourgeois, N.S.....	37 6	13 4	5 6	15	Wm. J. LeVesconte, River Bourgeois, N.S.
90,811	Mary Baldwin.....	Port Hope.....	".....	1876	Sackett Harbour, U.S.A.	34 6	10 3	4 5	7	A. Mathews, Lakeport, Ont.
116,476	Mary Beatrice.....	Chatham, N.B.....	".....	1903	Tracadie, N.B.....	34 0	12 0	4 3	10	Thomas Savoy, Buctouche, N.B.
92,385	Mary Bedford.....	Kingston.....	Barge—Chd.....	1888	Bedford Mills, Ont.....	101 0	17 5	4 6	61	Benjamin Tett, Bedford Mills, Ont.
122,181	Mary Bell.....	Arichat.....	Schr—Glt.....	1906	Martinique, N.S.....	49 0	16 8	7 0	38	Hubert Sampson, West Arichat, N.S.
100,238	Mary Bell.....	Halifax.....	".....	1893	Harrigan Cove, N.S.....	32 8	11 9	5 7	10	J. A. McDonald, Harrigan Cove, N.S.

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88,114	Mary Colmer.	Halifax	Schr—Glt.	1884	Harbour Island, Bahamas B. W. L.	110	4	27	6	10	4	207	G. C. Hart, Halifax, N.S.
100,380	Mary D	Sydney	"	1893	Little Bras d'Or, N.S.	46	8	16	7	6	2	27	Simon Deveaux, Bras d'Or, N.S.
88,464	Mary E.	Arichat.	"	1882	Sandy Cove, N.S.	33	1	11	2	5	2	10	C. W. Rankin, Grindstone, Magdalen Islands, Que.
85,664	Mary E.	Halifax	"	1881	Malhene Bay, N.S.	41	6	12	6	5	6	14	Thomas Covey, Indian Harbour, N.S.
92,742	Mary E.	Sackville.	"	1890	Sackville, N.B.	79	6	25	0	7	2	99	F. C. Palmer, Dorchester, N.B.
52,159	Mary E.	St. John, N.B.	"	1865	Carleton, N.B.	46	6	14	6	5	7	21	Frederick Buchanan, St. John, N.B.
107,355	Mary E.	Sydney	"	1894	Ingonish, N.S.	33	2	12	4	5	2	10	Allan McIntyre, Ingonish, N.S.
117,144	Mary E. Faulkner.	Halifax.	"	1905	Jeddore, N.S.	42	3	12	0	6	0	14	Angus Nicholson, North Sydney, N.S.
57,485	Mary E. Lont.	Annapolis-Royal.	Bgin—Bsgt	1872	Freeport, N.S.	86	8	22	2	9	3	96	Wm. Lent, Freeport, N.S.
75,826	Mary E. McDougall.	Lunenburg	Schr—Glt	{ 1878 1896	{ Malhene Bay, N.S. Guysboro', N.S.	87	5	21	9	9	7	98	C. A. Anderson, M.O., Lunenburg, N.S.
116,342	Mary Elda.	Arichat	"	1903	River Bourgeois, N.S.	32	6	11	9	5	0	10	Charles Fougere, River Bourgeois, N.S.
122,182	Mary Elizabeth.	"	"	1907	"	34	4	12	0	4	8	11	Placide Burke, River Bourgeois, N.S.
38,393	Mary Elizabeth.	Digby.	"	{ 1859 1874	{ West Arichat, N.S. U.S.A.	75	8	23	5	10	2	88	John E. Melancon, Plympton, N.S.
107,056	Mary Ellen.	Barrington	"	1855	U.S.A.	65	5	19	5	7	4	56	M. W. Cook, Isaac's Harbour, N.S.
85,695	Mary Ellen.	Chatham, N.B.	"	1882	Belledune, N.B.	36	1	13	0	4	5	12	Geo. Gordon, Dalhousie, N.B.
77,977	Mary Ellen.	Victoria.	"	1863	San Francisco, Cal., U.S.A.	75	0	23	7	7	0	63	Victoria Sealing Co., Ltd., Victoria, B.C.
77,970	Mary Eneline	St. Andrews.	"	1880	Beaver Harbour, N.B.	36	0	13	2	5	6	18	Jas. Murphy, Grand Manan, N.B.
103,081	Mary Emma	Chatham, N.B.	"	1894	Caracquet, N.B.	36	0	12	7	4	8	11	Wm. Fruing & Co., Ltd., Jersey.
83,156	Mary Everett.	Belleville.	"	{ 1867 1887	{ Shannonville, Ont. Oakville, Ont.	129	0	26	0	8	1	198	John Cooper, Wallaceburg, Ont.
80,026	Mary F.	Yarmouth.	"	1878	Canning, N.S.	51	2	18	5	5	3	28	A. W. Fikins, Yarmouth, N.S.
107,278	Mary Hendry.	Liverpool.	"	1899	Liverpool, N.S.	124	2	28	4	11	7	249	Abraham W. Hendry, Liverpool N.S.
116,886	Mary J.	Arichat	"	1902	Port Felix, N.S.	35	4	10	6	5	8	11	J. J. Banigan, Cape Canso, N.S.
117,090	Mary J.	"	"	1906	River Bourgeois, N.S.	54	8	17	1	6	7	33	Wm. J. LeVesconte, River Bourgeois, N.S.
121,803	Mary J.	Yarmouth	Sloop.	1904	Cape Island, N.S.	31	0	10	6	6	0	10	M. Atwood, Cape Island, N.S.
92,413	Mary Jane.	Chatham, N.B.	Schr—Glt	1888	Tracadie, N.B.	37	5	13	0	5	4	14	P. C. Dorian, Caracquet, N.B.

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80,917	Mary Jane.....	Halifax.....	Schr—Glt.....	1880	Cape Wolfe, P.E.I.....	69 0	19 0	7 3	55	Thos. Dunlap, Amherst, N.S.
80,819	Mary Jane.....	Windsor, N.S.....	".....	1881	Cornwallis, N.S.....	32 0	11 0	5 3	9	Wm. C. Bill, Cornwallis, N.S.
74,352	Mary Joseph.....	Pictou, N.S.....	".....	1877	Merigonish, N.S.....	56 1	18 1	7 4	43	Uriah Matthew, Souris, P.E.I.
96,769	Mary Lambert.....	Port Hawkesbury...	".....	1889 (1899)	Cheticamp, N.S.....	38 0	12 4	5 4	11	C. Chiasson, Cheticamp, N.S.
92,420	Mary Louise.....	Chatham, N.B.....	".....	1889	Pokemouche, N.B.....	35 4	13 2	5 2	13	D. Loggie, Church Point, N.B.
100,781	Mary Louise.....	".....	".....	1889	Caraquet, N.B.....	36 7	12 3	4 5	11	W. S. Loggie Co., Ltd., Chatham, N.B.
111,769	Mary Louise.....	Kingston.....	Sloop.....	1902	Portland, Ont.....	77 2	18 6	4 2	46	John Brooker, Athens, Ont.
116,881	Mary M.....	Arichat.....	Schr—Glt.....	1901	L'Ardoise, N.S.....	44 5	15 0	6 0	21	David Martell, M.O., L'Ardoise, N.S.
117,053	Mary M. Bell.....	Canso.....	".....	1906	Port Felix, N. S.....	30 0	12 0	5 6	10	John Belfontaine, Port Felix, N.S.
122,242	Mary M. Lord.....	St. Andrews.....	".....	1903	Lubec, Me., U.S.A.....	50 6	16 2	7 1	21	Harley E. Ingersoll, Grand Manan, N.B.
111,437	Mary M. Romkey.....	Quebec.....	".....	1902	Smith's Cove, N.S.....	70 5	21 0	9 0	77	Alfred Mercier, Berthier, Que.
83,095	Mary Margaret.....	Port Hawkesbury ..	".....	1876	South River, P.E.I.....	37 1	14 0	6 1	17	J. Chiasson, Murray Harbour, P.E.I.
111,475	Mary Matilda.....	Arichat.....	".....	1901	St. Peter's, N.S.....	37 5	13 9	6 6	15	Fred Pedrine, Larry's River, N. S.
83,434	Mary May.....	Shelburne.....	".....	1886	Gilberts Cove, N.S.....	44 0	15 6	5 8	20	A. J. Firth, Shelburne, N.S.

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116,478	Mary O.	Chatham, N.B.	(Schr—Glt	1904 Pt. Misonette, N.B.	31 0	11 4	4 6	11	Joseph O. Cormier, Point Misonette, N.B.
88,583	Mary Odell	Yarmouth	"	1884 Argyle, N.S.	40 5	13 5	5 0	14	T. Terrio, Meteghan, N.S.
100,957	Mary R.	Chatham, N.B.	"	1893 Caraquet, N.B.	38 1	13 1	5 0	12	W. S. Leggie Co., Ltd., Chatham, N.B.
116,475	Mary Rose	"	"	1904 " "	42 1	13 0	5 3	17	Wm. Cormier, Caraquet, N.B.
112,379	Mary S.	Arichat	"	1903 L'Ardoise, N.S.	41 3	13 1	5 8	18	F. Sampson, <i>et al.</i> , J.O., L'Ardoise, N.S.
77,780	Mary S. Gordon	Goderich	"	1882 Kincardine, Ont	56 0	17 0	4 9	28	John D. Corstan, Owen Sound, Ont
112,161	Mary Star	Chatham, N.B.	"	1903 Caraquet, N.B.	39 0	13 9	5 6	15	Hyacinthe Le Ponthellier, Caraquet, N.B.
112,150	Mary Star of the Sea	"	"	1902 " "	38 8	13 9	5 6	15	L. Fiolet, Caraquet, N.B.
111,844	Mary Star of the Sea	"	"	1900 " "	59 6	12 9	5 4	14	The C. Robin, Collas Co., Ltd., Halifax, N.S.
116,477	Mary Star of the Sea	"	"	1904 " "	41 0	14 4	5 7	20	Ferdinand Savoy, Shippigan, N.B.
83,457	Mary Taylor	Victoria	"	1875 Utsalady, U.S.A.	67 0	20 3	8 0	43	Victoria Sealing Co., Ltd., Victoria, B.C.
88,447	Mary W. J.	Halifax	"	1884 Mosher's River, N.S.	65 8	21 2	7 9	69	David McLeod, Charlottetown, P.E.I.
121,859	Mary W. S.	Lunenburg	"	1906 La Have, N.S.	74 3	22 5	8 8	74	Samuel Harris, Grand Bank, Nfld.
107,912	Mary & Hilda	St. Andrews	Sloop.	1896 Quaco, N.B.	30 0	14 6	5 0	17	Mrs. Nancy J. Gupfill, Grand Manan, N.B.
*72,675	Mascot	Victoria	Schr—Glt	1875 Seattle, Wash., U.S.A.	68 7	19 2	4 6	40	Victoria Sealing Co., Ltd., Victoria, B.C.
126,183	Mathalia	Shelburne	Sloop.	1900 Clarke's Harbour, N.S.	31 0	11 6	6 4	11	Walter Watts and Elijah Holmes, Sand Point, N.S.
	Matilda	Montreal	Barge—Chd	1873 Yamaska, Que.	104 0	22 0	7 6	139	J. Courteau, Nicolet, Que.
121,879	Matilda	Yarmouth	Sloop.	1905 Shelburne, N.S.	32 0	11 0	5 0	10	Edron P. Crowell, Port LaTour, N.S.
121,854	Mattawa	Lunenburg	Schr—Glt	1906 Lunenburg, N.S.	92 0	21 6	9 8	96	Scott Corkum, M.O., Lunenburg, N.S.
100,816	Mattie Morrissey	Canso	"	1891 Shelburne, N.S.	52 0	16 6	6 2	24	James Meagher, Canso, N.S.
117,043	Mattie and Charlie	Barrington	"	1903 Clarke's Harbour, N.S.	30 0	11 5	5 4	10	F. Nickerson, M.O., Clarke's Harbour, N.S.
103,462	Maud	Arichat	Schr—Glt	1902 Guysboro', N.S.	43 0	17 0	5 6	20	Henry Duong, Arichat, N.S.
71,036	Maud	St. John, N.B.	"	1876 Yarmouth, N.S. 1900 St. John, N.B.	52 0	16 5	6 2	34	Chas. S. Smith, St. Martin's, N.B.
90,230	Maud Carter	Halifax	"	1885 Humber Sound, Nfld	74 9	21 9	9 0	92	M. P. Robertson, Montague, P.E.I.
94,679	Maud Gillam	Halifax	"	1889 Shelburne, N.S.	76 0	22 0	8 6	79	Michael Gillam, Channel, Nfld.

* Formerly "Juanita."

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107,999	Maud S	Canso	Schr—Glt	1901	Canso, N.S.	36 6	11 0	6 9	12	John W. Sproule, Canso, N.S.
77,982	Maud S	Port Rowan	"	1880	Georgian Bay, Ont.	52 0	15 0	6 5	21	R. Crooker (address not known)
94,749	Maud S	St. John, N.B.	"	1888	Maquapit Lake, N.B.	65 5	20 5	5 4	63	Isaac H. Carle, Canimng, N.B.
100,376	Maud S	Sydney	"	1892	Cow Bay, N.S.	36 6	12 4	6 3	13	G. P. Leslie, Spy Bay, N.S.
85,518	Maud S	Toronto	"	1884	Port Credit, Ont.	52 3	16 4	3 6	25	Robert Osborne, Bronté, Ont.
92,694	Maudie	Digby	"	1889	Louisburg, N.S.	46 3	15 5	6 4	26	Freeman A. Beardsley, Port Lorne, N.S.
107,477	Maudie Ellen	"	Sloop	1900	Parker's Cove, N.S.	29 5	12 8	5 5	14	Clarence Eisnor, Digby, N.S.
111,592	Mavis	St. John, N.B.	"	1909	St. John, N.B.	53 4	14 6	8 1	29	Wm. H. Street, Campo Bello, N.B.
103,088	Max	Chatham, N.B.	Schr—Glt	1893	Caracquet, N.B.	31 4	13 4	4 8	10	M. Cormier, Caracquet, N.B.
122,309	Max C.	Lunenburg	"	1907	Petite Rivière, N.S.	61 8	18 8	7 2	46	Harris Croft, M.O., West Dublin, N.S.
100,227	May	Halifax	"	1893	Sambro', N.S.	37 8	11 4	5 0	10	James Howard, Terence Bay, N.S.
80,654	May	Ottawa	Barge—Chd	1880	Montreal, Que.	110 0	22 5	7 2	165	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,206	May	Vancouver	Schr—Glt	1887	Vancouver, B.C.	68 0	18 9	4 4	46	Gordon T. Legg, Vancouver, B.C.
92,581	May B.	Gaspé	"	1888	P. E. Island	39 8	12 3	4 9	14	Robert J. Vincent, Montrose, P.E.I.

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146,981	May Bell	St. John, N.B.	Schr—Glt	1874	Jensong, N.B.	76 0	26 0	6 6	76	H. G. Smith and W. L. Harding, St. John, N.B.
94,793	May English	Richibucto	"	1890	Rexton, N.B.	38 0	13 0	5 4	10	Daniel English, Rexton, N.B.
96,840	May Flower	Charlottetown	"	1890	Summerside, P. E. I.	61 5	21 6	8 0	60	Warren Wightman, Montague, P. E. I.
107,777	May Flower	Chatham, N.B.	"	1900	Shippigan, N.B.	39 0	12 8	4 8	11	Octave Banoit, Shippigan, N.B.
69,125	May Flower	Halifax	"	1875	Harbour au Ponce, N.S.	41 0	14 0	6 8	20	Hyacinthe Chiasson, Cheticamp, N.S.
100,614	May Flower	Shelburne	"	1891	Jordan River, N.S.	32 0	12 4	5 4	11	J. E. Lloyd, Brighton, N.S.
107,907	May Myree	Lunenburg	"	1900	La Have, N.S.	86 0	23 2	9 3	89	Elias Richard, sr., et al., New Dublin, N.S.
75,762	May Queen	Liverpool	"	1877	Liverpool, N.S.	41 2	14 3	5 5	17	Wm. Peterson, Liverpool, N.S.
111,896	May Queen	Weymouth	Sloop	1905	Church Point, N.S.	36 4	13 0	5 4	15	M. C. Thibodeau, M.O., Church Point, N.S.
107,757	Mayflower	Charlottetown	Schr—Glt	1901	Casumpee, P. E. I.	45 1	13 4	6 2	18	Jas. R. Lumsden, Canso, N.S.
116,307	Mayflower	"	"	1901	West Point, P. E. I.	39 4	12 8	4 5	13	John McLeod, Tichish, N.S.
111,462	Mayflower	Chatham, N.B.	"	1900	Miscou Harbour, N.B.	33 0	11 6	5 0	10	B. J. Williston, Bay du Vin, N.B.
103,768	Mayflower	"	"	1896	Caraguet, N.B.	34 3	12 6	5 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
103,184	Mayflower	Digby	"	1895	Shelburne, N.S.	46 0	15 5	6 5	26	R. P. Chute, et al., Hampton, N.S.
88,431	Mayflower	Halifax	"	1884	Chezecook, N.S.	39 6	14 8	7 0	21	John Donovan, Ingonish, N.S.
92,576	Mayflower	"	"	1884	Sambro, N.S.	37 5	12 6	5 0	13	James Young, Sambro, N.S.
64,864	Mayflower	"	"	1871	Barrington, N.S.	35 9	12 8	5 2	14	S. M. Malone, Barrington, N.S.
116,553	Mayflower	Matland	"	1906	Lower Schmah, N.S.	93 5	27 8	9 0	132	Wm. Anthony, et al., Lower Schmah, N.S.
103,177	Mayflower	Shelburne	"	1891	Little Harbour, N.S.	32 3	11 6	5 6	12	A. B. Hamilton, Carleton Village, N.S.
103,057	Mayflower	Yarmouth	"	1891	Shelburne, N.S.	34 0	12 4	6 1	12	L. O. Blades, Pubnico, N.S.
103,545	Mayfly	Halifax	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3	Dr. A. W. Cogswell, Halifax, N.S.
107,883	Mazar	Montreal	"	1899	Sorel, Que.	98 4	23 0	6 6	107	Canada Quarry & Transportation Co., Ltd., Montreal, Que.
83,315	Mazurka	Port Medway	Schr—Glt	1885	Vogler's Cove, N.S.	76 4	23 5	9 2	83	Edward B. Richardson, Halifax, N.S.
92,777	Meda	New Westminster	Sloop	1888	Burrard Inlet, B.C.	31 5	11 4	4 9	10	O. Thomas, M.O., Victoria, B.C.
121,861	Medina A.	Lunenburg	Schr—Glt	1906	Lunenburg, N.S.	74 2	22 4	8 7	74	Amiel Corkum, M.O., LaHave, N.S.

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63,593	Medora.....	Quebec.....	Barge—Chd.....	1873	St. Emélie, Que.....	98 0	23 5	8 2	124	Damase Beaudette, Ste. Emélie, Que.
77,563	Medway.....	Montreal.....	Sloop.....	1873	Sorel, Que.....	89 9	22 6	6 4	90	M. Mongeau, Sorel, Que.
37,428	Medway Belle.....	Halifax.....	Schr—Glt.....	1854	Broad Cove, N.S.....	64 0	19 8	7 7	50	Wm. Henderson, Murray Harbour, P.E.I.
107,627	Mein.....	New Westminster.....	Barge—Chd.....	1898	Vancouver, B.C.....	50 0	14 6	4 0	23	Anglo British Columbia Packing Co., Ltd., Vancouver, B.C.
85,773	Melinda.....	Montreal.....	Sloop.....	1883	Pierreville, Que.....	94 0	22 1	6 7	102	Alfred Boucher, Sorel, Que.
100,574	Melrose.....	Barrington.....	Schr—Glt.....	1893	LaHave, N.S.....	63 2	21 9	9 0	71	W. W. Lewis, Louisburg, N.S.
103,556	Melrose.....	Montreal.....	".....	1895	Kingston, Ont.....	183 6	35 8	14 0	740	Montreal Transportation Co., Ltd., Montreal, Que.
85,389	Mentor.....	Halifax.....	Sloop.....	1881	Georgetown, P.E.I.....	21 3	6 5	3 4	2	O. Streidinger, Halifax, N.S.
100,897	Mercedese.....	Weymouth.....	Schr—Glt.....	1896	Belliveau's Cove, N.S.....	95 5	27 2	9 7	149	Abram Holmes, Lower Granville, N.S.
59,474	Merit.....	Halifax.....	".....	1871	LaHave, N.S.....	57 0	18 7	7 2	41	C. Garnier, St. George's Bay, Nfld.
92,600	Merit.....	Sydney.....	".....	1887	Little Bras d'Or, N.S.....	34 8	14 3	4 9	13	Alexander LeBlanc, Little Bras d'Or, N.S.
94,986	Merle.....	Toronto.....	Sloop.....	1887	South Boston, Mass., U.S.A.	39 9	12 7	5 5	11	Alex. McL. Macdonald, Toronto, Ont.
89,666	Merlin.....	Montreal.....	Barge—Chd.....	1881	Montreal, Que.....	106 2	22 3	6 8	146	Dickson Anderson, Montreal, Que.
100,779	Mermaid.....	Chatham, N.B.....	Schr—Glt.....	1891	Caraquet, N.B.....	34 7	13 1	4 5	11	W. S. Loggie Co., Ltd., Chatham, N.B.

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111,463	Mermaid.....	Chatham, N.B.....	Schr—Glt.....	1900	Petit Roher, N.B.....	35	8	12	3	4	5	12	Sydney Des Brisay, Petit Roher, N.B.
111,797	Mermaid.....	Port Hawkesbury....	".....	1907	Cheticamp, N.S.....	35	6	11	4	6	4	13	Thomas Harris, Cheticamp, N.S.
97,912	Mermaid.....	St. Catharines.....	Scow—Chd.....	1885	Chippewa, Ont.....	36	0	7	5	5	1	9	Robt. Sitor, Cayuga, Ont.
100,496	Mermaid.....	Victoria.....	Schr—Glt.....	1853	Fort Frances, Ont.....	93	7	20	3	10	0	73	Minister of Marine and Fisheries, Ottawa, Ont.
112,164	Merry Christmas.....	Chatham, N.B.....	".....	1903	Little Leneque, N.B.....	38	0	13	5	5	0	13	Celestin Jean, Little Leneque, N.B.
85,796	Merry May.....	Charlottetown.....	".....	1884	Mount Stewart, P.E.I.....	67	7	21	8	7	2	64	Donald McKae, et al., Charlottetown, P.E.I.
*103,671	Merrythought.....	Toronto.....	Sloop.....	1855	Oakville, Ont.....	56	0	12	2	9	0	39	E. G. Staunton, Toronto, Ont.
116,914	Mersey.....	Liverpool.....	Schr—Glt.....	1905	Liverpool, N.S.....	117	4	28	5	10	9	191	A. W. Hendry, Liverpool, N.S.
92,317	Mersey.....	Quebec.....	Barge—Chd.....	1888	Point Lévis, Que.....	100	0	23	4	5	8	96	John Barstall, Quebec, Que.
38,417	Messenger.....	Arichat.....	Schr—Glt.....	1861	Cheticamp, N.S.....	56	8	15	8	6	3	30	Cyprien Burke, River Bourgeois, N.S.
78,030	Messenger.....	Collingwood.....	Barge—Chd.....	1881	Collingwood, Ont.....	84	0	21	6	6	8	94	Geo. Moherly, M.O., Collingwood, Ont.
111,553	Messenger.....	St. Andrews.....	Sloop.....	1899	Grand Manan, N.B.....	29	8	12	8	5	1	12	Turner Ingersoll, Grand Manan, N.B.
64,949	Meteor.....	Quebec.....	Barge—Chd.....	1871	Ste. Eudèle, Que.....	97	2	22	0	7	2	105	Z. Gosselin, St. Antoine de Tilly, Que.
107,802	Meteor.....	St. John, N.B.....	Sloop.....	1897	Deer Island, N.B.....	40	8	12	8	6	0	13	Sylvester R. Watt, North Head, Grand Manan, N.B.
113,922	Miantonomah.....	Charlottetown.....	Schr—Glt.....	1872	Newburyport, U.S.A.....	80	0	23	1	8	0	72	Edward J. Dicks, Georgetown, P.E.I.
57,728	Mic Mac.....	Halifax.....	".....	1868	LaHave, N.S.....	47	1	17	4	6	9	34	G. R. Davis, Bay of Islands, Nfld.
64,948	Michigan.....	Quebec.....	Barge—Chd.....	1871	Quebec, Que.....	122	3	24	5	9	2	206	Dickson Anderson, Montreal, Que.
88,461	Midnight.....	Halifax.....	Schr—Glt.....	1865	Essex, Mass., U.S.A.....	71	2	21	4	8	0	66	Samuel H. Whiston, Jeddore, N.S.
92,332	Mignonette.....	Quebec.....	".....	1886	St. Etienne, Saguenay, Que.....	96	5	25	5	11	0	139	Robert Reford, et al., Montreal, Que.
100,300	Mikado.....	Chatham, N.B.....	".....	1892	Caracquet, N.B.....	35	4	12	5	5	0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
121,996	Mildred G. Myers.....	Lunenburg.....	".....	1906	Lunenburg, N.S.....	66	3	20	0	7	6	55	Freeman Myers, Cole Harbour, N.S.
111,831	Mildred K.....	Digby.....	".....	1901	Granville, N.S.....	45	5	16	8	6	5	25	Edward Keans, et al., Granville, N.S.
472,976	Mildred M.....	".....	".....	".....	U.S.A.....	63	8	19	5	7	0	52	Manrice D. Peters, et al., Westport, N.S.
121,864	Mildred M. Bell.....	Lunenburg.....	".....	1906	LaHave, N.S.....	64	8	20	5	7	5	51	Charles W. Bell, M.O., LaHave, N.S.
111,523	Mildred P.....	Yarmouth.....	".....	1895	Port Maitland, N.S.....	32	3	11	5	6	0	11	Hugh McManus, Yarmouth, N.S.

* Formerly "Winneta."
† Formerly "Mary A. Taylor."

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90,823	Miletus.....	Lunenburg.....	Schr—Glt.....	1888	Port Medway, N.S.....	76 0	24 0	9 0	96	John J. Oliver, River Inhabitants, N.S.
122,117	Millie.....	Sydney.....	".....	1907	Ingonish, N.S.....	37 7	13 0	6 2	13	John F. Carey, Ingonish, N.S.
121,865	Millie Louise.....	Lunenburg.....	".....	1906	Mahone Bay, N.S.....	85 6	24 0	9 0	80	Abraham Ernst, M O., Mahone Bay, N.S.
107,111	Millie Maco.....	".....	".....	1898	LaHave, N.S.....	89 0	24 6	9 5	99	John Burton, Fortune, Nfld.
104,153	Milo.....	Halifax.....	".....	1891	Lunenburg, N.S.....	81 1	24 4	9 3	99	Thomas Gammon, Arichat, N.S.
116,736	Milo.....	".....	".....	1904	Beckerton, N.S.....	46 4	15 0	8 0	23	Joseph Bondrot, Dover, N.S.
111,408	Mindoro.....	Lunenburg.....	".....	1900	La Have, N.S.....	91 2	24 0	9 8	80	James Butt and I. R. Parsons, Bay of Islands, Nfld.
126,355	Minion No. 1.....	Montreal.....	Scoow—Chd.....	1899	Lachine, Que.....	100 8	26 7	7 5	177	Dominion Bridge Co., Ltd., Lachine, Que.
126,356	Minion No. 2.....	".....	".....	1899	Lachine, Que.....	100 2	26 7	7 5	180	Dominion Bridge Co., Ltd., Lachine, Que.
83,380	Mink.....	Toronto.....	Schr—Glt.....	1880	Gravenhurst, Ont.....	52 0	16 0	4 0	19	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.
83,119	Minnebaha.....	Halifax.....	Sloop.....	1881	Dartmouth, N.S.....	26 0	10 2	4 3	7	Capt. Geo. J. Playfair, R.A., Halifax, N.S.
100,224	Minnie.....	".....	Schr—Glt.....	1892	Sheet Harbour, N.S.....	85 6	24 2	10 6	96	A. F. Cameron, Sherbrooke, N.S.
77,628	Minnie.....	Kingston.....	Sloop.....	1878	Howe Island, Ont.....	40 0	11 9	4 9	17	R. J. Wilson, Gananoque, Ont.
.....	Minnie.....	Ottawa.....	Barge—Chd.....	1873	Brewer's Mills, Ont.....	95 5	20 3	5 8	109	John Eligh and Peter Eligh, J.O., Beckett's Landing, Ont.

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*72,067	Minnie.....	Port Hawkesbury.....	Schr—Glt.....	1881 River Bourgeois, N.S....	49 5	17 0	6 3	26 J. Pelham, Janvrin's Harbour, N.S.,
83,144	Minnie.....	St. Catharines.....	".....	1880 Port Dalhousie, Ont.	38 0	9 8	4 9	8 Joseph Adamson, Toronto, Ont.
83,023	Minnie.....	Toronto.....	".....	1881 Wallaceburg, Ont.	92 0	22 7	4 4	63 James Playfair, Milford, Ont.
111,997	Minnie A.....	Ariclat.....	".....	1902 River Bourgeois, N.S....	66 0	18 4	7 4	46 A. Sampson, River Bourgeois, N.S.
75,576	Minnie A.....	Pictou, N.S.....	".....	{ 1877 La Have, N.S..... } { 1904 Wallace, N.S..... }	61 8	20 0	7 7	46 Wm. Reid, Wallace, N.S.
107,375	Minnie B.....	Sydney.....	".....	1900 Ingonish, N.S.....	38 7	11 6	5 1	10 James H. Brewer, Ingonish, N.S.
96,935	Minnie Bell.....	Charlottetown.....	".....	1890 Wood Island, P.E.I.....	49 5	17 1	6 0	36 T. R. Thompson, Tidnish, N.S.
90,722	Minnie Bell.....	Halifax.....	".....	1886 Musquodoboit Harbour,	34 5	12 6	4 8	11 John Kent, Musquodoboit Harbour, N.S.
75,450	Minnie Bride.....	Quebec.....	".....	1885 Barachois, Gaspé, Que. .	74 5	22 0	9 7	93 Henri Bellez, St. Siméon, Que.
5,533	Minnie C.....	Digby.....	".....	1883 Matland, N.S.....	39 0	12 4	5 0	12 Stephen Haynes, Digby, N.S.
72,324	Minnie Cline.....	St. John, N.B.....	".....	1877 Moss Glen, N.B.....	73 0	19 7	7 3	46 Richard Cline, St. John, N.B.
90,682	Minnie D.....	Shelburne.....	".....	1886 Shelburne, N.S.....	73 0	21 7	8 8	76 James T. Thomson, Halifax, N.S.
103,606	Minnie D.....	Sydney.....	".....	1896 Ingonish, N.S.	33 7	12 1	5 1	9 J. Daphne, Ingonish, N.S.
94,792	Minnie E. Moody.....	Richibucto.....	".....	1888 Richibucto, N.B.	83 3	24 7	8 9	99 Aime A. Terrio, <i>et al.</i> , Arichat, N.S.
107,488	Minnie F.....	St. Andrews.....	Sloop.....	1895 Grand Manan, N.B.	29 0	11 5	5 0	11 Chester Frankland, Grand Manan, N.B.
88,577	Minnie Francis.....	Kingston.....	Large—Chd.....	1885 Kingston, Ont.....	101 0	22 8	5 0	89 G. B. Magee, Merrickville, Ont.
107,431	Minnie G.....	St. Andrews.....	Sloop.....	1886 West Isles, N.B.....	30 6	12 2	5 6	13 Owen Green, Grand Manan, N.B.
103,023	Minnie H.....	Parrsboro'.....	Schr—Glt.....	1894 Canada Creek, N.S.....	37 1	12 7	5 5	12 J. A. Bowser, Sackville, N.B.
116,918	Minnie Harris.....	Liverpool.....	".....	1906 Liverpool, N.S.....	86 0	25 0	9 6	91 Samuel Harris, Grand Bank, Nfld.
88,466	Minnie J.....	Ariclat.....	".....	1893 Sonora, N.S.....	30 3	11 2	4 7	10 P. Munro, White Head, N.S.
112,022	Minnie J.....	Causo.....	".....	1903 Tancook, N.S.....	40 0	12 4	6 9	14 James W. Feltmate, Whitehaven, N.S.
103,416	Minnie J. Smith.....	Lunenburg.....	".....	1895 Shelburne, N.S.....	94 0	23 8	9 5	99 Boring Bros. Ltd., St. John's, New- foundland.
111,904	Minnie L.....	Ariclat.....	".....	1901 Cape George, N.S.....	39 2	11 3	5 9	15 Elias Bois, Petite de Grat, N.S.
122,234	Minnie Laura.....	Barrington.....	Sloop.....	1907 Clarke's Harbour, N.S....	36 0	10 8	6 3	11 Joseph Brown, Wood's Harbour, N.S.
107,751	Minnie Laura.....	Charlottetown.....	Schr—Glt.....	1900 Murray Harbour, P.E.I.	50 0	15 9	6 6	31 Reuben W. Penney, Murray Harbour, South, P.E.I.

* Formerly "Philomene D."

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77,631	Minnie Lieueudin.	Kingston	Barge—Clad	1878	Seely's Bay, Ont.	94 0	17 7	4 8	61	C. F. Gildersleeve, Kingston, Ont.
38,104	Minnie Long.	Richibucto.	Sehr—Glt	1887	Richibucto, N.B.	43 1	14 3	5 8	20	Geo. Allen, North Sydney, N.S.
100,249	Minnie M.	Halifax.	"	1894	Ship Harbour, N.S.	34 8	12 0	5 2	10	J. P. Martin, Ship Harbour, N.S.
85,400	Minnie M.	Magdalen Islands.	"	1901	Old Harry, Que.	39 5	11 5	6 3	13	John J. Bushey, Grand Entry, Magdalen Island, Que.
122,112	Minnie M.	Sydney.	"	1906	Little Bras D'or, N.S.	32 8	10 9	4 1	7	Arthur Buchanan, St. Auns, N.S.
107,952	Minnie M. Cook	Lunenburg	"	1899	La Have, N.S.	87 0	24 0	9 3	84	Joshua E. Backman, M.O., Lunenburg, N.S.
116,739	Minnie M. Dora.	Halifax.	"	1904	Spry Bay, N.S.	36 4	11 8	6 4	14	John Beaver, Spry Bay, N.S.
126,107	Minnie M. Mosher.	Lunenburg.	"	1908	Mahone Bay, N.S.	90 8	23 4	9 8	73	William Duff, M.O., Lunenburg, N.S.
83,302	Minnie Mac.	Charlottetown	"	1882	Port Medway, N.S.	71 0	22 1	8 6	76	Hiram Hyde, M.O., Murray Harbour P.E.I.
90,206	Minnie Mack.	"	"	1884	Bay St. George, Nfld.	38 2	12 5	5 7	15	John McKlogan, Bay View, Pictou, N.S.
97,052	Minnie Maud.	Gaspé.	"	1891	Liverpool, N.S.	81 0	23 7	8 6	85	C. W. Robert, et al., J.O., Cap Ozo, Que.
85,399	Minnie May.	Magdalen Islands.	"	1897	Spry Bay, N.S.	35 2	12 5	5 6	10	Charles Cormier, Amherst, Magdalen Islands, Que.
100,446	Minnie May.	Canso	"	1896	Sonora, N.S.	33 7	12 4	5 2	12	Wm. L. Dart, Sandy Cove, N.S.
116,536	Minnie May.	Lunenburg.	"	1905	Lunenburg, N.S.	49 3	16 1	7 2	29	C. Geldert, M.O., Lunenburg, N.S.

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*61,578	Minnie T.	Sackville	Schr—Glt	{ 1875 } Temco Head, N.S. { 1905 } Port Elgin, N.B.	90 8	24 3	8 8	89	C. Trenholm, Port Elgin, N.B.
107,702	Minnichaba	Toronto	House-boat	1898 Penetanguishene, Ont.	42 0	23 0	3 0	133	David Davidson, Penetanguishene, Ont.
61,999	Mimow	Lunenburg	Schr—Glt	1871 Petite Rivière, N.S.	58 3	19 6	4 4	35	Hiram Chapman, Northport, N.S.
122,281	Minola	Barrington	Sloop	1905 Clarke's Harbour, N.S.	32 0	11 4	5 8	13	Job E. Nickerson and Thomas Penney, Clarke's Harbour, N.S.
111,574	Minota	Toronto	"	1899 Oakville, Ont.	40 0	9 0	5 3	13	G. H. Aitkin, Chicago, Ill., U.S.A.
100,450	Minto	Canso	Schr—Glt	1899 Canso, N.S.	42 2	13 7	6 9	18	E. C. Whitman, Canso, N.S.
107,791	Minto	St. John, N.B.	"	1899 Westville, N.B.	63 0	20 0	5 0	49	W. J. McNamara, et al., Round Hill, N.B.
121,905	Mira L. Smith	Barrington	Sloop	1906 Clarke's Harbour, N.S.	33 0	12 1	6 2	14	Thomas F. Smith, Port La Tour, N.S.
125,351	Miranichi, No. 1	Montreal	Seow—Chd	1902 Baie Verte, N.B.	80 0	26 0	7 5	156	Dominion Bridge Co., Ltd., Lachine, Que.
125,352	Miranichi, No. 2	"	"	1902 Baie Verte, N.B.	80 0	26 0	7 5	156	Dominion Bridge Co., Ltd., Lachine, Que.
126,353	Miranichi, No. 3	"	"	1902 Baie Verte, N.B.	84 2	26 7	7 3	130	Dominion Bridge Co., Ltd., Lachine, Que.
125,354	Miranichi, No. 4	"	"	1902 Baie Verte, N.B.	84 2	26 8	7 5	130	Dominion Bridge Co., Ltd., Lachine, Que.
100,873	Miranla B.	St. John, N.B.	Schr—Glt	1893 Long Reach, N.B.	73 5	27 0	6 3	79	J. E. Moore, St. John, N.B.
111,700	Miriam F.	Liverpool	"	1902 Port Monton, N.S.	36 4	11 6	5 7	11	Smith C. Craig, Sable River, N.S.
80,775	Mitie	Sarnia	"	1881 Sarnia, Ont.	54 0	15 5	4 0	18	J. J. Johnson, Boston, Mass., U.S.A.
88,402	Mizpah	Digby	"	1884 Freeport, N.S.	57 9	19 8	7 4	53	Jos. E. Gaskill, Grand Manan, N.B.
111,701	Mizpah	Lunenburg	"	1901 Malone Bay, N.S.	93 2	25 0	9 6	100	M. B. Westhaver, et al., Lunenburg, N.S.
103,326	Mizpah	Port Hawkesbury	"	1899 Cheticamp, N.S.	35 8	10 7	5 0	10	George LeBrun, Cheticamp, N.S.
125,162	Mogul	Montreal	Dredge Drague	1906 Cornwall, Ont.	82 6	32 5	6 5	168	Lyon Cohen, Montreal, Que.
85,470	Moïse	Quebec	Barge—Chd	1883 Yanaska, Que.	103 4	22 6	7 3	124	Moïse Robidoux, Yanaska, Que.
116,856	Mollie	Shelburne	Schr—Glt	1905 Shelburne, N.S.	82 0	21 8	8 3	85	J. T. Thomson, Halifax, N.S.
103,599	Mollie Myer	Charlottetown	"	1897 Souris, P.E.I.	34 0	12 0	5 4	9	Soeime Fouchère, Etang du Nord, Magdalen Island, Que.
100,175	Molly Bawn	Montreal	Sloop	1891 Boston, Mass., U.S.A.	26 2	9 0	4 6	4	Walter Kavanagh, Montreal, Que.
116,674	Mona	St. Andrews	Schr—Glt	1893 West Isles, N.B.	36 0	13 4	6 4	18	Edwin H. Richardson, West Isles, N.B.

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116,851	Mona	Shelburne	Schr—Glt	1904	Shelburne, N.S.	79 0	22 0	8 2	87	James T. Thomson, et al., Halifax, N.S.
116,668	Monarch	Midland	Dredge—drague	1906	Welland, Ont.	100 0	36 0	9 3	372	The Canadian Dredge & Construction Co., Ltd., Midland, Ont.
107,998	Money Bush	Canoe	Schr—Glt	1901	Port Felix, N.S.	40 0	13 4	6 9	15	Thomas Richard, Port Felix, N.S.
116,282	Monica A. Thomas	Halifax	"	1903	Shelburne, N.S.	65 0	18 2	7 2	46	Charles H. Thomas, Herring Cove, N.S.
116,372	Monitor	Port Arthur	Schr—Glt	1892	Cheboygan, Mich., U.S.A.	130 0	30 0	8 0	214	The Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
121,687	Monitor	Yarmouth	Sloop	1901	Tusket Wedge, N.S.	32 0	11 0	6 0	19	A. Doucette, Tusket Wedge, N.S.
103,276	Monkland	Chatham, N.B.	Barge—Chd	1894	Chatham, N.B.	106 8	28 7	6 7	148	J. B. Snowball Co., Ltd., Chatham, N.B.
100,361	Montagnais	Quebec	Sloop	1891	Isle aux Coudres, Que.	37 4	14 2	5 4	17	Jacob Mailoux, Isle aux Coudres, Que.
121,665	Montagnaise	"	"	1901	Isle aux Coudres, Que.	32 6	11 9	4 6	13	A. Trounblay, Isle aux Coudres, Que.
116,535	Montana	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	89 8	21 6	10 0	85	J. A. Silver, M.O., Lunenburg, N.S.
103,979	Montmorency	Quebec	"	1897	Quebec, Que.	68 0	21 4	6 0	51	Onesime Harvey, Grand Bay, Chicou- timi, Que.
.....	Montreal	Montreal	Barge—Chd	1873	Montreal, Que.	143 0	33 3	9 7	337	Montreal Transportation Co., Ltd., Montreal, Que.
121,897	Montrose	Shelburne	Schr—Glt	1906	Shelburne, N.S.	113 0	30 0	11 3	198	E. R. Bowring, St. John's, Nfld.
80,608	Montrose	Yarmouth	"	1880	Salmon River, N.S.	33 0	11 5	5 0	7	G. A. Parker, Lunenburg, N.S.

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103,630	Mohawk	Quebec	Sloop	1896	Les Ecouleux, Que.	37	6	13	6	5	0	16	Leon Langlois, Les Ecouleux, Que.
111,645	Moran	Lunenburg	Schr—Glt	1901	La Have, N.S.	93	8	25	0	10	0	100	Elias Richard, sr., et al., La Have, N.S.
83,283	Moravia	Kingston	Sloop	1882	Kingston, Ont.	81	5	18	7	5	0	53	S. H. Pippin, Belleville, Ont.
107,636	Moravia	Lunenburg	Schr—Glt	1899	La Have, N.S.	100	4	25	6	10	0	99	Arthur Crooks, Liscomb, N.S.
122,121	Morelight	Halifax	"	1906	Forchu, N.S.	66	5	18	8	7	8	52	Albert B. Hooper, Forchu, N.S.
90,639	Morell	Charlottetown	"	1883	Georgetown, P.E.I.	39	0	13	2	5	1	16	Edward D. Delorey, Georgetown P.E.I.
103,547	Morning Glory	Halifax	"	1896	Ship Harbour, N.S.	36	6	12	3	5	0	11	W. E. Murphy, Ship Harbour, N.S.
88,230	Morning Light	Charlottetown	"	1884	Chesetcook, N.S.	44	5	16	5	6	8	28	W. G. Richards, Grand River, P.E.I.
74,065	Morning Light	Windsor, Ont.	Sloop	1876	Anderson, Ont.	45	6	13	0	2	4	14	H. I. Stricker, Shrewsbury, Ont.
88,669	Morning Star	Chatham, N.B.	Schr—Glt	1881	Pokenouche, N.B.	32	2	11	4	4	5	12	Gustave Gionet, Pokenouche, N.B.
117,188	Morning Star	"	"	1906	Shippigan Island, N.B.	38	6	13	3	5	6	14	Romain Noel, (son of Jacques) Shippigan Island, N.B.
83,100	Morning Star	Port Hawkesbury	"	1881	Port Royal, N.S.	34	8	12	2	5	2	13	Matthew Maddox, Grandigne, N.S.
80,677	Moses	Montreal	Barge—Chd	1881	Montreal, Que.	61	0	19	9	1	2	41	The Gilbert Blasting & Dredging Co., Ltd., Montreal, Que.
103,839	Move	Quebec	Schr—Glt	1896	Château Richer, Que.	34	0	11	8	4	6	11	H. Caron, Château Richer, Que.
107,538	Mowgli	St. John, N.B.	Sloop	1895	Yarmouth, N.S.	24	4	9	1	3	8	1	E. A. Whelpley, Fairville, N.B.
80,914	Mowhawk	Prescott	Barge—Chd	1872	Garden Island, Ont.	154	0	26	7	10	8	341	Alex. Rondeau, Lanoraie, Que.
100,719	Mudine	Montreal	Sloop	1889	Brooklyn, N.Y., U.S.A.	26	0	9	8	2	8	5	George R. Marler, Montreal, Que.
100,631	Mudlark	Victoria	Barge—Chd	1890	Victoria, B.C.	90	0	30	0	6	0	139	E. P. Richet & Co., Ltd., Victoria, B.C.
116,868	Mudpout Scow	Ottawa	"	1904	Hull, Que.	40	0	16	0	4	4	23	The E. B. Eddy Company, Ltd., Hull, Que.
111,473	Murdoch Finlayson	Arielat	Schr—Glt	1900	L'Ardoise, N.S.	73	1	21	1	8	8	80	Duncan Finlayson, L'Ardoise, N.S.
90,542	Muriel	Ottawa	Barge—Chd	1886	Montreal, Que.	121	9	24	6	7	5	192	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,700	Muriel	Quebec	Yawl—Yole	1883	St. Laurent, Que.	40	8	15	5	5	0	19	John D. Gilmoir, Quebec, Que.
107,985	Muriel	Shelburne	Schr—Glt	1900	Sable River, N.S.	49	1	15	4	6	5	25	Silas Senebaugh, Murray Harbour, P.E.I.
126,113	Muriel B. Waters	Lunenburg	"	1908	Lunenburg, N.S.	97	6	25	8	10	2	98	Joshua E. Backman, M.O., Lunenburg, N.S.
117,051	Muriel G.	Canso	"	1904	White Haven, N.S.	41	6	15	0	6	6	21	Alden Munroe, White Haven, N.S.

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122,007	Muriel M. Young...	Lunenburg...	Schr—Glt	1906	Lunenburg, N.S.	103 8	26 1	10 2	100	John B. Young, M.O., Lunenburg, N.S.
122,103	Muriel S.	Yarmouth	Sloop.	1905	Cape Island, N.S.	30 0	10 6	6 0	10	Thomas Symonds, Cape Island, N.S.
107,298	Murray B.	Annapolis Royal	Schr—Glt	1901	Margaretsville, N.S.	59 0	19 7	7 1	43	Sidney Blenkhorn, Canning, N.S.
.....	Muskoka.	Montreal	"	1872	Chatham, Ont	149 0	26 0	11 6	481	Montreal Transportation Co., Ltd., Montreal, Que.
83,310	Myosotis	Arichat.	"	1884	Port Madway, N.S.	80 0	23 5	8 8	93	Alfred Bouchot, Arichat, N. S.
100,606	Myra Louise	Lunenburg	"	1893	Lockeport, N.S.	46 0	14 0	6 0	17	Armenious Strum, M.O., Mahone Bay, N.S.
85,477	Myrtle.	Barrington	"	1883	Shelburne, N.S.	80 5	22 7	8 8	91	G. Cunningham, Halifax, N.S.
111,668	Myrtle.	Montreal.	Barge—Chd	1902	Charlemagne, Que	96 4	26 4	5 3	92	The Charlemagne & Lac Ouareau, Lumber Co., Ltd., Montreal, Que.
107,801	Myrtle.	St. John, N.B.	Sloop	1898	St. John, N.B.	26 5	8 4	3 0	5	Edward N. Herrington, St. John, N.B.
103,175	Myrtle.	Halifax	Schr—Glt	1894	Little Harbour, N.S.	33 6	12 0	4 9	10	Silas Morash, Halifax, N.S.
*116,687	Myrtle Mack.	Richibucto.	"	1865	Bath, Mo., U.S.A.	46 4	14 2	5 2	20	John Donald McLeod, Tidnish, N.S.
88,425	Myrtle Purdy.	St. John, N.B.	"	1884	Chipman, N.B.	77 3	26 5	7 0	85	Willard Wilbur, New Horton, N.B.
116,897	Myrtle S.	Yarmouth	Sloop	1904	Sanford, N.S.	35 0	12 0	6 0	12	Alexander Shaw, Sanford, N.S.
†94,853	Myrtle V. Hopkins.	Liverpool	Schr—Glt	1889 1908	Port Greville, N.S. Liverpool, N.S.	108 0	28 4	9 4	158	Isaac A. Hopkins, Halifax, N.S.

* Foreign name "Pierbastah."

† Formerly "Keewaydin."

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85,442	Mystery.	St. John, N.B.	Schr—Glt.	1883	Cornwallis, N.B.	40 0	13 2	6 0	14	C. W. Thompson, St. John, N.B.
100,640	Mystery No. 1.	Victoria	Scow—Chd.	1889	Vancouver, B.C.	84 0	25 8	5 0	89	T. Earle, Victoria, B.C.
100,641	Mystery No. 2.	"	"	1889	Vancouver, B.C.	76 0	24 0	5 0	74	T. Earle, Victoria, B.C.
126,164	N. G.	Montreal.	Sloop	1908	St. Michel, Que.	110 3	23 1	7 9	143	Noe Gervais, St. Michel d'Yanaska, Que.
75,627	N. W. White.	Quebec.	Schr—Glt.	1878	Jordan River, N.S.	82 0	22 8	9 2	99	Joseph Samson, Quebec, Que.
97,197	N. Paul	Montreal.	Barge—Chd.	1890	Sorel, Que.	100 1	22 9	8 5	126	Wm. J. Pompoire, Montreal, Que.
116,785	Nada	Vancouver.	Sloop.	1904	Sechart, B.C.	37 0	11 5	5 4	11	J. H. Cavanagh <i>et al.</i> , J.O., Vancouver, B.C.
107,681	Nadine.	Montreal.	Barge—Chd.	1899	Toronto, Ont.	166 0	29 8	12 6	484	Montreal Transportation Co., Ltd., Montreal, Que.
116,530	Nahada	Lunenburg	Schr—Glt.	1905	Lunenburg, N.S.	88 6	24 6	9 5	94	H. Wynacht, M.O., Lunenburg, N.S.
116,392	Naiad.	Sarnia	"	1863	Huron, Mich., U.S.A.	140 6	29 0	11 6	276	J. E. Williscroft, Southampton, Ont.
90,543	Naomi	Ottawa.	Barge—Chd.	1886	Montreal, Que.	122 5	24 6	7 6	196	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
.. . . .	Napoleon.	Montreal.	"	1866	Gentilly, Que.	90 8	23 1	5 9	83	Octave Lafleur, St. Jean, Que.
103,249	Napoleon.	"	"	1891	Sorel, Que.	104 6	22 7	8 3	167	The Robert Reford Co., Ltd., Montreal, Que.
103,629	Napolcon.	Quebec.	Sloop	1845	Les Ecaureuls, Que.	64 8	21 4	5 7	17	A. Leanneux, Les Ecaureuls, Que.
92,547	National	Montreal.	"	1886	Pierreville, Que.	108 7	22 8	8 1	151	Mrs. E. Lalonde, Montreal, Que.
116,346	Native of Foucher.	Arichat	Schr—Glt.	1903	Foucher, N.S.	43 0	11 9	5 1	16	John D. McLeod, Foucher, N.S.
35,419	Nautilus	St. Andrews.	"	1862	St. Andrews, N.B.	46 0	15 0	6 2	19	H. C. Harris, Centerville, N.S.
70,294	Nehraska.	Montreal.	Barge—Chd.	1874	Quebec, Que.	151 5	26 8	11 2	388	Alphonse Desrosierre, Lanoraie, Que.
85,774	Negociant	"	Sloop	1884	St. Thomas de Pierreville, Que.	105 4	22 3	7 7	129	Urbain Laroche, Sorel, Que.
77,680	Neil Dow	Charlottetown.	Schr—Glt.	1878	Murray River, P.E.I.	56 7	16 4	6 7	48	Wm. Irving, Richibucto, N.B.
107,638	Nellie	New Westminster.	Barge—Chd.	1898	Seattle, Wash., U.S.A.	28 0	8 0	3 0	5	Thomas H. Worsnop, Adin, B.C.
107,607	Nellie.	Weymouth	Schr—Glt.	1901	Meteghan River, N.S.	68 0	21 0	8 2	59	L. F. Parkhouse and E. C. Bowers, Westport, N.S.
90,892	Nellie.	Yarmouth.	"	1889	Tusket Wedge, N.S.	68 9	20 1	7 3	59	N. J. B. Tucker, <i>et al.</i> , Yarmouth, N.S.

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112,288	Nellie D.	Digby.	Schr—Glt	1903	Mavillette, N.S.	53 8	19 0	7 7	32	Connors Bros., Ltd., Blacks Harbour, N.B.
85,665	Nellie D.	Halifax.	"	1881	Lunenburg, N.S.	36 2	12 7	6 7	12	Andrew Mason, Pope's Harbour, N.S.
111,782	Nellie G. Thurston.	Victoria	"	1883	Gloucester, Mass., U.S.A.	79 0	22 6	8 5	81	E. J. Fader, New Westminster, B.C.
72,977	Nellie H. Ham.	Barrington	"	1873	U.S.A.	49 5	14 7	6 3	26	Francis A. Brannen, Barrington, N.S.
71,174	Nellie Hunter	Kingston.	"	1874	Dog Lake, Ont.	101 0	25 0	9 7	172	Jos. Darian, Lanoraie, Que.
103,800	Nellie J. King.	Shelburne	"	1900	Shelburne, N.S.	90 0	23 3	9 2	99	George H. King, Sand Point, N.S.
107,920	Nellie L.	St. Andrews	Sloop	1900	West Isles, N.B.	36 4	14 0	6 6	17	Austin Levy, Grand Manan, N.B.
116,299	Nellie M. Suow.	Charlottetown	Schr—Glt	1871	Booth Bay, Me., U.S.A.	77 0	22 2	7 4	75	Jacob W. Duggan, Boston, Mass., U.S.A.
83,060	Nellie Morrow	Gaspé	"	1882	Sable River, N.S.	80 0	22 5	8 9	88	Thomas Smith, Ottawa, Ont.
121,811	Nellie Myrtle.	Digby	"	1905	Parker's Cove, N.S.	29 0	10 5	5 8	11	Alfred Toner, Mispec, N.B.
92,685	Nellie Reid.	Pictou, N.S.	"	1891	Brulé, N.S.	80 3	21 6	8 9	79	Charles Reid, Brulé, N.S.
92,368	Nellie Watters.	St. John, N.B.	"	1887	Canning, N.S.	79 5	26 5	7 0	96	B. E. Bishop, Hopewell Cape, N.B.
103,559	Nelson	Montreal.	Sloop	1896	St. Thomas de Pierre-ville, Que.	108 9	23 0	7 3	126	Soel Yergeau, Pierreville, Que.
111,875	Nelson A.	Yarmouth.	Schr—Glt	1902	Shelburne, N.S.	75 0	22 0	5 9	72	The Yarmouth Trading Co., Ltd., Yarmouth, N.S.

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117,132	Nema D.	Barrington.	Sloop.	1904	Port La Tour, N.S.	33 0	11 0	6 0	10	J. C. Brannen, M.O., Port La Tour, N.S.
122,457	Nema & Mellic.	Yarmouth.	"	1907	Cape Negro, N.S.	30 0	11 0	6 0	11	Sanford Slate, M.O., Cape Negro, N.S.
85,396	Neptune	Magdalen Islands.	Schr—Glt	1889	Amherst, M.I., Que.	54 6	16 9	7 4	34	Alexander G. McLeod, Point Ste. Anne, N.S.
37,470	Neptune	Liverpool	"	1839	Lunenburg, N.S.	48 0	15 9	7 0	27	P. D. Coloon, East Port Medway, N.S.
103,294	Neptune	New Westminster.	Barge—Gld	1894	Kootenay Lake, B.C.	58 0	15 5	3 7	21	R. Yull, Kaslo, B.C.
80,843	Nettie B. H.	Halifax.	"	1880	Cham Harbour, N.S.	42 5	15 5	6 3	23	Albert E. Edwards, M.O., Dartmouth, N.S.
116,232	Nettie M.	Digby.	Sloop	1903	Clarke's Harbour, N.S.	32 5	12 0	6 0	12	Wm. McDormand, et al., Westport, N.S.
94,667	Nettie M. G.	Halifax.	Schr—Glt	1889	Mahone Bay, N.S.	48 4	17 7	7 3	32	M. Lynch, sen., Ferguson's Cove, N.S.
69,145	Neva	"	"	1875	Pomquet, N.S.	97 5	27 9	10 4	167	W.W. Clarke, M.O., Bear River, N.S.
103,539	Neva	"	"	1882	Pennant, N.S.	33 5	11 0	5 5	11	H. D. Maryatt, Sanbro, N.S.
	Neva	Montreal.	Barge—Gld	1869	Sorel, Que.	91 5	18 9	5 1	92	T. Owens, Stonefield, Que.
116,552	Nevis	Maitland.	Schr—Glt	1903	Noel, N.S.	92 1	25 8	8 6	124	Charles N. Hines, Noel, N.S.
85,763	New Dominion.	Wallaceburg.	"	1898	Port Rowan, Ont.	117 5	25 3	9 2	196	Gro. H. Morden, Oakville, Ont.
107,968	New Eva.	Liverpool.	"	1900	Mahone Bay, N.S.	45 2	25 7	10 2	116	Charles V. Mackintosh, Liverpool, N.S.
100,895	New House.	Weymouth.	"	1896	Church Point, N.S.	48 0	17 2	6 9	31	Arthur Doucette, et al., Mavillette, N.S.
112,006	New Ontario.	Port Arthur.	Pile-driver.	1898	Duluth, Minn., U.S.A.	50 0	20 0	2 8	17	James Whalen, Port Arthur, Ont.
94,833	News Boy.	Port Medway.	Schr—Glt	1877	Vinal Haven, U.S.A.	36 5	12 8	5 5	61	Calvin A. Bowdby, Port Medway, N.S.
90,568	Newsboy.	Toronto.	"	1885	Bronté, Ont.	67 5	18 9	4 5	40	Lennel Dorland, Bronté, Ont.
90,861	Nicar.	Lunenburg.	Barge—Gld	1886	Mahone Bay, N.S.	140 3	31 0	17 0	393	Dominion Coal Co., Ltd., Sydney, N.S.
122,008	Nieola.	"	Schr—Glt	1906	Lunenburg, N.S.	99 8	25 7	16 2	99	Eleazer Zinck, M.O., Lunenburg, N.S.
103,854	Nififi.	Halifax.	Sloop.	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	John M. Geldert, Halifax, N.S.
89,882	Nile.	Dorchester.	Bgtm—Bight.	1857	Maryland, U.S.A.	96 6	24 6	8 2	164	Judson Edgett, Brooklyn, N.Y., U.S.A.
122,311	Nile.	Lunenburg.	Schr—Glt	1907	La Have, N.S.	57 8	17 0	7 4	38	John S. Wolfe, M.O., West Dublin, N.S.
107,322	Nim.	Halifax.	Sloop.	1897	Mahone Bay, N.S.	28 8	7 5	4 2	3	Edward C. Rothme, Halifax, N.S.
80,841	Nina.	"	"	1880	Owl's Head, N.S.	34 8	13 2	5 4	13	Jos. E. Parker, Owl's Head, N.S.

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112,104	Nina.	Lunenburg.	Schr—Glt.	1903	Lunenburg, N.S.	42 0	11 6	5 1	10	Arthur M. Sperry, West Dublin, N.S.
94,830	Nina Blanche.	Weymouth.	"	1893	Belliveau's Cove, N.S.	50 0	17 2	7 0	31	A. W. Porter, Westport, N.S.
126,135	Nina S.	Halifax.	"	1903	Tancook, N.S.	44 0	12 2	6 2	19	Jeremiah Slaunwhite, Terence Bay, N.S.
121,726	LX.	Vancouver.	Scow—Chd.	1906	Vancouver, B.C.	90 2	30 3	7 7	104	The Union SS. Co., of British Columbia, Ltd., Vancouver, B.C.
.....	Nine (9)	Montreal.	Barge—Chd.	1871	Pierreville, Que.	93 5	19 2	5 5	100	N. Vigneau, Montreal, Que.
103,387	Ninety-six.	Winnipeg.	"	1896	Keewatin, Ont.	52 0	13 5	6 3	26	Dominion Fish Co., Ltd., Winnipeg, Man.
103,323	Nita.	Port Hawkesbury.	Schr—Glt.	1899	Port Mulgrave, N.S.	48 0	14 6	6 6	22	R. J. McDonald, Port Hastings, N.S.
107,628	Nith.	New Westminster.	Barge—Chd.	1898	Vancouver, B.C.	50 0	14 6	4 0	23	The Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
112,090	Noble H.	Lunenburg.	Schr—Glt.	1902	Malbone Bay, N.S.	87 8	24 7	9 4	95	Abraham Ernst, Mahone Bay, N.S.
107,588	Nogey.	Lindsay.	Barge—Chd.	1898	Bobaycon, Ont.	69 7	19 4	5 0	68	Robert Kennedy, Lindsay, Ont.
74,330	Nokomis.	Yarmouth.	Schr—Glt.	1877	Tusket Wedge, N.S.	71 7	20 4	8 3	68	N. Smith, Halifax, N.S.
103,861	Nomad.	Halifax.	Cutter.	1898	Dartmouth, N.S.	30 2	7 8	4 5	5	C. L. Newman, Halifax, N.S.
92,636	Nonpareil.	Lunenburg.	Schr—Glt.	1888	Lunenburg, N.S.	73 6	23 0	8 9	88	Augustus Vincent, Bay St. George, Nfld.
116,660	Nora.	Yarmouth.	Sloop.	1904	Cape St. Mary's, N.S.	37 0	11 3	4 6	11	Stephen A. Doucette, M.O., Cape St. Mary's, N.S.

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71,097	Norah.....	Belleville.....	Sloop.....	1880	Trenton, Ont.....	52 0	15 0	5 0	30	R. C. Smith, Port Hope, Ont.
	Nora.....	Montreal.....	Barge—Chd.....	1866	Sorel, Que.....	91 9	18 9	6 1	95	F. LaKivier, Plantagenet, Ont.
100,387	Norina.....	Sydney.....	Schr—Glt.....	1894	St. Ann's, N.S.....	47 0	17 2	7 1	31	J. McLeod, St. Ann's, N.S.
112,081	Norman.....	Kenora.....	Barge—Chd.....	1902	Norman, Ont.....	63 0	16 0	5 8	47	Hugh Armstrong, Portage-la-Prairie, Man.
64,029	Norman B.....	Digby.....	Schr—Glt.....	1870	Tiverton, N.S.....	47 8	14 2	6 7	20	Abraham Lent, Freeport, N.S.
103,284	Normandy.....	Chatham, N.B.....	".....	1893	Shippigan, N.B.....	35 0	12 0	4 8	11	P. Rive, Caraquet, N.B.
80,601	North America.....	Arichat.....	".....	1880	Yarmouth, N.S.....	91 0	24 6	9 8	99	Martin S. Sampson, Descons, N.S.
83,107	North Star.....	Charlottetown.....	".....	1881	Chezcook, N.S.....	46 8	16 5	6 8	26	Murdoch Finlayson, Pinette, P.E.I.
83,378	North West.....	Toronto.....	".....	1882	Bronté, Ont.....	75 5	20 0	6 0	57	Edmund Goldring and Francis Goldring, Whitby, Ont.
66,081	Northern Bridge.....	Quebec.....	".....	1874	Kamouraska, Que.....	46 5	13 9	5 2	20	Elzéar Tremblay, St. Siméon, Q. u
92,771	Northern Light.....	New Westminster.....	".....	1887	New Westminster, B.C.....	35 0	12 0	4 0	12	Geo. B. Main, Ladner, B.C.
72,583	Norway.....	Quebec.....	".....	1873 } 1881 }	Garden Island, Ont.....	135 5	26 0	11 9	332	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
100,332	Norwood.....	Maitland.....	Ship—3 m.....	1891	Maitland, N.S.....	235 3	42 7	21 0	1597	Alex. Roy, Maitland, N.S.
92,538	Notre Dame de Bonsecours.....	Montreal.....	Sloop.....	1887	Lanoraie, Que.....	108 4	24 3	8 3	152	Louis E. Bonaventure, Lanoraie, Que
55,870	Notre Dame de la Garde.....	Quebec.....	Schr—Glt.....	1866	Natashquan, Que.....	42 0	15 7	6 5	23	S. Robertson, Spear Point, Gaspé, Que.
103,879	Notre Dame de Pierreville.....	Montreal.....	Sloop.....	1897	Notre Dame de Pierreville, Que.....	106 2	23 1	7 4	139	J. B. Desmarais, St. François du Lac, Que.
74,365	Nova Stella.....	Arichat.....	Schr—Glt.....	1877	Lockeport, N.S.....	63 0	21 2	7 5	53	L. N. Poirier, Descons, N.S.
88,342	Nova Zembla.....	Lunenburg.....	".....	1883	Lunenburg, N.S.....	74 8	23 2	8 7	79	Jessie M. Hanson, Port Mulgrave, N.S.
107,389	No. C.....	Ottawa.....	Barge—Chd.....	1898	Cornwall, Ont.....	79 5	20 0	5 2	55	John L. Wood, Montreal, Que.
107,388	No. D.....	".....	".....	1897	Belleville, Ont.....	50 0	20 0	3 5	24	" " "
122,125	No. 1.....	Halifax.....	Dredge—Dragne.....	1906	Malbone Bay, N.S.....	60 5	25 8	5 7	153	Henry Beazley, M.O., Halifax, N.S.
80,678	No. 1.....	Montreal.....	Barge—Chd.....	1881	Sorel, Que.....	108 0	22 6	7 1	157	Narcisse Paul, Sorel, Que.
80,686	No. 1.....	".....	".....	1873	Pierreville, Que.....	77 0	22 0	5 5	59	M. Fréchette, Sorel, Que.
107,390	No. 1.....	Ottawa.....	".....	1895	Ottawa, Ont.....	64 5	20 5	5 0	57	L. E. Dufresne, et al., J.O., Three Rivers, Que.
107,615	No. 1.....	".....	".....	1893	Ostoboming Lake, Que.....	37 0	16 0	3 2	14	H. F. McLachlin and Claude McLachlin, Arnprior, Ont.

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103,036 No. 1.		Ottawa.	Scow—Chd	1889	Mattawa, Ont.	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Montreal, Que.
103,637 No. 1.		"	Barge—Chd	1894	Kippewa, Que	50 0	13 0	3 0	31	Peter Whelen, Ottawa, Ont.
103,845 No. 1.		"	Barge—Chd	1895	Rockland, Ont.	91 8	20 2	5 3	74	W. C. Edwards & Co., Ltd., Rockland, Ont.
100,520 No. 1.	Parrsboro'		Schr—Glt	1893	St. John, N.B.	147 4	35 3	10 0	439	Cumberland Railway & Coal Co., Montreal, Que.
121,931 No. 2.		Halifax	Barge—Chd	1905	Dartmouth, N.S.	70 5	26 3	5 7	164	Henry Beazley, M.O., Halifax, N.S.
80,687 No. 2.		Montreal	"	1873	Pierreville, Que.	92 0	22 3	6 0	80	D. Lesperance, St. Amé, Que.
80,679 No. 2.	"	"	"	1881	Sorel, Que.	108 0	22 6	7 0	155	Sincoemes McNaughton Line, Ltd., Montreal, Que.
" No. 2.	"	"	"	1888	Montreal, Que	90 6	18 6	5 8	78	J. E. St. Amour, Montreal, Que.
103,037 No. 2.		Ottawa	"	1889	Mattawa, Ont.	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Montreal, Que.
103,638 No. 2.	"	"	"	1895	Ostobonung, Que	40 5	14 0	3 0	24	Peter Whelen, Ottawa, Ont.
121,788 No. 2.	"	"	Scow—Chd	1906	Hull, Que	35 4	18 5	4 8	40	L. E. Dufresne, et al., J.O., Three Rivers, Que.
103,846 No. 2.	"	"	Barge—Chd	1895	Rockland, Ont.	91 8	20 2	5 3	74	W. C. Edwards & Co., Ltd., Rockland, Ont.
100,521 No. 2.	Parrsboro'		Schr—Glt	1893	Black River, N.B.	146 2	35 3	10 0	433	Cumberland Railway & Coal Co., Montreal, Que.
103,038 No. 3.		Ottawa	Scow—Chd	1888	Mattawa, Ont.	55 0	16 0	3 4	25	Canadian Pacific Railway Co., Montreal, Que.

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100,523 No. 3.	Parrsboro'	Schr—Glt	1893	Gardner's Creek, N.B.	146 7	35 2	10 0	431	Cumberland Railway & Coal Co., Montreal, Que.
103,639 No. 4.	Ottawa.	Scow—Chd	1888	Matkawa, Ont	70 0	18 0	4 0	37	Canadian Pacific Railway Co., Montreal, Que.
100,526 No. 4.	Parrsboro'	Schr—Glt	1893	St. Martin's, N.B.	146 8	35 3	10 0	439	Cumberland Railway & Coal Co., Montreal, Que.
122,227 No. 5.	Montreal.	Dredge—Drague	1901	Toronto, Ont.	90 2	30 0	7 2	271	The Randolph Macdonald Co., Ltd., Toronto, Ont.
107,387 No. 5.	Ottawa.	Barge—Chd	1898	Hull, Que.	34 0	16 0	2 6	7	Hugh Fleming, Cornwall, Ont.
100,529 No. 5.	Parrsboro'	Schr—Glt	1893	Black River, N.B.	146 6	35 1	10 5	443	Cumberland Railway & Coal Co., Montreal, Que.
122,228 No. 6.	Montreal.	Dredge—Drague	1902	Côteau du Lac, Que.	71 1	30 1	4 9	171	Gaspard Desroses, Montreal, Que.
112,327 No. 6.	Parrsboro'	Schr—Glt	1903	Parrsboro', N.S.	170 0	35 4	12 5	536	Cumberland Railway & Coal Co., Montreal, Que.
116,324 No. 7.	"	"	1903	Parrsboro', N.S.	170 0	35 4	12 5	536	Cumberland Railway & Coal Co., Montreal, Que.
107,383 No. 31.	Montreal.	Barge—Chd	1862	Sorel, Que.	94 5	19 0	6 9	116	Succumes McNaughton Line, Ltd., Montreal, Que.
107,384 No. 33.	Ottawa.	Scow—Chd	1898	Hull, Que.	40 9	16 0	3 6	17	F. G. Laverdure, Ottawa, Ont.
	"	"	1898	"	40 9	16 0	3 6	17	"
	Montreal.	Barge—Chd	1870	Sorel, Que.	91 1	18 8	6 0	90	Louis Garsen, Lachine, Que.
117,171 No. 41.	Windsor, Ont.	Scow—Chd	1891	Saginaw, Mich., U.S.A	112 5	25 5	8 6	247	A. F. Bowman, et al., L.O., Southhampton, Ont.
117,172 No. 42.	"	"	1891	"	112 5	25 3	8 6	245	"
107,263 No. 1 Calumet	Ottawa	Barge—Chd	1898	Aylmer, Que.	51 5	12 2	3 0	32	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,264 No. 2 Calumet.	"	"	1898	Aylmer, Que.	51 5	12 2	3 0	32	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,617 No. 5 Deep River.	"	"	1899	Pembroke, Ont.	52 3	13 2	3 0	28	"
107,618 No. 6 Deep River.	"	"	1899	"	52 3	13 2	3 0	28	"
107,261 No. 1 Quyon.	"	"	1898	Quyon, Que.	51 5	12 2	3 0	32	"
107,262 No. 2 Quyon.	"	"	1898	"	51 5	12 2	3 0	32	"
122,136 Nyezia.	Yarmouth.	Sloop.	1905	Slag Harbour, N.S.	30 0	11 0	6 0	10	Edgar Adams, Slag Harbour, N.S.
59,367 Nymph.	St. Andrews.	Schr—Glt	1875	Grand Manan, N.E.	34 0	12 5	4 8	11	Robert Spear, Eastport, Me., U.S.A.

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LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. N ^o mero officiel.	Name of Ship Nom du navire.	Port of Registry. Port d'au ^o gistre- ment.	Rig. G ^o rement.	Built—Construct ^o en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Registered Tonnage. Tonnage enregistre.	Owner or Managing Owner. and Address. Armateur ou propriétaire g ^o rant, et adresse.
96,770	O. L. B.	Port Hawkesbury	Schr—Glt	1863	Cheticamp, N.S.	37 1	11 7	5 0	12	G. Bondrot, Cheticamp, N.S.
116,802	O. P.	Sorel	Sloop	1904	Sorel, Que.	103 1	23 3	6 4	118	Francois Dussault, St. Jean Des- chaillons, Que.
77,571	O. E. Owens	Montreal	Barge—Chd	1877	Hull, Que.	90 4	19 5	6 2	85	W. Owens and T. Owens, Stonefield, Que.
94,779	O. P. Silver	Lunenburg	Schr—Glt	1889	Lunenburg, N.S.	76 6	23 6	8 6	70	Edward LeBlanc, West Arichat, N.S.
54,139	Ocean Belle	Halifax	"	1866	Chezetcook, N.S.	41 8	14 7	6 1	20	E. McCallum, Bryon Island, M.I., Que.
85,632	Ocean Belle	Victoria	"	1883	Lunenburg, N.S.	74 4	22 5	9 2	87	Victoria Sealing Co., Ltd., Victoria, B.C.
121,689	Ocean Belle	Yarmouth	Sloop	1904	Cape Island, N.S.	33 0	11 0	6 0	10	B. J. Newell, Cape Island, N.S.
75,427	Ocean Bird	Annapolis Royal	Schr—Glt	1878	Granville, N.S.	60 3	19 1	7 0	44	F. E. Atchison and L. H. Ray, Mar- garetsville, N.S.
83,398	Ocean Child	Halifax	"	1879	Chezetcook, N.S.	41 8	15 0	5 5	19	Jas. W. Meisner, Chezetcook, N.S.
75,602	Ocean Lily	Digby	"	1877	Clare, N.S.	29 4	15 4	5 6	17	Albert Morrell, et al., Westport, N.S.
103,485	Ocean Rover	Victoria	"	1896	Cordova Bay, B.C.	67 7	19 9	9 2	55	Victoria Sealing Co., Ltd., Victoria, B.C.
122,104	Ocean Spray	Yarmouth	Sloop	1906	Cape Island, N.S.	30 0	11 5	6 0	11	Charles E. Atkinson, Cape Island, N.S.
116,502	Oceanic	Lunenburg	Schr—Glt	1904	Lunenburg, N.S.	95 5	25 5	10 0	99	Reuben Ritecy, M.O., La Have, N.S.
103,568	Octavia	Montreal	Barge—Chd	1896	Notre Dame de Pierre- ville, Que.	108 0	22 8	8 8	108	Ubald Lafreniere, Pierreville, Que.

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80,653	Oka	Montreal, ..	Barge—Chd	1881	Sorel, Que.	98 0	22 6	8 9	141	O. Gatinéau, Contre-cour, Que.
103,929	Olga	Parrsboro' ..	Schr—Glt	1896	Port Greville, N.S.	85 4	25 0	6 0	79	Wm. McGrath, Parrsboro', N.S.
94,837	Olga	St. Andrews ..	"	1889	West Isles, N.B.	31 2	11 5	5 5	11	Lincoln Richardson, West Isles, N.B.
122,451	Olga A.	Yarmouth	Sloop	1906	Shelburne, N.S.	30 0	10 6	6 0	10	Mrs. Partha L. Simmons, Pubnico, N.S.
122,655	Olive	Chatham, N.B.	Schr—Glt	1907	Shippigan Island, N.B.	37 4	13 0	5 6	14	Amedée Dugue (son of Lange) Shippigan Island, N.B.
107,358	Olive A	Sydney	"	1899	Seafarre, N.S.	42 0	14 2	7 0	19	Robert Spencer, Port Morien, N.S.
122,044	Olive C.	St. Andrews ..	Sloop	1906	Seeleys Cove, N.B.	41 3	16 0	7 0	26	Thomas Carter, Seeleys Cove, N.B.
61,630	Olive J.	Halifax	Schr—Glt	1881	Coddle's Harbour, N.S.	62 3	20 3	8 4	57	James Malcolm, Port Malcolm, N.S.
112,378	Olive S.	Charlottetown ..	"	1902 (1905)	New Harbour, N.S.	44 0	14 6	6 0	26	Alexander Jackson, Murray River, P.E.I.
92,384	Oliver Mowat ..	Bowmanville ..	"	1873	Kingston, Ont.	116 0	23 8	9 8	170	John McClellan, <i>et al.</i> , Bowmanville, Ont.
85,999	Olivia	Digby	"	1882	Cambridge, N.B.	79 0	26 8	8 1	93	Stihuan Henshaw, Waldeck West, N.S.
85,428	Olivia Abbey ..	St. Catharines ..	Scow—Chd	1884	Port Robinson, Ont.	100 0	23 0	5 0	88	John Bradley, Merriton, Ont.
74,308	Olympia	Toronto	Schr—Glt	1879	Bronté, Ont.	57 0	15 5	3 6	23	Peter Arnot, Toronto, Ont.
97,061	Omega	Charlottetown ..	"	1891	Murray Harbour, P.E.I.	72 3	22 3	8 4	82	Geo. Irving, Rexton, N.B.
100,743	Omega	Windsor, N.S.	"	1896	Cheverie, N.S.	112 0	30 1	10 4	199	E. A. H. Haggart, Kingston, Jamaica, B.W.I.
107,196	Omega	Winnipeg	Barge—Chd	1897	Kenora, Ont.	40 0	10 2	3 9	10	C. E. Neads, Kenora, Ont.
.....	One (1)	Montreal	"	1857	Sorel, Que.	125 2	26 5	8 5	71	Harbour Commissioners, Montreal, Que.
.....	One (1) Pierreville ..	"	"	1870	Pierreville, Que.	94 7	18 8	6 1	106	P. Laplante, Lachine, Que.
61,916	Only Son	Liverpool	Schr—Glt	1871	East Port Medway, N.S.	39 0	14 5	6 0	16	Wilbert Young, <i>et al.</i> , Mill Cove, N.S.
94,732	Only Son	Windsor, N.S.	"	1889	ste Hante, N.S.	33 6	12 4	5 0	13	J. Gordon, Margaretsville, N.S.
77,775	Ontario	Goderich	"	1897	Goderich, Ont.	105 0	23 0	9 5	150	Francis Granville, Southampton, Ont.
.....	Ontario	Kingston	"	1868	Dog Lake, Ont.	56 6	17 5	4 7	56	J. Swift, Kingston, Ont.
70,291	Ontario	Montreal	Barge—Chd	1874	Lancaster, Ont.	126 8	27 0	9 8	228	P. Laplante, Lachine, Que.
72,130	Ontario	Windsor, N.S.	Bk—Bq	1876	Hantsport, N.S.	160 7	35 3	20 1	825	D. Munro, M.O., Windsor, N.S.
103,258	Onward	St. John, N.B.	Schr—Glt	1895	Waterborough, N.B.	77 5	27 0	7 0	92	J. W. Snow and G. S. Johnson, Granville, N.S.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructé en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
97,021	Onward	Yarmouth	Schr—Glt	1884	Smith's Cove, N.S.	37 0	11 7	4 0	10	James M. Davis, Yarmouth, N.S.
122,052	Opal.	Chatham, N.B.	"	1904	Shippigan Island, N.B. ..	35 0	12 4	4 4	10	Pierre Chiasson, Shippigan Island, N.B.
111,690	Ophelia	Shelburne	"	1902	Shelburne, N.S.	103 0	24 8	9 0	136	Andrew King, Halifax, N.S.
	Ora	Montreal	Barge—Chd	1890	Montreal, Que	95 0	19 0	6 0	95	Antoine Bertrand, Vaudeuil, Que.
121,658	Ora Nickerson	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	35 0	11 2	6 0	12	Wm. H. Nickerson, Tusket Wedge, N.S.
100,245	Oracle	Halifax	Schr—Glt	1894	Sambro, N.S.	41 2	13 8	5 9	18	Stannage Publicover, West Dublin, N.S.
103,728	Orcas	Parrsboro'	"	1897	Port Greville, N.S.	66 3	21 2	6 0	53	Burpee Tupper, Parrsboro, N.S.
116,500	Oreda	Lunenburg	"	1904	Lunenburg, N.S.	44 4	13 6	7 0	16	Henry Selig, M.O., Vogler's Cove, N.S.
112,106	Oregon	"	"	1903	"	94 6	25 0	10 0	99	Austin Greaser, La Have, N.S.
85,562	Oresa	Halifax	"	1883	Port Saxon, N.S.	40 0	13 4	5 5	14	J. F. Proctor, Port Malcolm, N.S.
103,194	Oressa	Liverpool	"	1894	Port Mouton, N.S.	32 0	12 1	5 3	10	J. P. Smith, <i>et al.</i> , East Port Med- way, N.S.
112,120	Oressa Belle	Lunenburg	"	1903	Lunenburg, N.S.	89 6	25 0	9 5	95	Peter B. Zwicker, Mahone Bay, N.S.
126,664	Organ	Charlottetown	"	1908	Port Elgin, N.B.	60 8	19 6	7 0	46	Andrew Grant, Port Elgin, N.B.
85,303	Orient	Montreal	Barge—Chd	1883	Montreal, Que	104 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.

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103,176	Orient..	Shelburne	Schr—Glt	1890 Vogler's Cove, N.S.	30 8	11 1	5 2	10	Jas. A. Ringer, Little Harbour, N.S.
57,473	Orilla	Annapolis Royal	"	1879 Clements, N.S.	45 0	15 5	5 3	23	Henry R. Weaver, Digby, N.S.
83,422	Orinoco	Digby	"	1882 Gilbert Cove, N.S.	75 6	23 0	9 4	99	Alfred Morrell, Digby, N.S.
121,893	Orinoco	Shelburne	"	1906 Lockeport, N.S.	32 5	12 7	6 1	15	W. Buchanan, <i>et al.</i> , Sand Point, N.S.
103,004	Oriole	Chatham, N.B.	"	1890 Shippigan, N.B.	34 0	12 2	4 4	11	T. Ahier, Shippigan, N.B.
88,427	Oriole	St. John, N.B.	"	1884 St. John, N.B.	89 0	26 7	7 9	124	Christopher Splane, <i>et al.</i> , St. John, N.B.
92,453	Oriole	Toronto	"	1886 Toronto, Ont.	85 7	20 4	8 5	50	George Gooderham, Toronto, Ont.
122,427	Oriole B	Halifax	"	1908 Chezzetcook, N.S.	60 0	18 4	6 8	33	John Bellefontaine, M.O., Chezzetcook, N.S.
80,970	Orion	"	"	1881 Galbarouse, N.S.	43 6	15 2	5 8	24	Joseph Pelrine, Sr., Larry River, N.S.
112,311	Oreahyatchka	St. Andrews	"	1902 Back Bay, N.B.	38 2	15 0	6 2	21	Miss Blanche McGee, Back Bay, N.B.
83,280	Oseberg	Maitland	Bk—Bq	1884 Maitland, N.S.	195 0	37 6	22 5	116	Adams McDougall, Turro, N.S.
90,439	Oscar F	Parrington	Schr—Glt	1902 Bear Point, N.S.	43 5	13 5	3 7	48	David E. Loomer, Tiverton, N.S.
126,152	Oscar Roquette	Montreal	"	1900 Point du Lac, Que.	75 0	19 9	5 3	53	Lyon Cohen, Montreal, Que.
97,156	Oscar and Ilathie	Victoria	"	1884 Essex, Mass., U.S.A.	79 2	22 3	8 6	81	Victoria Sealing Co., Ltd., Victoria, B.C.
92,550	Oscar	Montreal	Barge—Chd	1888 Valleyfield, Que.	96 4	18 8	8 6	122	Hiram Easton, Merrickville, Ont.
88,249	Osrus	Deseronto	"	1892 Deseronto, Ont.	109 5	26 5	6 1	106	P. Larkin, St. Catharines, Ont., and A. Sangster, Iroquois, Ont.
112,285	Osprey	Digby	Schr—Glt	1902 Port Maitland, N.S.	32 6	10 6	6 0	16	W. H. Adams, Port Maitland, N.S.
103,005	Osprey	Chatham, N.B.	"	1889 Shippigan, N.B.	33 0	12 6	4 4	10	T. Ahier, Shippigan, N.B.
103,349	Osprey	Montreal	Sloop	1888 Toronto, Ont.	22 4	7 6	1 8	2	C. L. Shorey, Montreal, Que.
116,645	Osprey	Shelburne	Schr—ilt	1896 Shelburne, N.S.	110 0	24 6	10 3	125	Harple Swansburg, M.O., Shelburne, N.S.
103,395	Osvego	Deseronto	Barge—Chd	1903 Oswego, N.Y., U.S.A.	.....	.....	.....	130	The Rathbun Co., Deseronto, Ont.
103,268	Otis Miller	Dorchester	Schr—Glt	1896 Waterborough, N.B.	79 9	27 1	7 6	98	Robert S. Kerr, Fox River, N.S.
111,882	Otonabee	Peterboro'	Barge—Chd	1904 Peterboro', Ont.	76 0	17 6	5 0	55	Henry Calcutt, Peterboro', Ont.
107,736	Ottawa	Kingston	Dredge—Drague	1889 Cornwall, Ont.	76 5	26 2	6 6	130	Hector M. Connolly, Montreal, Que.
103,375	Otter	Winnipeg	Schr—Glt	1891 Fort Alexander, Man.	36 4	11 5	3 3	10	Robert Henderson, Fort Alexander, Man.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire géant, et adresse.
94,954	Otto.....	Victoria.....	Schr—Glt	1889	Mahone Bay, N.S.....	71 3	23 5	9 2	86	Victoria Sealing Co., Ltd., Victoria, B.C.
116,679	Ouida.....	St. Andrews.....	Sloop.....	1896	West Isles, N.B.....	37 7	13 0	5 0	17	Wm. Russell and Grovenor Cook, J.O., Grand Manan, N.B.
88,318	Our Maud	Quebec.....	Schr—Glt	1885	Little Métis, Que.....	61 6	17 0	6 0	30	Amédée Boudreau and Jos. Dufour, Bate St. Paul, Que.
116,296	Outlook	Charlottetown ..	"	1903	Souris, P.E.I.....	44 0	13 0	6 2	21	Hugh Jackson, Murray Harbour, P.E.I.
112,257	P. S. Co. I.....	Vancouver.....	Scow—Chd.....	1903	Vancouver, B.C.....	45 0	15 6	3 8	22	Packers' Steamship Co., Ltd., Vancouver, B.C.
112,258	P. S. Co. II.....	"	"	1903	"	46 3	15 6	3 8	22	"
112,259	P. S. Co. III.....	"	"	1903	"	52 5	17 2	4 1	43	"
116,421	P. S. Co. IV.....	"	"	1903	"	49 7	16 2	4 2	27	"
116,422	P. S. Co. V.....	"	"	1903	"	51 0	18 2	4 2	33	"
116,423	P. S. Co. VI.....	"	"	1903	"	42 0	16 1	4 2	22	"
116,426	P. S. Co. VII.....	"	"	1903	"	48 0	16 1	4 1	25	"
116,427	P. S. Co. VIII.....	"	"	1903	"	42 1	16 1	4 1	20	"

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116,428 P. S. Co. IX.	Vancouver	Scow—Chd	1903	Vancouver, B.C.	55 0	18 1	4 1	52	Puckers' Steamship Co., Ltd., Vancouver, B.C.
116,429 P. S. Co. X.	"	"	1903	New Westminster, B.C.	50 0	16 0	4 0	29	"
116,430 P. S. Co. XI.	"	"	1903	"	50 0	16 0	4 0	29	"
116,431 P. S. Co. XII.	"	"	1903	"	50 0	16 0	4 0	29	"
116,432 P. S. Co. XIII.	"	"	1903	"	50 0	16 0	4 0	29	"
116,433 P. S. Co. XIV.	"	"	1903	"	50 0	16 0	4 0	29	"
116,434 P. S. Co. XV.	"	"	1903	"	55 0	17 0	4 1	35	"
116,435 P. S. Co. XVI.	"	"	1903	"	55 0	17 0	4 1	35	"
116,436 P. S. Co. XVII.	"	"	1903	"	60 0	18 0	4 2	42	"
116,437 P. S. Co. XVIII.	"	"	1903	"	60 0	18 0	4 2	42	"
116,461 P. S. Co. XIX.	"	Scow—Chd	1902	Vancouver, B.C.	75 2	28 0	6 0	101	"
107,633 P. Co. No. 1.	New Westminster.	Barge—Chd	1898	New Westminster, B.C.	60 0	14 0	3 0	23	Jas. D. Burn, M.O., New Westminster, B.C.
107,634 P. Co. No. 2.	"	"	1898	"	60 0	14 0	3 0	23	"
111,815 P. No. 3.	Vancouver	Scow—Chd	1899	Vancouver, B.C.	48 0	18 0	4 0	29	Robert D. Paterson, Vancouver, B.C.
100,904 P.T.S. 4.	Chatham, N.B.	Schr—Glt	1892	Carquet, N.B.	34 0	12 3	4 6	11	Jos. N. LeBouthillier, Carquet, N.B.
111,573 P. B. Locke.	Toronto	"	1888	Toledo, Ohio, U.S.A.	134 3	26 0	11 4	305	Michael J. Haney, Toronto, Ont.
61,979 P. C. Hill	Halifax	"	1870	Jeddore, N.S.	45 0	15 6	6 2	26	Philip Young, Pictou, N.S.
88,298 P. Cormier	Quebec	Barge—Chd	1884	St. Michel d'Yanaska, Que.	105 3	22 3	8 0	142	Mrs. Jeanne C. Cormier, Sorel, Que.
66,060 P. Fortin	Quebec	Schr—Glt	1872	Ste. Anne des Monts, Que.	70 0	29 5	9 7	79	Wenceslas Taché, St. Irène, Que.
80,670 P. Girard	Ottawa	Barge—Chd	1881	Monte Bello, Que.	106 8	22 5	6 7	142	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
111,866 P. Whelan	"	"	1902	Hull, Que.	108 5	23 6	8 0	146	"
111,639 Pacific	Lunenburg	Schr—Glt	1901	Shedburne, N.S.	86 0	24 0	9 2	99	Robert Murray, M.O., Port Richmond, N.S.
"	Montreal	Barge—Chd	1873	Yanaska, Que.	104 8	22 8	9 2	171	Louis Delisle, Valleyfield, Que.
100,515 Packet	Parrsboro'	Schr—Glt	1892	Spencer's Island, N.S.	66 1	21 1	7 3	49	Geo. M. Reid, and Stelman Wilbur, Harvey, N.B.
107,930 Pactolus	New Westminster	Barge—Chd	1900	Yale, B.C.	80 0	42 0	7 0	670	Yale Dredging Co., Ltd., Glasgow, Scotland.

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80,889	Paixham.....	St. Andrews.....	Schr—Glt.....	Isle Haute, Me., U.S.A.....	31 0	10 0	4 8	9	T. H. Smith, West Isles, N.B.
94,890	Palais Flottant.....	Montreal.....	Scow—Chd.....	1886	Sorel, Que.....	47 2	15 6	2 2	26	Wm. Paul, Sorel, Que.
111,642	Palatia.....	Lunenburg.....	Schr—Glt.....	1901	Lunenburg, N.S.....	89 6	24 0	9 7	95	Charles L. Silver, <i>et al.</i> , Lunenburg, N.S.
100,297	Palma.....	Chatham, N.B.....	".....	1892	Shippigan, N.B.....	36 9	13 3	4 6	14	Thos. Aliier, Shippigan, N.B.
111,725	Palmetto.....	Barrington.....	".....	1901	La Have, N.S.....	89 0	24 6	9 5	98	Mrs. Lisette Anderson, Clarke's Har- bour, N.S.
92,724	Paloma.....	Toronto.....	Barge—Chd.....	1885	Bobcaygeon, Ont.....	99 0	22 7	5 6	122	Trent Valley Navigation Co., Ltd., Bobcaygeon, Ont.
100,246	Panchita.....	Halifax.....	Schr—Glt.....	1866	San Felin, Spain.....	97 5	25 6	13 9	252	The Dominion Coal Co., Ltd., Glace Bay, N.S.
100,486	Pandora.....	Lunenburg.....	Schr—Glt.....	1892	Lunenburg, N.S.....	66 5	20 8	8 1	53	Abram Cook, Lunenburg, N.S.
100,078	Pandora.....	St. John, N.B.....	".....	1891	Greenwich, N.B.....	83 6	27 0	7 3	98	W. H. Martin, <i>et al.</i> , Waterside, N.B.
100,241	Pansy.....	Halifax.....	".....	1894	Mahone Bay, N.S.....	47 6	16 8	6 8	32	Wm. Kennedy, M.O., Bay of Islands, Nfld.
41,422	Paragon.....	Liverpool.....	".....	1853	Port Medway, N.S.....	56 5	17 2	6 9	35	Wm. Gosbee, Canso, N.S.
112,113	Parana.....	Lunenburg.....	".....	1903	La Have, N.S.....	92 6	24 5	9 4	99	Daniel Lohnes, <i>et al.</i> , La Have, N.S.
100,996	Parisian.....	Chatham, N.B.....	".....	1889	Shippigan, N.B.....	34 0	12 6	4 4	10	Jos. W. Boudreau, M.O., Elm Tree, N.B.
107,403	Parisien.....	Montreal.....	Sloop.....	1898	St. Thomas de Pierreville, Que.	85 6	19 9	5 0	65	Aime Gervais, St. Michel d'Yanaska Que.

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90,615	Parlee..	Moncton.....	Schr—Glt.....	1855	Bucksport, Me., U.S.A.	96 9	25 2	8 5	121	John Cullinan, M.O., St. John, N.B.
90,877	Partridge ..	Yarmouth ..	" ..	1887	Shute Point, N.S.	64 5	19 6	7 5	47	Joseph Gobeiltelea, Arichat, N.S.
	Passport.....	Montreal ..	Barge—Chd ..	1804	St. Bonaventure, Que.	86 1	22 6	5 7	74	F. Labelle, Sorel, Que.
107,533	Pastime.....	St. John, N.B.	Sloop.....	1897	St. John, N.B.	24 3	8 6	2 7	3	E. D. N. Sears, St. John, N.B.
100,776	Patrick ..	Chatham, N.B.	Schr—Glt ..	1890	Caracquet, N.B.	36 0	12 2	5 0	11	P. Rive, Caracquet, N.B.
100,187	Patriot.....	Montreal.....	Sloop ..	1891	Pierreville, Que.	93 4	22 2	5 5	90	Fredreck Lamirande, Wickham West, Que.
94,857	Patriot.....	Port Hawkesbury.....	Schr—Glt ..	1890	Advocate, N.S.	84 5	26 1	7 8	97	John Murphy, <i>et al.</i> , Louisburg, N.S.
	Paul.....	Montreal.....	Barge—Chd ..	1873	Yanaska, Que.	102 8	21 5	6 6	97	J. B. St. Jean, Sorel, Que.
107,317	Pearl ..	Halifax ..	Schr—Glt ..	1899	Wine Harbour, N.S.	48 8	15 5	6 7	30	Lewis Murphy, Pleasant Harbour, N.S.
100,231	Pearl ..	" ..	" ..	1893	Malone Bay, N.S.	43 5	13 2	5 4	17	James Kennedy, Louisburg, N.S.
112,125	Pearl ..	Lunenburg ..	" ..	1903	La Have, N.S.	38 4	13 5	5 8	14	John A. McKenzie, Murray Harbour, N.S.
100,723	Pearl ..	Montreal.....	Catboat.....	1887	Bristol, Que.	15 6	7 6	2 0	1	Wm. G. Ross, Montreal, Que.
96,755	Pearl.....	St. John, N.B.	Schr—Glt ..	1889	Rexton, N.B.	62 6	22 6	6 1	55	Henry G. McDougall, St. George, N.B.
111,414	Pearl Eveline.....	Lunenburg ..	" ..	1900	Shelburne, N.S.	100 0	25 0	9 7	99	Nathaniel Smith, M.O., Halifax, N.S.
88,215	Peep O'Day ..	Halifax.....	" ..	1878	Dover, N.S.	39 8	12 5	6 0	12	A. Publicover, Dover, N.S.
111,712	Peerless ..	Lunenburg ..	" ..	1901	Lunenburg, N.S.	90 6	24 8	9 5	69	M. P. Camacho, Georgetown, Den- erata, B.W.I.
85,371	Peerless ..	Yarmouth ..	" ..	1882	Londonderry, N.S.	123 2	30 7	11 9	278	Mrs. A. H. Davis, Yarmouth, N.S.
103,778	Polican ..	Chatham, N.B.	" ..	1897	Shippigan, N.B.	36 7	12 3	5 2	13	Wm. Fruing & Co., Ltd., Jersey.
103,994	Polican ..	St. Andrews ..	Sloop.....	1896	Meteghan, N.S.	40 6	14 5	7 0	21	James A. Calder, Campo Bello, N.B.
116,930	Pelly ..	Victoria ..	Barge—Chd ..	1905	White Horse, Y.T.	106 0	34 3	5 5	169	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,747	Perfect.....	Halifax ..	Schr—Glt ..	1896	La Have, N.S.	64 3	20 8	7 8	54	Andrew King, Halifax, N.S.
92,518	Peril ..	St. Andrews ..	" ..	1888	Pennfield, N.B.	37 0	12 9	5 3	18	Martin Eldridge, Pennfield, N.B.
61,410	Perseverance.....	Chatham, N.B.	" ..	1871	Shippigan, N.B.	39 1	12 9	5 1	14	Malcolm McPhail, Wellington, N.B.
116,745	Perseverance ..	Halifax ..	" ..	1905	Malone Bay, N.S.	43 4	12 3	5 8	12	E. E. Shatford, Indian Harbour, N.S.
85,451	Perseverance.....	Quebec ..	" ..	1877	Ste. Croix, Que.	65 8	20 6	5 8	48	Hermenegilde Caron, Tadousac, Que.

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103,122	Perseverance.....	St. Andrews	Schr—Glt	1895	St. Patrick, N.B.....	48 6	16 9	4 8	21	Samuel A. Akerly, Pennfield, N.B.
92,485	Persia	Windsor, N.S. ...	Bktn—Bkgtl....	1886	Hantsport, N.S.....	155 7	35 9	17 0	578	T. C. Thomson, Mobile, Ala., U.S.A.
107,799	Pette.....	St. John, N.B.	Sloop.....	1897	St. John, N.B.....	25 2	8 0	3 1	4	G. D. Coyle, St. John, N.B.
92,386	Peruvian.....	Kingston.....	Sloop.....	1888	Seely's Bay, Ont	97 0	18 0	4 5	54	Mathew Ryan, Smith's Falls, Ont.
122,022	Pescawha	Liverpool	Schr—Glt	1906	Liverpool, N.S.....	90 0	23 0	9 4	38	Joseph W. Peppett, North Sydney, N.S.
122,500	Peter England	Chatham, N.B.....	Dredge—Draque	1902	Chatham, N.B.....	37 0	12 0	2 5	10	Peter England, Chatham, N.B.
37,497	Petit Rivere.. ..	Liverpool	Schr—Glt	1857	Petite Rivière, N.S.	59 8	18 5	7 5	40	N. Swain, Barrington, N.S.
121,869	Petite	Lunenburg.....	"	1906	Mahone Bay, N.S.	65 6	20 4	7 8	61	John D. Sperry, M.O., Petite Rivière, N.S.
103,764	Petrel.....	Chatham, N.B.	"	1896	Shippigan, N.B.....	36 0	12 0	4 8	12	T. Allier, Shippigan, N.B.
100,213	Petrel.....	Halifax.....	"	1891	Dartmouth, N.S.....	72 4	17 9	10 5	50	John Hayes, Halifax, N.S.
59,327	Petrel.....	St. Andrews	"	Tremont, Me., U.S.A....	34 0	10 8	5 6	13	J. Wm. Holland, Leppaux, N.B.
92,588	Petrol	Gaspé.....	"	1894	Grand River, Que.....	36 6	12 0	5 2	13	J. W. Leblanc, Grand River, Que.
61,399	Phantom.....	Chatham, N.B.	"	1871	Miramichi, N.B.....	47 6	14 2	5 7	17	John Read, Tidnish, N.S.
100,510	Phantom No. 2.	Victoria.....	Scow—Chd.	1891	Victoria, B.C.....	70 0	26 0	6 0	77	J. A. Sayward, Victoria, B.C.

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100,870	Philip Kearney..	Quebec.....	Barge—Chd ..	1881	Northumberland, N.Y., U.S.A.	91 8	18 4	8 2	119	Wm. Price, Quebec, Que.
71,645	Philippe.....	Montreal.....	Sloop.....	1873	Yanaska, Que.....	96 6	22 3	6 3	499	A. Turcotte, St. Eloiard, Que.
103,248	Philippe	Montreal	Barge—Chd ..	1894	Sorel, Que.....	106 0	21 7	8 2	131	Sinannes McNaughton Line, Ltd., Montreal, Que.
80,665	Philippe	Ottawa	"	1881	"	108 0	22 0	7 2	154	M. Beaton, Cumberland, Ont.
116,801	Philippe	Sorel.....	"	1905	Sorel, Que.....	97 0	21 7	5 6	87	A. C. Trempe, Sorel, Que.
80,575	Philomen.....	Windsor, Ont.....	Schr—Glt ..	1882	Belle River, Ont.....	69 0	17 2	3 6	38	H. Perrault, Detroit, Mich., U.S.A.
55,931	Philomène	Quebec.....	Barge—Chd ..	1863	Grondines, Que.....	84 0	24 0	7 5	101	Germain Fongère, Champlain, Que.
111,924	Phin & Co.Scow No.1	Toronto	Scow—Chd ..	1891	Detroit, Mich., U.S.A.....	77 5	20 0	6 2	81	Wm. E. Plin, Toronto, Ont.
111,925	Phin & Co.Scow No.2	Toronto	"	1894	Detroit, Mich., U.S.A.....	77 0	20 0	6 2	90	Wm. E. Plin, Toronto, Ont.
111,926	Phin & Co.Scow No.9	"	"	1896	Buffalo, N.Y.,	80 0	18 0	9 0	115	"
75,445	Phenix.....	Gaspé.....	Schr—Glt ..	1889	Esquimaux Point, Que.....	45 5	17 1	6 9	28	Placide Vigneau, Esquimaux Point, Que.
85,620	Phenix.....	Parrishoro' ..	"	1883	Parrishoro', N.S	114 3	34 0	12 9	397	Geo. E. Bantley, Port Greville, N.S.
78,040	Pholue.....	Chatham, N.B.....	"	1880	Buctouche, N.B.....	49 0	15 2	6 5	26	Frank N. Legere, Shediac, N.B.
107,329	Picaua.....	Halifax.....	Sloop.....	1890	East Boston, Mass., U.S.A.	34 8	11 0	5 2	9	Walter G. Jones, Halifax, N.S.
121,947	Pie X.....	Sorel.....	Sloop.....	1907	Yanaska, Que.....	109 1	23 3	7 8	130	Adelard Beaudet, St. Jean des Chai- lons, Que.
74,201	Pierreville.....	Montreal.....	"	1874	Pierreville, Que.....	103 0	22 7	7 5	126	A. Charland, St. Thomas de Pierre- ville, Que.
103,663	Piko.....	Ottawa	Barge—Chd ..	1895	Kippewa, Que.....	53 8	13 2	4 2	17	Alex. Lumsden, Ottawa, Ont.
111,417	Pilgrina.....	Lanenburg	Schr—Glt ..	1900	La Have, N.S	96 0	24 2	9 7	99	John M. Gieson, M.O., La Have, N.S.
72,593	Pilot.....	Kingston.....	"	1866	Wilson, N.Y., U.S.A.....	63 0	15 5	5 8	34	James Mahoney, Kingston, Ont.
92,481	Pilot.....	Windsor, N.S.....	Sloop.....	1878	Cornwallis, N.S.....	41 0	12 0	4 9	14	Samuel Bigelow, Canning, N.S.
92,505	Pionet.....	Sydney	Schr—Glt ..	1887	Little Bras d'Or, N.S.....	36 0	11 6	5 2	49	Fred. Richard, Little Bras d'Or, N.S.
35,687	Planet.....	Liverpool.....	"	1848	Port Medway, N.S	47 4	15 7	7 1	29	H. B. Mitchell, Chester, N.S.
85,641	Plerona	Lunenburg.....	"	1883	Malono Bay, N.S.....	81 5	24 4	9 3	95	The Halifax Fish Co., Ltd., Halifax, N.S.
61,395	Plover.....	Chatham, N.B.....	"	1872	Shippigan, N.B.....	53 8	15 5	6 4	30	Philip Luce, Jersey.
116,688	Plun.....	Richibucto.....	"	1903	Richibucto, N.B.....	36 0	11 0	5 0	11	George H. Long, Richibucto, N.B.

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80,801	Plymouth.	Windsor, N.S.	Bk—Bq.	1879	Hantsport, N.S.	198 0	46 0	23 3	1312	Gypsum Packet Co., Ltd., Windsor, N.S.
66,747	Polar Star	Charlottetown	Schr—Glt.	{ 1875 1898 }	{ Brooklyn, N.S.	73 6	22 2	8 2	76	Chas. Lyons, Charlottetown, P.E.I.
88,437	Polar Star.	Halifax	"	1884	Sherbrooke, N.S.	49 5	17 1	7 2	29	Jas. McConnell, Port Hurford, N.S.
107,315	Pollywog	Halifax	Sloop.	1899	Dartmouth, N.S.	23 7	6 5	3 4	2	Frederick H. Waghorn, Halifax, N.S.
107,732	Pontiac.	Kingston.	Dredge—Drague	1890	Morrisburg, Ont.	82 7	26 0	6 8	135	W. J. Poupore, Montreal, Que.
103,437	Pontiac.	Ottawa.	Barge—Chd.	1889	Buckingham, Que.	54 0	18 7	4 4	33	"
83,473	Porpoise.	St. Andrews.	Schr—Glt.	1860	Unbec, Me., U.S.A.	52 7	17 8	6 0	32	Samuel A. Akerley, Pennfield, N.B.
83,289	Portsmouth.	Kingston.	Barge—Chd.	{ 1872 1882 }	{ Kingston, Ont. Ottawa "	108 0	22 8	7 0	126	S. T. Easton, Ottawa, Ont.
122,448	Possum.	St. John, N.B.	Sloop.	1899	Greenport, N.Y., U.S.A.	36 5	10 3	5 4	11	Harold B. Robinson, St. John, N.B.
100,738	Preference.	Windsor, N.S.	Schr—Glt.	1893	Canning, N.S.	126 0	30 0	10 7	243	G. L. Purdy, et al., St. John, N.B.
80,055	Prescott.	St. John, N.B.	"	1881	Calais, Me., U.S.A.	75 0	25 1	6 8	73	The Nova Scotia Lumber Co., Ltd., Watson, N.S.
85,416	Pride of America	St. Catharines	"	1863	St. Catharines, Ont.	133 0	23 3	12 2	285	Michael Ryan, Quebec, Que.
122,623	Pride of the Fleet.	Chatham, N.B.	"	1908	Caraquet, N.B.	44 0	14 7	6 5	24	Peter J. Fiott, Caraquet, N.B.
92,571	Primrose.	Halifax.	"	1887	Chester N.S.	37 8	13 8	6 2	14	Angus Gray, Pennant, N.S.

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41,776	Primrose	Liverpool	Sehr—Glt	1858	La Have, N.S.	52 1	17 5	7 2	32	Wm. H. Paint, Port Hawkesbury, N.S.
90,873	Primrose	Yarmouth	"	1886	Maitland, N.S.	53 3	19 3	7 1	34	Ephraim Larkin, Shag Harbour, N.S.
75,714	Prince	"	"	1877	Cape St. Mary, N.S.	38 0	13 4	5 1	10	A. Stephens, Freeport, N.S.
37,605	Prince Consort	Charlottetown	"	1857	Mahone Bay, N.S.	56 8	18 2	7 4	39	Robert McLaurin, Charlottetown, P.E.I.
92,663	Prince Edward	Ottawa	"	1887	Summerside, P.E.I.	47 4	15 0	5 6	18	L. H. McLean, Charlottetown, P.E.I.
125,989	Prince Guy	Montreal	Dredge—Drague	1903	Montreal, Que.	99 5	35 0	7 2	261	William J. Poupore, Westmount, Que.
125,990	Prince Louis	"	"	1902	"	72 6	38 6	6 6	208	William J. Poupore, Westmount, Que.
126,149	Prince Willie	"	"	1908	Sorel, Que.	99 6	35 3	7 1	258	The W. J. Poupore Co., Ltd., Montreal, Que.
77,736	Princess	Digby	Sehr—Glt	1879	Port Gilbert, N.S.	88 2	25 0	9 4	137	Jonas Morehouse, et al., Brighton, N.S.
100,219	Princess	Halifax	"	1889	Chezze-teeook, N.S.	48 1	14 7	5 2	16	John Bellfontaine, Chezze-teeook, N.S.
70,282	Princess	Montreal	Barge—Clud	1874	Montreal, Que.	142 0	26 6	10 2	300	J. C. A. Turcotte, Sorel, Que.
78,014	Princess Louise	Chatham, N.B.	Sehr—Glt	1879	Chatham, N.B.	49 0	16 2	6 3	21	R. R. Call, Newcastle, N.B.
172,682	Princess Louise	Vancouver	Barge—Clud	1869	New York, N.Y., U.S.A.	184 0	30 0	13 0	374	Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
116,935	Princess Victoria	Victoria	Sehr—Glt	1905	Masset, B.C.	55 0	16 0	6 0	17	D. Stanley, Masset, B.C.
117,165	Princess of Avon	Windsor, N.S.	"	1907	Horton, N.S.	80 0	24 6	8 8	88	W. C. Balcom Co., Ltd., Horton, N.S.
37,374	Priscilla	Liverpool	"	1847	Gut of Canso, N.S.	37 5	11 4	5 5	18	J. McKinsey, Canso, N.S.
111,509	Priscilla	St. John, N.B.	"	1900	Newcastle, N.B.	81 6	27 0	7 6	102	Alonzo M. Granville, Waterborough, N.B.
53,265	Prize (The)	Annapolis Royal	"	1885	St. John, N.B.	32 0	10 0	4 4	7	J. B. Templeman, Hampton, N.B.
42,437	Progress	Gaspé	"	1872	Esquimaux Point, Que.	60 8	20 9	8 0	52	Nat. Boudreau, Esquimaux Point, Que.
94,677	Progress	Halifax	"	1889	Spy Bay, N.S.	39 4	12 7	5 6	14	Robert Leslie, Halifax, N.S.
103,977	Progress	Quebec	"	1865	St. Siméon, Que.	64 4	21 0	7 4	56	A. Bellez, St. Siméon, Que.
73,082	Protecteur	Montreal	Barge—Clud	1874	St. Marc, Que.	102 0	22 4	6 2	101	Moïse Robidoux, Yamaska, Que.
111,402	Protector	Lunenburg	Sehr—Glt	1900	La Have, N.S.	93 2	24 5	9 4	95	Joseph L. Wilson, M.O., Bridgewater, N.S.
96,732	Providence	Chatham, N.B.	"	1889	Shippigan, N.B.	34 3	13 4	4 5	11	Wm. Fring & Co., Ltd., Jersey.
96,740	Providence	"	"	1890	Caraquet, N.B.	38 5	12 4	5 0	13	T. H. Le Bouthillier, Caraquet, N.B.

† Formerly a steamer.

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72,076	Providence.....	Chatham, N.B.....	Schr—Glt.....	1874	Shippigan, N.B.....	36 4	12 1	4 5	12	T. Abier, Shippigan, N.B.
116,974	Providence.....	".....	".....	1905	Caracquet, N.B.....	40 4	13 8	5 8	18	M. Lanteigne, Caracquet, N.B.
74,231	Providence.....	Montreal.....	Sloop.....	1872	St. François, Que.....	94 0	22 0	5 4	82	M. Laramie, St. Louis de Bonsecours, Que.
77,588	Providence.....	".....	".....	1875	Yanaska, Que.....	99 6	23 0	6 4	105	Joseph Laforet, Sorel, Que.
100,184	Providence.....	".....	".....	1891	".....	106 1	22 9	7 8	138	J. B. Delormier, Montreal, Que.
69,592	Providence.....	Quebec.....	Schr—Glt.....	1873	Kamouraska, Que. . . .	61 6	18 5	6 6	45	Martial Saingelet, Les Escoumains, Que.
85,461	Providence.. . . .	".....	".....	1882	Gentilly, Que.	77 0	22 5	7 0	78	Jean Deslauriers, Quebec, Que.
103,976	Providence.....	".....	".....	1896	St. Siméon, Que.....	51 6	16 8	6 5	33	Horace Duchene, St. Irénée, Que.
94,741	Prudent.....	St. John, N.B.....	".....	1888	Portland, N.B.....	93 9	26 6	7 6	117	C. B. Merriam, Parrsboro, N.S.
80,858	Psyche.....	Halifax.....	Sloop.....	1876	Halifax, N.S.....	25 0	7 8	4 0	4	Franklin S. West, Halifax, N.S.
122,266	Pump Scow No. 1....	Montreal.....	Scow—Chd.....	1906	Montreal, Que.....	49 5	22 8	4 3	79	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
122,265	Pump Scow No. 2....	".....	".....	1906	".....	49 8	22 8	4 3	73	".....
103,993	Pythian Knight.....	St. Andrews.....	Sloop.....	1897	Shelburne, N.S.....	48 0	15 0	6 0	19	Frank Ingersoll, Grand Manan, N.B.

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122,198	Qualla.....	New Westminster...	Barge—Chd.....	1908	New Westminster, B.C.	96 0	32 0	7 0	1881	W. Boreford Fox, Vancouver, B.C.
*46,294	Quebec.....	Montreal.....	".....	1862	Quebec, Que.....	90 0	21 5	9 0	133	Prosper Laplante, Lachine, Que
111,663	Quebec.....	".....	Schr—Glt.....	1901	Lévis, Que..	206 2	40 0	14 6	989	Montreal Transportation Co., Ltd., Montreal, Que.
...	Queen.....	".....	".....	1867	Rivière du Loup, Que...	103 0	21 6	7 2	149	J. B. Porrier, Lachine, Que.
103,476	Queen Charlotte....	Victoria.....	".....	1895	Massett, B.C.....	52 0	16 0	5 5	25	A. Brown (Indian), Massett, B.C.
103,474	Queen May.....	".....	".....	1855	Victoria, B.C.....	43 0	13 0	4 6	19	Chas. Paterson, Nanaimo, B.C.
100,657	Quetay.....	St. John, N.B.....	".....	1891	St. John, N.B.....	94 4	26 2	7 5	123	H. H. Pickett, St. John, N.B.
88,504	Quick Step.....	Sydney.....	".....	1883	Lingan, N.S.....	40 0	13 0	5 9	15	James Wilkie, Arichat, N.S.
121,682	Quickstep.....	Yarmouth.....	Sloop.....	1904	Clarke's Harbour, N.S...	32 0	10 6	6 0	10	C. Maxwell, Clarke's Harbour, N.S.
107,904	Quoddy Queen.....	St. Andrews.....	".....	1899	Weymouth, N.S.....	32 0	11 6	6 0	13	Harrington Guptill, (Grand Manan, N.B.)
107,564	R. P. S.	Parrsboro'.....	Schr—Glt.....	1899	Lower Economy, N.S...	70 8	23 0	8 0	74	L. H. Baird, Wolfville, N.S.
74,064	R. A. Smith.....	Windsor, Ont.	Scow—Chd.....	1877	River Thames, Ont.....	40 0	12 6	3 2	11	Horace Bartlett, Sarnia, Ont.
121,881	R. G. Harvey.....	Yarmouth.....	Sloop.....	1906	Cape Island, N.S.....	35 0	11 8	6 0	13	Alexander Phillips, Cape Island, N.S.
94,847	R. H. Brown.....	Windsor, Ont.	Schr—Glt.....	1882	Marine City, Wisconsin, U.S.A.	63 0	17 2	6 2	51	John Cadarette, Belle River, Ont.
122,233	R. H. Milford.....	Barrington.....	Sloop.....	1907	Clarke's Harbour, N.S...	33 0	11 7	5 6	13	Isaiah S. Newell, Clarke's Harbour, N.S.
122,020	R. L. Blackburn....	Ottawa.....	Barge—Chd.....	1907	Hull, Que.....	122 1	24 1	8 6	208	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,649	R. M. Cox.....	Ottawa.....	".....	1904	".....	112 8	24 0	8 2	168	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
80,669	R. O. Byers.....	Montreal.....	".....	1881	Monte Bello, Que.....	106 9	22 5	6 8	143	Thomas Gauthier, Montreal, Que.
83,328	R. S. McKenzie....	Ottawa.....	".....	1881	Hull, Que.....	109 4	21 7	7 9	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
69,203	R. W. Smith.....	Lunenburg.....	Schr—Glt.....	1875	Lunenburg, N.S.....	72 0	22 7	8 4	74	Fred. S. Moseley, Sydney, N.S.
100,474	R. Bearrice.....	Charlottetown.....	".....	1892	Malone Bay, N.S.....	41 6	14 4	6 4	19	John Delaney, French River, P.E.I.
92,375	R. Carson.....	St. John, N.B.....	".....	1888	St. Martin's, N.B.....	80 8	27 2	7 5	99	H. H. Hoar, Hopewell Cape, N.B.
72,235	R. Knight.....	".....	".....	1875	Cambridge, N.B.....	67 3	22 0	6 0	47	Enoch Nightingale, Newcastle, N.B.

* Formerly a steamer.

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Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct en.	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Registered Tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire géant, et adresse.
85,772	R. Lepine	Montreal	Barge—Chd	1884	Monte Bello, Que.	112 3	22 7	6 2	128	Wm. Owens, Stonfield, Que.
83,279	R. Morrow	Maitland	Bk—Bq	1884	Maitland, N.S.	194 4	37 6	22 2	1136	Alex. Roy, Maitland, N.S.
92,544	Rachel	Montreal	Barge—Chd	1887	Yanaska, Que.	108 5	23 0	8 1	149	Jos. Bouvier, St. Roch's, Que.
122,294	Rachel	Prince Albert	Dredge Drague	1905	Prince Albert, Sask.	108 0	28 0	4 5	145	International Gold Dredging Co., Ltd., Ottawa, Ont.
94,796	Raeburn	Charlottetown	Schr—Glt	1843	Rexton, N.B.	76 4	22 3	8 9	74	Edward Chapman, <i>et al.</i> , Beach Point, P.E.I.
122,528	Rainbow	Vancouver	"	1906	Campbell Island, B. C.	51 6	16 2	6 2	41	Frederick S. Carpenter, Campbell Is- land, B.C.
116,936	Rainbow	Victoria	Barge—Chd	1905	Victoria, B.C.	70 0	26 3	3 4	54	The Western Transport Co., Ltd., Nanaimo, B.C.
90,593	Ralph	Lunenburg	Schr—Glt	1885	Petite Rivière, N.S.	60 8	19 7	7 7	51	J. M. Beaudreau, Cheticamp, N.S.
100,820	Ranger	Barrington	"	1895	Barrington, N.S.	36 0	11 6	4 2	11	Andrew Duncan, Clarke's Harbour, N.S.
41,568	Ranger	Gaspe	"	1860	Sandy Beach, Que.	55 8	18 0	7 3	42	Joshua Gallant, Grandique, N.B.
.....	Raoul	Montreal	Barge—Chd	1869	St. Francis, Que.	94 8	18 8	5 1	100	Wm. McCaffrey, Ottawa, Ont.
70,285	Rapid	Kingston	"	1874	Quebec, Que.	124 5	24 4	9 0	221	The Kingston & Montreal Forward- ing Co., Ltd., Kingston, Ont.
85,528	Rapid City	Toronto	Schr—Glt	1884	Bronté, Ont.	70 0	19 4	3 7	37	Chas. Goldring, Whitby, Ont.
103,287	Raven	Chatham, N.B.	"	1895	Shippigan, N.B.	35 0	12 3	4 8	11	T. Abier, Shippigan, N.B.

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100,273	Ravioia.....	Windsor, N.S.....	Schr—Glt.....	1892 Salmon River, N.S.....	88 4	28 0	8 9	123	J. Willard Smith, <i>et al.</i> , St. John, N.B.
112,264	Raymond.....	Montreal.....	Sloop.....	1902 Yamaska, Que.....	108 0	22 7	7 4	136	A. A. Mondou, St. Thomas de Pierre-ville, Que.
122,469	Raymond C.....	Yarmouth.....	".....	1907 Cape Island, N.S.....	53 0	11 0	6 0	11	Robert L. Newell, Cape Island, N.S.
103,900	Razzele Dazzle.....	Now Westminster.....	Bargo—Chd.....	1893 Idaho, U.S.A.....	56 9	14 0	2 8	18	W. S. Kane, Kaslo, B.C.
* 75,649	Reeruit.....	Deseronto.....	Schr—Glt.....	1880 } 1901 } St. Catharines, Ont.....	144 0	25 2	10 6	297	M. J. Haney, Toronto, Ont.
72,960	Red Bird.....	St. Catharines.....	Scow—Chd.....	1870 Hamilton, Ont.....	61 6	17 3	4 4	39	H. Minnes, Welland, Ont.
96,888	Red Island.....	Ottawa.....	Light-Ship.....	".....	102 0	22 0	10 6	152	The Minister of Marine and Fisheries, Ottawa, Ont.
103,272	Red Weasel.....	Chatham, N.B.....	Schr—Glt.....	1893 Tracadie, N.B.....	35 2	12 0	4 8	11	J. Young, Tracadie, N.B.
100,775	Redgauntlet.....	".....	".....	1890 Caraqueet, N.B.....	35 5	12 0	4 6	11	P. Rive, Caraqueet, N.B.
88,324	Redoubtable.....	Quebec.....	".....	1886 St. Alexis, Que.....	64 0	20 4	8 3	67	A. W. Dolbel, Grand Grève, Que.
+ 111,705	Reform.....	Lanenburg.....	Schr—Glt.....	1857 Essex, Mass., U.S.A.....	68 0	19 7	7 6	58	Fred. Zwicker, Mahone Bay, N.S.
103,735	Regina.....	Parrishboro'.....	".....	1898 Port Greville, N.S.....	76 0	23 7	6 5	74	Wells Cole, jr., Port Greville, N.S.
85,748	Regina.....	Quebec.....	".....	1883 Ste. Anne des Monts, Que.....	71 5	22 4	7 9	79	Pierre Trepunier, Château Richer, Que.
103,613	Regina.....	".....	Sloop.....	1894 Bay St. Paul, Que.....	51 6	18 9	5 0	27	A. Lavoie, Bay St. Paul, Que.
122,484	Regina.....	Quebec.....	Schr—Glt.....	1907 St. Fulgence, Que.....	79 8	23 4	7 0	81	Géden Lajoie, Chicoutimi, Que.
83,133	Regina B.....	Port Hawkesbury.....	".....	1881 Summerside, N.S.....	77 8	22 4	8 6	81	Isaiah Watts, Port Hood, N.S.
107,059	Reginald R.....	Barrington.....	Sloop.....	1903 Baccaro, N.S.....	43 0	14 8	5 1	16	Crisie N. Worthen, Baccaro, N.S.
103,706	Regine.....	Yarmouth.....	".....	1896 Pubnico, N.S.....	35 7	12 5	5 8	10	W. D'Entremont, Pubnico, N.S.
90,563	Reindeer.....	Toronto.....	Schr—Glt.....	1886 Port Credit, Ont.....	44 5	13 4	3 6	14	Benjamin B. Lynd, Parkdale, Ont.
42,707	Reine Victoria.....	Quebec.....	".....	1859 Batiscan, Que.....	96 0	22 5	6 4	87	Omer Lafleur, Ste. Croix, Que.
92,539	Reine des Anges.....	Montreal.....	Sloop.....	1887 Yamaska, Que.....	77 8	22 3	5 7	91	E. Thérien, Ste. Aimé, Que.
77,599	Reine des Anges.....	Quebec.....	".....	1879 St. Marcel, Que.....	87 5	21 0	5 4	73	A. Hanel, Lotbinière, Que.
116,749	Reliance.....	Halifax.....	Schr—Glt.....	1905 Tanook, N.S.....	43 0	11 8	6 0	14	Geo. Slaunwhite, Torrance Bay, N.S.
122,128	Reliance.....	Halifax.....	".....	1907 Dartmouth, N.S.....	45 0	12 8	5 9	18	Chas. Robertson, Heron Island, N.B.
116,337	Reliance.....	Ottawa.....	Bargo—Chd.....	1903 Barry's Bay, Ont.....	40 4	11 2	3 0	65	Ontario Corundum Co., Ltd., Ottawa, Ont.

* Formerly "Maggie."
+ Formerly "Humboldt."

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121,899	Reliance.....	Shelburne.....	Schr—Glt.....	1906	Shelburne, N.S.....	107 0	28 5	11 6	192	George A. Cox, M.O., Shelburne, N.S.
.....	Relief.....	Montreal.....	Barge—Chd.....	1871	Sorel, Que.....	101 1	22 8	7 3	149	J. LaRivière, St. Aimé, Que.
72,985	Relief.....	Wallaceburg.....	".....	1875	Port Lambton, Ont.....	89 0	19 7	4 0	50	James O'Leary and Geo. W. Downs, Port Lambton, Ont.
103,586	Remus.....	Chatham, N.B.....	Schr—Glt.....	1896	Shippigan, N.B.....	39 3	13 0	5 6	17	W. S. Loggie Co., Ltd., Chatham, N.B.
80,736	Réna.....	Quebec.....	Barge—Chd.....	1876	Ste. Anne de la Parade, Que.	77 7	23 7	6 6	75	Antoine Léveillé, Batiscan, Que.
107,806	Rena F.	St. John, N.B.....	Sloop.....	1898	Deer Island, N.B.....	38 0	13 5	5 0	12	Melvin Morse, Grand Manan, N.B.
107,785	Rene.....	Ottawa.....	Scow—Chd.....	1895	Hull, Que.....	40 3	16 0	2 6	10	E. G. Laverdure, Ottawa, Ont.
107,653	Renown.....	Lumenburg..	Schr—Glt.....	1899	Lumenburg, N.S.....	88 5	24 0	9 4	79	Paul Young, Bay of Islands, New- foundland.
100,952	Replevin.....	Chatham, N.B.....	".....	1890	Caruquet, N.B.,	36 6	12 3	4 2	10	The C. Robin Collas Co., Ltd., Hali- fax, N.S.
85,588	Reporter.....	St. John, N.B.....	".....	1883	Wickham, N.B.....	86 0	26 2	7 8	122	R. D. Gilchrist, St. John, N.B.
77,787	Rescue.....	Halifax.....	".....	1881	East Port Medway, N.S.	42 9	14 6	6 2	20	J. Dauphiné, Tantallon, N.S.
83,132	Restless.....	Digby.....	".....	1881	Vogler's Cove, N.S.....	47 6	16 1	6 5	25	J. Coggins, <i>et al.</i> , Westport, N.S.
* 51,671	Restless.....	Montreal.....	".....	1859	Cleveland, Ohio, U.S.A.	73 0	20 0	8 5	73	C. H. Dodge, Belmont, Ont.
107,547	Reta & Rhoda.....	St. John, N.B.....	Sloop.....	1895	St. John, N.B.....	38 4	13 0	4 0	11	Isaac Newton, Grand Harbour, Grand Manan, N.B.

* Foreign name "Dream."

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112,024	Reta S.	Canso	Schr—Glt	1903	Queensport, N.S.	36 6	12 4	6 2	13	William Schrider, Canso, N.S.
111,521	Retta E.	Digby	"	1895	Cape St. Marys, N.S.	32 5	10 5	5 0	10	John A. Doucette, Cape St. Marys, N.S.
126,114	Revenue	Lunenburg	"	1908	Lunenburg, N.S.	102 6	26 0	10 5	99	Benjamin Cook, M.O., Rose Bay, N.S.
100,511	Rewa	Parrsboro'	"	1892	Port Greville, N.S.	49 8	28 7	8 8	123	Wm. B. McLean, St. John, N.B.
61,406	Reward	Chatham, N.B.	"	1871	Shippigan, N.B.	36 0	13 1	4 5	11	Joshua Alexander, M.O., Shippigan, N.B.
103,078	Reward	"	"	1894	"	37 6	13 0	5 3	13	J. De Grace, Shippigan, N.B.
85,600	Rex	St. John, N.B.	"	1883	St. Martin's, N.B.	66 4	22 5	6 8	58	James Hyslop, <i>et al.</i> , Albert, N.B.
111,677	Reynard	Parrsboro'	Bktn—Bkgt.	1901	Parrsboro', N.S.	164 0	34 8	18 4	560	Samuel Reynard, <i>et al.</i> , New York, N.Y., U.S.A.
103,209	Rhoda	Liverpool	Schr—Glt	1896	Liverpool, N.S.	109 0	28 0	11 1	199	J. H. Harlow, <i>et al.</i> , Milton, N.S.
107,907	Rhoda G.	St. Andrews	Sloop	1891	St. John, N.B.	24 0	9 4	5 6	8	Hantford Small, Grand Manan, N.B.
92,320	Rialto	Shelburne	Schr—Glt	1888	Liverpool, N.S.	60 0	20 0	7 5	46	Frederick Fougere, M.O., Poulamond, N.S.
37,172	Richard Simonds	St. John, N.B.	"	1861	Portland, N.B.	70 2	19 8	7 5	45	Jos. L. Cleveland, Margaretsville, N.S.
72,058	Richmond Queen	Halifax	"	1877	Little River, N.S.	35 4	16 7	15 3	37	Arsene Doucet, Grand Etang, N.S.
100,932	Rideau	Ottawa	Dredge—Dragne	1889	Welland, Ont.	70 8	25 4	4 4	137	The Minister of Railways and Canals, Ottawa, Ont.
100,588	Riley	Montreal	Barge—Chd	1891	Yanaska, Que.	127 6	26 0	10 0	245	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
122,466	Rilla May	Yarmouth	Sloop	1907	Cape Island, N.S.	33 6	11 3	6 0	12	Levi J. Nickerson, Cape Island, N.S.
75,763	Ripple	Arichat	Schr—Glt	1877	Port Medway, N.S.	39 4	15 2	5 3	17	David McDonald, Port Richmond, N.S.
48,358	Ripple	Guysboro'	"	1864	Indian Harbour, N.S.	46 0	15 0	5 5	21	W. R. Cutler, Arichat, N.S.
107,537	Ripple	St. John, N.B.	"	1898	Canning, N.B.	56 9	21 3	5 7	41	A. E. Flower, Canning, N.B.
112,224	Ripple	"	Sloop	1902	St. Martin's, N.B.	36 0	15 4	5 3	13	Thos. Carson, St. John, N.B.
75,591	Rise & Go.	St. Andrews	Schr—Glt	1877	Clare, N.S.	43 0	14 9	5 1	16	W. O'Brien, Campo Bello, N.B.
75,575	Rising Dawn	Lunenburg	"	1877	La Have, N.S.	42 0	15 0	5 4	18	Leonel Richardson, Indian Harbour, N.S.
96,806	Rising Sun	Halifax	"	1891	Chezetcook, N.S.	47 3	17 4	6 5	28	R. Christian, Prospect, N.S.
97,191	Rita	Chatham, N.B.	"	1890	Caracquet, N.B.	35 4	12 3	5 0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.
103,344	Rita	Montreal	Sloop	1893	Lachine, Que.	33 0	10 1	3 3	5	C. O. Clark, Côte St. Paul, Que.

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59,462	Rival.....	Halifax.....	Schr—Glt.....	1870	La Have, N.S.....	42 4	14 8	6 0	20	Henry Faulkner, Jeddore, N.S.
88,223	River Belle.....	".....	".....	1881	Clyde River, N.S.....	32 5	12 3	5 5	11	John D. Christian, Upper Prospect, N.S.
111,470	River Branch.....	Chatham, N.B.....	".....	1901	Shippigan, N.B.....	36 9	12 6	4 3	11	Wm. Fring & Co., Ltd., Jersey.
57,688	River Dale.....	Halifax.....	".....	1898	La Have, N.S.....	59 6	19 3	7 4	48	Thomas Adams, sr., Gaspé, Que.
75,547	River Rose.....	Barrington.....	".....	1878	Port Clyde, N.S.....	37 0	14 4	5 9	13	Walter Coggins, Westport, N.S.
112,372	River Swan.....	Antichat.....	".....	1901	Tor Bay, N.S.....	33 0	11 4	5 0	11	George Berrigan, Canso, N.S.
85,590	Riverdale.....	St. John, N.B.....	".....	1883	Waterborough, N.B.....	75 3	26 3	7 0	84	T. W. Parker, Cumberland Bay, N.B.
111,648	Riviera.....	Lunenburg.....	".....	1901	Shelburne, N.S.....	88 0	24 0	9 4	96	Robert Dawson, Bridgewater, N.S.
111,723	Ranoke.....	".....	".....	1901	Malbone Bay, N.S.....	98 2	25 3	10 8	100	Henry Petite, Mose Ambrose, Nfld.
94,925	Rob Roy.....	Pictou, Ont.....	Barge—Clad.....	1897	Pictou, Ont.....	144 0	31 0	10 3	311	The Ontario & Quebec Navigation Co., Ltd., Pictou, Ont.
100,319	Rob Roy.....	Yarmouth.....	Schr—Glt.....	1888	Lockeport, N.S.....	41 0	13 4	5 0	12	Freeman Lowe, Cape Island, N.S.
100,566	Rob S.....	Halifax.....	".....	1892	Malbone Bay, N.S.....	42 0	14 6	6 4	21	W. W. Lewis, Louisburg, N.S.
107,411	Robert.....	Montreal.....	Barge—Clad.....	1899	St. Thomas de Pierre-ville, Que.	139 5	29 4	13 0	418	The Pontbriand Co., Ltd., Sorel, Que.
53,862	Robert Kerr.....	New Westminster...	".....	1866	Quebec, Que.....	190 6	38 4	23 7	1123	Canadian Pacific Railway Co., Montreal, Que.

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126,093	Robert R. Christian	St. Catharines	(Barge—Chd	Unknown	93 9	17 7	8 3	107	George R. Smith, Dunnville, Ont.
80,394	Robert S. Besnard	Parrsboro'	Plk—Bq	.....	1882 Eatonville, N.S.	.....	191 0	38 8	23 0	1142	W. S. A. Walker, New York, N.Y., U.S.A.
103,100	Robertval	Montreal	Sloop	.....	1894 St. Thomas, Que.	.....	141 3	28 2	11 6	371	Mrs. Adeline Bastien, Montreal, Que.
103,946	Robin	Chatham, N.B.	Schr—Glt	.....	1899 Caraquet, N.B.	.....	38 0	12 8	5 0	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.
107,541	Robin Hood	St. John, N.B.	Sloop	.....	1898 Yarmouth, N.S.	.....	23 7	9 0	3 2	5	T. T. Lantam, St. John, N.B.
83,075	Rockland	Ottawa	Barge—Chd	.....	1881 Rockland, Ont.	.....	110 3	22 0	6 6	136	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
.....	Rodolphe	Montreal	"	.....	1866 Yankaska, Que.	.....	96 3	22 9	6 8	106	P. Savallé, Sorel, Que.
117,095	Rodrig Grace	Arichat	Schr—Glt	.....	1906 L'Ardoise, N.S.	.....	43 0	12 5	6 0	17	Hubert and Jos. Bimette, L'Ardoise, N.S.
85,763	Roi des Eaux	Montreal	Sloop	.....	1883 Pierreville, Que.	.....	93 3	23 0	6 0	96	E. Savageau, Champlain, Que.
91,880	Roi des Eaux	"	"	.....	1889 Yankaska, Que.	.....	85 0	21 4	5 3	69	The Canadian Construction Co., Ltd., Montreal, Que.
116,808	Roland	Sorel	"	.....	1906 Sorel, Que.	.....	103 2	23 0	7 0	121	Conrad Lafreniere, Pierreville, Que.
112,326	Rolfe	Parrsboro'	Schr—Glt	.....	1902 Port Greville, N.S.	.....	65 0	20 1	6 9	54	Leonard A. Rowe, Parrsboro, N.S.
107,125	Rona	Lunenburg	"	.....	1899 Shelburne, N.S.	.....	95 0	25 0	9 4	99	David Ritey, <i>et al.</i> , La Have, N.S.
*75,446	Romaine	Montreal	"	.....	1881 Gaspé, Que.	.....	61 5	20 6	9 3	65	C. A. Cantin, Montreal, Que.
103,729	Romeo	Parrsboro'	"	.....	1897 Port Greville, N.S.	.....	74 4	24 0	6 9	79	T. M. Dodsworth, Parrsboro', N.S.
103,358	Romeo	Quebec	Sloop	.....	1895 Bic, Que.	.....	38 5	14 4	5 1	22	G. F. Gilsone, Quebec, Que.
100,073	Romeo	St. John, N.B.	Schr—Glt	.....	1891 Cambridge, N.B.	.....	81 4	28 9	7 4	111	Peter McIntyre, St. John, N.B.
103,587	Romulus	Chatham, N.B.	"	.....	1896 Shippigan, N.B.	.....	39 0	13 7	5 7	19	W. S. Loggie Co., Ltd., Chatham, N.B.
121,856	Ronald G. Smith	Lunenburg	"	.....	1906 Lunenburg, N.S.	.....	100 0	26 0	10 3	100	William C. Smith, M.O., Lunenburg, N.S.
92,404	Rosa	Chatham, N.B.	"	.....	1886 Shippigan, N.B.	.....	36 2	13 4	5 0	17	J. O. Ache, Shippigan, N.B.
100,717	Rosa	Montreal	Sloop	.....	1892 Yankaska, Que.	.....	111 7	23 0	7 6	140	M. Robidoux, Yankaska, Que.
122,576	Rosa Georgina	Yarmouth	Schr—Glt	.....	1907 Surettes Island, N.S.	.....	46 0	17 4	8 6	35	Theophilus Jaquard, Concan's Hill, N.S.
100,908	Rosalie	Chatham, N.B.	"	.....	1892 Caraquet, N.B.	.....	35 5	12 5	4 4	10	Philip Rive, Caraquet, N.B.
103,592	Rosmond	Charlottetown	"	.....	1896 North Rustico, P.E.I.	.....	42 0	14 1	5 5	18	D. R. Champion, Tignish, P.E.I.
111,834	Rosan	Digby	"	1898 Cape St. Mary, N.S.	32 4	10 9	5 0	11	John A. Doucette, Cape St. Mary, N.S.

* Formerly "Dolphin."

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64,920	Rosannah.....	Halifax.....	Schr—Glt.....	1873	Bay St. George, Nfld....	48 7	16 4	6 3	25	Wm. Carter, Channel, Nfld.
116,227	Rosaria.....	Quebec.....	".....	1902	Isle aux Condras, Que....	43 2	13 6	5 0	18	Noël Dufour, Isle aux Condras, Que.
125,995	Rose.....	Quebec.....	".....	1907	Montmagny, Que.....	94 8	26 3	5 4	79	The Price Brothers & Co., Ltd., Quebec, Que.
107,536	Rose.....	St. John, N.B.....	Sloop.....	1893	St. John, N.B.....	25 0	10 0	3 0	5	Alder Evans, St. John, N.B.
78,045	Rose Alba.....	Chatham, N.B.....	Schr—Glt.....	1879	Richibucto, N.B.....	32 0	13 0	4 5	13	Erienne Leger, M.O., Richibucto, N.B.
69,639	Rose Anna.....	Quebec.....	".....	1874	St. Jean Port Joli, Que....	45 2	16 5	6 5	29	P. Blais, Kamouraska, Que.
71,632	Rose Delima.....	Montreal.....	Barge—Chd.....	1873	St. Thomas de Pierre-ville, Que.	98 0	22 0	6 5	75	Methode Lemay, St. Emelie, Que.
100,724	Rose Delima..	".....	Schr—Glt.....	1898	Lachine, Que.....	118 1	23 1	8 4	181	P. Laplante, Lachine, Que.
103,978	Rose Mystérieuse...	Quebec.....	".....	1896	Les Ecureuils, Que.....	55 8	17 0	5 9	39	Anable Fournier, Montmagny, Que.
80,628	Roseneath.....	Yarmouth.....	".....	1882	Shelburne, N.S.....	84 6	24 0	9 7	92	Z. Nickerson, Port Clyde, N.S.
122,284	Roseway.....	Shelburne.....	".....	1907	Shelburne, N.S.....	120 0	28 4	12 4	244	George A. Cox, M.O., Shelburne, N.S.
111,799	Rosie G.....	Port Hawkesbury...	".....	1908	Little Lorraine, N.S....	38 7	12 4	6 2	16	John Gallant, Little Lorraine, N.S.
116,272	Rosie M. B.....	Halifax.....	".....	1903	Grand Desert, N.S.....	70 8	21 7	9 2	75	Daniel Bonaing, Grand Desert, N.S.
126,632	Rossignol.....	Liverpool.....	".....	1908	Liverpool, N.S.....	119 5	30 2	11 0	199	Abraham W. Hendry, Liverpool, N.S.

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107,265	Ross Point Ferry Boat	Ottawa.....	Horse ferry.....	1891	Amprior, Ont.....	45	2	22	8	2	2	16	A. J. Campbell, Amprior, Ont.
112,313	Rough Rider.....	St. Andrews.....	Sloop.....	1899	West Isles, N.B.....	38	0	13	5	5	0	15	Warren Cheney, Grand Manan, N.B.
100,668	Round Islander.....	Kingston.....	Barge—Chd.....	1895	Verona, Ont.....	40	8	12	4	3	6	14	Henry Bauder, Verona, Ont.
103,391	Rover.....	Deseronto.....	Schr—Glt.....	1894	Napawee, Ont.....	42	0	15	0	4	6	13	John Rowley, Kingston, Ont.
103,046	Rover.....	Ottawa.....	Barge—Chd.....	1870	Ottawa, Ont.....	96	6	18	8	6	0	74	R. O'Neil, Ottawa, Ont.
74,397	Rover.....	Toronto.....	Schr—Glt.....	1878	Oakville, Ont.....	49	5	13	0	4	3	20	S. E. Livingstone, Bronté, Ont.
85,702	Rover.....	Wallaceburg.....	".....	1884	Wallaceburg, Ont.....	75	7	18	0	5	3	46	Geo. Travis, Wallaceburg, Ont.
53,551	Roving Bird.....	Halifax.....	".....	1865	Chezetcook, N.S.....	44	9	15	1	6	4	24	Frederick J. Hyson, Mahone Bay, N.S.
100,539	Rowena.....	Digby.....	".....	1891	Digby, N.S.....	35	0	12	2	5	2	10	Orbin Sprad, et al., Digby, N.S.
103,261	Rowena.....	St. John, N.B.....	".....	1896	St. Martin's, N.B.....	76	2	26	4	7	4	96	M. G. White, Apple River, N.S.
*79,994	Rowena.....	".....	".....	1879	Canning, N.B.....	73	6	25	6	6	6	84	D. T. Alexander, et al., Point Wolf, N.B.
111,835	Roxana.....	Digby.....	Sloop.....	1899	Pubnico, N.S.....	32	5	10	0	5	5	11	Anslic Titus, Westport, N.S.
73,119	Royal.....	Halifax.....	Schr—Glt.....	1875	Chezetcook, N.S.....	36	7	13	2	5	2	12	H. W. Embree, Port Hawkesbury, N.S.
96,816	Royal.....	Sault Ste. Marie.....	".....	1889	Drummond Island, Mich. U.S.A.	48	0	15	0	6	6	63	Thomas A. Cleneace, Toronto, Ont.
121,653	Royal.....	Yarmouth.....	Sloop.....	1901	Tusket Wedge, N.S.....	33	4	10	6	6	0	10	Geo. Poudreau, Tusket Wedge, N.S.
.....	Royal Oak.....	Montreal.....	Barge—Chd.....	1865	Lancaster, Ont.....	112		22	7	9	4	196	Montreal Transportation Co., Ltd., Montreal, Que.
116,975	Ruby.....	Chatham, N.B.....	".....	1905	Parrsboro' N.S.....	59	8	22	0	6	2	53	A. Leggie, et al., J.O., Dalhousie N.B.
80,667	Ruby.....	Montreal.....	Barge—Chd.....	1881	Montreal, Que.....	106	6	22	3	6	7	145	Dickson Anderson, Montreal, Que.
107,500	Ruby.....	Quebec.....	Sloop.....	1897	St. Siméon, Que.....	37	2	15	5	4	4	14	Henry Savard, St. Siméon, Que.
100,090	Ruby.....	St. John, N.B.....	Schr—Glt.....	1892	Greenwich, N.B.....	40	5	11	7	4	8	15	W. J. Dean, Musquash, N.B.
90,535	Runner.....	Montreal.....	Sloop.....	1885	St. Louis, Que.....	71	7	19	5	5	2	42	A. Daneau, jr., Pierreville, Que.
100,773	Rupert.....	Chatham, N.B.....	Schr—Glt.....	1890	Caraguet, N.B.....	36	4	12	6	1	8	12	P. Rive, Caraguet, N.B.
121,991	Rupert.....	Lunenburg.....	".....	1906	Sable River, N.S.....	74	8	22	4	8	9	78	J. Norman Rafuse, M.O., La Have, N.S.
103,602	Rush Light.....	Sydney.....	".....	1896	Fourehie, N.S.....	57	2	19	3	7	4	51	David Geddes, Magdalen Islands, Que.
103,273	Russel.....	Chatham, N.B.....	".....	1894	Miscou, N.B.....	36	2	12	4	4	8	10	J. M. Ward, Miscou, N.B.

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126,034	Russell H. Pentz	Lunenburg.....	Schr—Glt	1908	Liverpool, N.S.	99 8	25 5	10 3	99	Albert V. Conrad, M.O., LaHave, N.S.
122,024	Rustic.	Chatham, N.B.	"	1907	Rexton, N.B.	33 0	11 0	4 6	10	John Fraser, Rexton, N.B.
107,772	Ruth.	"	Barge—Chd	1875	Lilliesand, Norway	138 0	30 0	17 0	448	Hugh D. McKenzie, Halifax, N.S.
96,727	Ryse.....	"	Schr—Glt	1889	Shippigan, N.B.	36 2	12 3	4 6	11	Sinai Ache, Shippigan, N.B.
116,771	S. 1.	Vancouver	Scow—Chd.	1903	Vancouver, B. C.	43 0	22 7	3 7	28	Albert E. Stevens, Moodyville, B. C.
116,772	S. 2.	Vancouver.....	"	1902	Vancouver, B. C.	50 0	19 0	3 0	21	Albert E. Stevens, Moodyville, B. C.
116,773	S. 3.	"	"	1898	"	47 0	22 2	3 7	38	" " " "
107,909	S. B.	St Andrews.....	Sloop	1890	St. John, N.B.	30 0	11 3	5 0	12	Shadrack Bancroft, Grand Manan, N.B.
116,952	S. O. Co. No. 41	Sarnia.....	Barge—Chd	1903	Pt. Richmond, U.S.A.	156 6	36 0	12 0	481	The Imperial Oil Co., Ltd., Sarnia, Ont.
107,417	S. O. Co. No. 52	Montreal.....	"	1898	Elizabethport, N.J., U.S.A.	139 0	30 6	11 9	433	The Imperial Oil Co., Ltd., Montreal, Que.
122,441	S. T. Co. No. 1.	St. John, N.B.	Schr—Glt	1907	Salmon River, N.B.	170 6	33 3	12 6	565	Robert Connely, Great Salmon River, N.B.
126,261	S. T. Co. No. 3.	St. John, N.B.	"	1908	Great Salmon River, N.B.	175 3	38 5	12 6	623	Robert Connely, Great Salmon River, N.B.

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107,293 S. V. H	Annapolis Royal	Schr—Glt	1900 Digby, N.S.	67 8	29 3	6 5	49 Harmon Irvin, Scott's Bay, N.S.
85,558 S. A. Crowell	Yarmouth	"	1884 Salmon River, N.S.	49 4	16 6	7 0	23 Luke LeBlanc, Salmon River, N.S.
96,553 S. A. Fowles	Dorchester	"	1890 Hampton, N.B.	90 1	27 6	7 4	123 F. C. Palmer, <i>et al</i> , Dorchester N.B.
117,041 S. B. Millard	Barrington	"	1905 Pabnico, N.S.	12 0	14 7	7 5	20 J. M. Synonds, M.O., Clarke's Har- bour, N.S.
100,312 S. C. Ho-d	Yarmouth	"	1892 Yarmouth, N.S.	38 0	13 8	5 3	12 Timothy Powell, Yarmouth, N.S.
126,134 S. M. Columbia	Halifax	"	1908 Shelburne, N.S.	72 0	21 0	9 6	63 John Hayes, M.O., Halifax, N.S.
37,630 Sabine	St. Andrews	"	1855 } 1872 } Parrsboro', N.S.	58 2	19 8	8 0	50 Joseph Bennett, Boston, Mass., U.S.A.
74,139 Sadie	Halifax	"	1876 La Have, N.S.	58 0	19 3	7 5	44 Isaiah Fougère, Larry's River, N.S.
122,307 Sadie II	Lunenburg	"	1907 Tanook, N.S.	45 8	12 8	6 6	17 George H. Little, Terence Bay, N.S.
92,608 Sadie M	Sydney	"	1889 Ingonish, N.S.	32 0	12 9	5 3	11 D. McLeod, Ingonish, N.S.
114,771 Sadie No. 3	Victoria	Bargo—Chl	1901 Vancouver, B.C.	90 0	28 0	6 6	108 George McGregor, Victoria, B.C.
111,779 Sadie No. 4	"	"	1902 "	90 0	28 0	6 6	108 Geo. McGregor, Victoria, B.C.
116,946 Sadie No. 5	"	"	1904 Vancouver, B. C	90 0	28 0	6 6	108 George McGregor, Victoria, B.C.
*92,351 Sadie O. Holmes	Annapolis Royal	Schr—Glt	1887 Gilson, N.B.	80 6	26 8	8 0	98 A.W. Peitzsch, M.O., Isaac's Harbour, N.S.
100,493 Sadie Turpel	Victoria	"	1892 Victoria, B.C.	76 0	29 5	7 4	56 Victoria Sealing Co., Ltd., Victoria, B.C.
74,335 Safe	Halifax	"	1877 Tusket, N.S.	60 5	18 2	6 1	35 David Donette, Cheticamp, N.S.
116,224 Saguemoy	Quebec	"	1903 Les Escoumains, Que	74 4	22 9	7 7	81 A. N. Mercier, Les Escoumains, Que.
121,928 St. Adolphe B. B.	Quebec	Schr—Glt	1906 Ile-aux-Coudres, Que	47 2	15 8	5 7	25 Alphonse Degagné, Ile-aux-Coudres, Que.
69,082 Saint Agnes	Halifax	"	1874 Chezebrook, N.S.	49 8	16 9	7 3	38 L. B. Corkum, East Jeddore, N.S.
107,494 St. Aimé	Montreal	Sloop	1898 St. Aimé, Que	99 2	22 9	6 5	106 Arthur Charland St. Michel, d'Yanaski, Que.
121,921 St. Alexis	Quebec	Schr—Glt	1906 Grande Baie, Que	68 8	21 0	6 6	52 Thomas Louis Simard, Grand Baie, Que.
111,484 St. Alfred	"	Sloop	1900 Portneuf, Que	55 8	17 0	4 6	24 Thomas Tremblay, River St. François, Que.
103,351 St. Alfred	"	"	1895 Château Richer, Que	56 6	16 2	4 8	24 T. Bois, St. Siméon, Que.
94,876 St. Alphonse	Montreal	"	1889 Pierreville, Que	103 7	23 0	8 0	119 Alphonse Mongeau, Sorel, Que.
103,615 St. Alphonse	Quebec	"	1894 St. Alphonse, Que	38 6	15 4	5 3	20 Eloi Pothaut, Isle aux Coudres, Que.

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116,972	St. André	Chatham, N. B.	Schr—Glt	1904	Lameque, N. B.	39 0	13 2	5 0	15	Wm. Frung & Co., Ltd., Jersey.
116,473	St. Anne	"	"	1901	Shippigan, N. B.	44 0	12 9	5 8	14	Onesime Chaisson, Shippigan, N. B.
107,562	St. Anthony	Parrsboro'	"	1899	Parrsboro', N. S.	85 9	26 4	3 6	100	J. N. Pugsley, Parrsboro', N. S.
77,594	St. Antoine	Montreal	Sloop	1879	St. Marcel, Que.	80 5	19 7	4 4	51	Danase Chausse, Lanoraie, Que.
100,363	St. Antoine	Quebec	Barge—Chd	1891	Ste. Croix, Que.	85 6	22 4	6 6	85	V. Charlaud, St. Jean des Chaillons, Que.
69,657	St. Antoine	"	"	1873	Montmorency, Que.	99 8	22 8	7 1	99	Thomas Some, Montreal, Que.
112,026	St. Antoine	Quebec	Barge—Chd	1901	Leclercville, Que.	83 4	23 3	7 2	98	Antoine Morneau, Leclercville, Que.
103,838	St. Antoine	"	Schr—Glt	1895	Château Richer, Que.	64 7	21 0	7 6	54	P. Gosselin, Château Richer, Que.
107,502	St. Antoine	"	Sloop	1898	St. Siméon, Que.	32 4	14 2	4 4	12	A. Vezina, St. Siméon, Que.
107,669	St. Antoine	"	Schr—Glt	1899	Crane Island, Que.	39 8	16 4	5 4	22	Wilfred Vézina, Crane Island, Que.
116,214	St. Antoine	"	"	1902	Les Eboulements, Que. ..	59 4	18 0	5 2	32	Solenie Tremblay, Les Eboulements, Que.
111,488	St. Antoine	"	"	1900	St. Fulgence, Que.	72 0	20 6	6 8	54	J. T. Alexis, <i>et al.</i> , St. Anne de Châteauguay, Que.
116,703	St. Antoine	"	"	1903	Les Eboulements, Que.	58 0	18 1	5 4	31	Allan Tremblay, Les Eboulements, Que.
121,667	St. Antoine	"	Sloop	1906	L'Islet, Que.	51 0	17 8	4 9	25	Andreas Kirouac, L'Islet, Que.

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107,679 St. Antoine de Quebec.....	Schr—Glt.....	1900 La Petite Rivière, St. François Xavier, Que.	71 4	22 4	6 4	58 Alfred Bouchard, Petite Rivière, Co. Charlevoix, Que.
111,792 St. Aubin.....	".....	1903 Cheticamp, N.S.	37 8	22 1	5 9	15 The C. Robin Collas Co., Ltd., Halifax, N.S.
107,885 St. Bartelémy.....	Sloop.....	1899 St. Aimé, Que.	67 7	18 4	4 6	37 Bartelémy Caron, St. Aimé, Que.
111,613 St. Benoit.....	Schr—Glt.....	1901 La Petite Rivière, St. François Xavier, Que.	67 2	20 2	5 2	41 Joseph Bouchard, Petite Rivière, Que.
107,570 St. Bernard.....	".....	1901 Parrsboro', N.S.	90 8	26 7	9 1	123 J. N. Pagsley, <i>et al.</i> , Parrsboro', N.S.
107,619 St. Bernard.....	".....	1903 St. Bernard, N.S.	47 0	15 7	6 2	24 Joseph D. Weaver, St. Bernard, N.S.
85,300 St. Bernard.....	Sloop.....	1882 St. Thomas, Que.	101 0	23 3	6 7	101 Nazaire Lavigne, Charlemagne, Que.
111,486 St. Cécile.....	Schr—Glt.....	1900 Isle aux Coudres, Que.	70 0	23 9	7 2	65 R. Hudson, Quebec, Que.
100,537 St. Charles.....	Sloop.....	1891 Pierreville, Que.	104 4	22 4	6 9	121 Charles Mongeau, Sorel, Que.
107,676 St. Charles.....	".....	1899 Green Island, Que.	38 0	14 8	4 4	16 Adolphe Fraser, Green Island, Que.
103,131 St. Charles.....	".....	1893 L'Islet, Que.	30 8	14 6	4 2	16 Phildine Moreault, L'Islet, Que.
71,210 St. Clair.....	Schr—Glt.....	1875 Sophiasburgh, Ont.	82 0	21 0	8 0	101 Peter Haggbloom, Port Burwell, Ont.
94,739 St. Croix.....	Bktn—Bkgt.....	1890 Newport, N.S.	157 9	36 5	16 0	653 E. E. Hutelings, Brooklyn, N.Y., U.S.A.
73,100 St. Cyprien.....	Sloop.....	1872 Pierreville, Que.	105 0	22 8	7 1	128 J. B. Desmarais, Pierreville, Que.
116,889 Saint Dominique.....	Schr—Glt.....	1904 Petite de Grat, N.S.	47 0	13 0	6 9	21 T. Marchand, M.O., Petite de Grat, N.S.
116,717 St. Donat.....	".....	1902 St. Croix, Que.	82 6	21 8	6 8	75 L. Lafleur, St. Croix, Que.
100,803 St. Edgar.....	".....	1893 St. Siméon, Que.	58 6	18 0	5 0	25 C. Gagnon, St. Siméon, Que.
100,368 St. Edouard.....	Barge—Chd.....	1892 Gentilly, Que.	105 8	22 9	7 3	134 Philippe Carrette, St. Jean Deschallons, Que.
122,480 St. Elzéar.....	Sloop.....	1907 Ste. Famille, Que.	68 6	23 5	6 0	57 Thomas Bois, Mallaie, Que.
92,761 St. Etienne.....	Schr—Glt.....	1888 Tadoussac, Que.	51 8	20 9	5 6	49 Auguste Côté, Grande Baie, Que.
73,048 St. Eulalie.....	".....	1875 Les Eboulements, Que.	41 5	14 0	5 8	20 François Bourgoing, Tadoussac, Que.
74,257 St. Flavie.....	".....	1876 Ste. Flavie, Que.	46 8	14 7	6 4	28 Ferdinand Enond, Ste. Flavie, Que.
97,135 St. François.....	Sloop.....	1890 L'Islet, Que.	48 0	16 8	1 8	19 H. Fournier, L'Islet, Que.
107,240 St. François.....	".....	1898 St. Siméon, Que.	41 6	14 3	4 6	17 J. Foster, St. Siméon, Que.
77,551 St. François Xavier.....	".....	1874 Batiscan, Que.	88 0	22 3	6 6	92 L. Bernier, St. Jean Deschallons, Que.

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80,747	St. François Xavier	Quebec.....	Schr—Glt	1878	Mille Vaches, Que ..	56 1	17 5	6 0	34	Alfred Renaud, La Petite Rivière, St. François Xavier, Que.
121,927	St. François Xavier.	"	Sloop	1906	Rivière St. François, Que	68 4	22 9	5 4	49	Thomas Lavoie, M.O., Rivière St. François, Que.
100,178	St. George.....	Montreal.....	"	1891	Shoreham, G.B.....	28 7	7 5	4 3	5	William A. Benyon, Montreal, Que.
116,221	St. George	Quebec.....	Barge—Chd	1900	Nicolet, Que.....	97 2	22 8	7 2	116	Achille Lavigne, St. Paul l'Érmité, Que.
112,032	St. George.....	"	"	1902	St. Aimé, Que.....	79 2	22 0	6 5	83	Jean B. Daigle, St. Aimé, Que.
97,123	St. George.....	"	Sloop	1886	St. Thomas, Que... ..	32 8	16 4	5 4	26	Narcisse Collin, Montmagny, Que.
111,625	St. George.....	Quebec.....	"	1901	Les Eboulements, Que... ..	32 8	10 1	5 0	10	George Gagné, Les Eboulements, Que.
116,701	St. George.....	"	Barge—Chd	1901	St. Jean Deschail- lons, Que.	63 6	16 9	4 8	37	Alexandre Hamel, St. Jean Deschail- lons, Que.
111,612	St. George.....	"	Sloop	1901	La Petite Rivière, St. François Xavier, Que.	54 0	18 6	5 2	30	Eugène Dufour, Petite Rivière, St. François Xavier, Que.
103,361	St. George.....	"	"	1894	Château Richer, Que... ..	60 0	29 6	5 7	43	F. Simard, Château Richer, Que.
88,253	St. George.....	St. John, N.B	Schr—Glt	1879	Westfield, N.B	55 5	17 0	3 5	26	C. E. Belyea, St. John, N.B.
103,970	St. Gertrude.....	Montreal.....	Sloop	1898	St. François du Lac, Que.	104 9	22 9	6 5	111	Donat Charland, Sorel, Que.
103,500	St. Helena	Lunenburg.....	Schr—Glt	1896	Lunenburg, N.S.....	97 8	23 8	9 5	99	John H. Pike, Charnel, Nfld.
103,329	Saint Helier.....	Port Hawkesbury...	"	1900	Eastern Harbour, N.S..	35 4	11 9	6 9	12	The C. Robin, Collas Co., Ltd., Halifax, N.S.

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80,700	St. Hilaire.....	Montreal.....	Sloop.....	1882	Batiscau, Que.....	102 2	23 0	8 6	146	Louis Sauvageau, Champlain, Que.
107,491	St. Hilaire.....	Quebec.....	".....	1898	Paie St. Paul, Que.....	42 6	18 0	6 0	20	P. Tremblay, Isle aux Coudres, Que.
111,623	St. Hilaire.....	".....	Schr—Glt.....	1901	Grandes Bergeronnes, Que.	70 4	20 3	6 0	50	Joseph Bonillon, Rimouski, Que.
.....	St. Hyacinthe.....	Montreal.....	Barge—Chd.....	1873	Hawkesbury, Ont.....	95 8	23 2	5 2	74	P. Teller, Lachine, Que.
53,817	St. Jean.....	Quebec.....	".....	1865	Batiscau, Que.....	83 0	22 6	5 6	68	Jean Lennay, St. Jean Deschaillons, Que.
74,220	St. Jean Baptiste.....	Montreal.....	Sloop.....	1872	St. François, Que.....	1-8 1	22 9	7 9	143	A. Bibean, Notre Dame de Pierre-ville, Que.
74,223	St. Jean Baptiste.....	".....	".....	1876	Yamaska, Que.....	78 5	20 0	4 8	51	C. Levesque, Sorel, Que.
80,676	St. Jean Baptiste.....	".....	".....	1874	Lachine, Que.....	82 2	20 6	5 4	58	Thos. Quillan, St. Henri, Que.
121,926	St. Jean Baptiste.....	Quebec.....	Schr—Glt.....	1906	Les Ecureuils, Que.....	70 2	20 6	6 4	62	Jean B. Dussault, Les Ecureuils, Que.
111,469	St. John.....	Chatham, N. B.....	".....	1901	Shippigan, N. B.....	40 7	13 0	5 2	13	John Aché, Shippigan, N. B.
112,167	St. Joseph.....	".....	".....	1903	Caracuet, N. B.....	33 0	11 8	5 0	10	R. Gionet, Caracuet, N. B.
103,008	St. Joseph.....	".....	".....	1893	Shippigan, N. B.....	38 3	12 3	4 8	12	A. Aché, Shippigan, N. B.
78,037	St. Joseph.....	Chatham, Ont.....	".....	1880	Stoney Point, Ont.....	50 0	15 4	4 0	14	A. Brulé, Chatham, Ont.
74,204	St. Joseph.....	Montreal.....	Sloop.....	1874	Pierreville, Que.....	74 7	20 8	5 2	53	A. Desmarais, St. François, Que.
83,770	St. Joseph.....	".....	".....	1884	Sorel, Que.....	97 3	23 0	7 2	103	Joseph Champagne, Nicolet, Que.
85,773	St. Joseph.....	".....	".....	1882	Pierreville, Que.....	97 6	23 0	6 9	112	W. Carpentier, Champlain, Que.
90,548	St. Joseph.....	".....	".....	1886	Sorel, Que.....	104 7	23 0	6 2	101	Ensebe Lassier, Sorel, Que.
.....	St. Joseph.....	Montreal.....	Barge—Chd.....	1862	Yamaska, Que.....	95 7	23 0	6 5	98	Alexis Page, Lanoraie, Que.
.....	St. Joseph.....	".....	".....	1863	Batiscau, Que.....	91 5	22 6	5 2	66	Alexis Page, Lanoraie, Que.
90,733	Saint Joseph.....	Port Hawkesbury.....	Schr—Glt.....	1887	Margaree, N. S.....	49 0	16 0	6 7	27	John H. Beaver, Pleasant Harbour, N. S.
83,354	St. Joseph.....	Quebec.....	".....	1881	Isle Verte, Que.....	45 5	15 1	3 5	13	J. Peron, Les Eboulements, Que.
75,936	St. Joseph.....	".....	Barge—Chd.....	1871	St. Aimé, Que.....	100 7	23 0	7 0	115	Nazaire Lavigne, Charlemaigne, Que.
92,356	St. Joseph.....	".....	".....	1888	St. Emélie, Que.....	77 4	22 6	6 0	60	Fritz Parrot, Leclercville, Que.
109,867	St. Joseph.....	".....	Schr—Glt.....	1888	Isle aux Coudres, Que.....	47 6	15 6	4 8	19	A. Boily, St. Louis, Isle aux Coudres, Que.
103,353	St. Joseph.....	".....	Sloop.....	1894	St. Jean Deschaillons, Que.	56 4	17 2	5 2	22	A. Hamel, St. Jean Deschaillons, Que.

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103,620	St. Joseph	Quebec.....	Schr—Glt	1895	Les Ecureuils, Que ..	98 9	22 9	7 2	111	A. Bois, Les Ecureuils, Que.
103,840	St. Joseph	"	"	1896	Château Richer, Que....	98 0	23 2	6 9	99	E. Hinneault, Château Richer, Que.
107,232	St. Joseph	"	"	1897	St. Siméon, Que.....	64 6	20 5	5 6	48	Vezina Duchene, St. Irénée, Que.
111,431	St. Joseph	"	Sloop	1900	La Petite Rivière, St. François Xavier, Que.	59 4	20 4	5 0	36	Edouard Boily, M.O., Baie St. Paul, Que.
107,234	St. Joseph Trois Saumons.	"	"	1898	St. Jean Port Joli, Que..	49 8	18 2	5 6	28	Joseph Picard, fils, Cap St. Ignace, Que.
111,622	St. Laurent.....	Montreal.....	Barge—Chd	1871	Sorel, Que ..	79 4	22 8	5 1	69	A. Gervais, St. Louis de Bonsecours, Que.
85,467	St. Laurent.....	Quebec.....	Schr—Glt	1901	Grandes Bergeronnes, Que.	71 2	20 8	6 4	53	Alfred Tremblay, Grandes Berg- eronnes, Que.
77,873	St. Laurent.....	"	"	1882	Rimouski, Que.....	75 2	21 0	7 1	70	Joseph Ouellett, St. Germain de Rimouski, Que.
97,138	St. Laurent.....	"	"	1874	Rivière du Loup, Que....	32 7	12 5	4 5	11	Geo. C. Stephen, Montreal, Que.
116,704	St. Laurent.....	"	Sloop.....	1886	L'Islet, Que.....	51 0	19 6	5 2	28	Arthur Leclerc, Quebec, Que.
107,737	St. Lawrence.	Kingston.	Dredge—Drague	1904	Petite Rivière St. Fran- çois Xavier, Que.	67 2	20 8	6 3	50	Germain Lavoie, Petite Rivière, St. François Xavier, Que.
74,240	St. Lawrence.	Montreal.....	Sloop	1890	Cornwall, Ont	90 2	30 1	6 0	125	Michael McAuliff, et al., J.O., Wel- land, Ont.
103,461	St. Lidwina	Arichat	Schr—Glt	1872	Pierreville, Que.....	97 6	23 0	7 0	102	Moïse Lamirande, St. François, Que.
				1899	L'Ardoise, N.S.	35 9	10 2	5 3	11	Alexander Peters, L'Ardoise, N.S.

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74,250	St. Louis	Montreal	Sloop	1876	St. Hugues, Que.	77	8	19	5	5	0	50	N. Lavigne, Charlemagne, Que.
90,541	St. Louis	"	"	1886	Yamaska, Que.	97	1	22	4	7	1	114	A. Laplante, Lachine, Que.
59,967	St. Louis	Quebec	Barge—Chd	1869	Ste. Enclie, Que.	94	0	20	0	5	7	73	Jos. Chénard, Ste. Enclie, Que.
74,276	St. Louis	"	Schr—Glt	1875	Mille Vaches, Que.	64	7	17	5	7	3	47	B. Caron, Les Escoumains, Que.
107,496	St. Louis	"	Sloop	1897	St. Siméon, Que.	37	0	13	0	4	0	13	L. Dufour, St. Siméon, Que.
100,362	St. Louis	"	"	1891	Isle aux Condres, Que.	53	4	15	4	5	8	23	Alfo. Bergeron, Isle aux Condres, Que.
121,661	St. Louis	"	Schr—Glt	1905	Bay St. Paul, Que.	77	0	24	6	6	8	73	Louis Mailloux, et al., J.O., Bay St. Paul, Que.
75,636	Saint Louis	St. Catharines	Bktn—Bkgt	1877	St. Catharines, Ont.	127	7	26	2	11	9	334	D. Sylvester, Toronto, Ont.
85,307	St. Louis de Bense- cour.	Montreal	Sloop	1878	St. Louis, Que.	73	5	18	6	4	6	40	F. Varier, St. Louis de Bensecour, Que.
100,173	St. Marie	"	"	1889	St. Aimé, Que.	79	4	20	2	5	0	52	Nazaire Lavigne, Charlemagne, Que.
77,596	St. Marie	"	"	1897	Sorel, Que.	101	0	22	3	6	5	117	A. Fortier, Montreal, Que.
94,872	St. Maurice	"	Barge—Chd	1864	Lachine, Que.	93	6	20	0	6	6	103	P. Laplante, Lachine, Que.
103,723	Saint Maurice	"	Sloop	1888	Pierreville, Que.	98	6	22	7	6	6	112	Michel Cardin St. Joseph de Sorel, Que.
94,877	St. Michel	Montreal	Schr—Glt	1896	Port Greville, N.S.	119	9	31	3	11	3	272	A.W. Cope, Parrsboro', N.S.
121,670	St. Michel	Quebec	Sloop	1887	Yamaska, Que.	92	0	20	8	6	4	90	Philip Carrett, St. Jean Deschaillons, Que.
92,543	St. Nicholas	Montreal	"	1906	La Petite Riviere, Que.	59	0	18	8	5	4	34	Eloi Bonchard, La Petite Riviere St. Francois, Que.
100,453	St. Nicolas	Quebec	Schr—Glt	1885	Pierreville, Que.	85	8	16	9	4	0	45	Canadian Construction Company, Ltd., Montreal, Que.
116,321	St. Olaf	Parrsboro'	Schr—Glt	1891	Château Richer, Que.	70	0	23	8	6	4	66	James Richardson Co., Ltd., Matane, Que.
108,000	St. Patrick	Canso	"	1903	Parrsboro', N.S.	130	6	33	1	11	0	277	J. N. Pugsley, et al., Parrsboro', N.S.
83,006	Saint Patrick	Chatham, N.B.	"	1884 1894	Port Felix, N.S. Margaree, N.S.	43	0	13	2	7	6	18	R. Belfontaine, Port Felix, N.S.
103,404	St. Patrick	Halifax	"	1899	L'Ardoise, N.S.	41	2	13	9	5	7	16	J. White, Alberton, P.E.I.
100,582	St. Patrick	Montreal	Sloop	1899	Pierreville, Que.	55	5	14	3	8	0	27	Harris Corkum, East Jeddore, N.S.
75,676	St. Patrick de Fraser- ville	Quebec	"	1877	Riviere du Loup, Que.	93	0	22	5	6	3	96	Victor Charland, St. Jean Des Chail- lons, Que.
122,065	St. Paul	Montreal	Sloop	1898	St. Thomas de Pierre- ville, Que.	54	2	18	5	5	9	36	A. Desbrien, Isle aux Condres, Que.
						88	5	20	3	5	1	65	Paul Joly, Ste. Anne de Sorel, Que.

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111,620	St. Paul	Quebec	Stoop	1901	Baie St. Paul, Que.	66 6	24 6	6 2	56	The La Ferrière Lumber Co., Ltd., Montreal, Que.
97,174	St. Paul	Windsor, N.S.	Bktn—Bkglt.	1890	Newport, N.S.	134 9	33 0	15 0	440	T. C. Thomson, Mobile, Ala., U.S.A.
107,776	St. Peter	Chatham, N.B.	Schr—Glt	1900	Shippigan, N.B.	39 0	12 6	5 0	12	Adolphe Aclé, Shippigan, N.B.
88,297	St. Philippe	Quebec	Barge—Chd	1884	St. Thomas de Pierre- ville, Que.	100 0	22 5	7 4	121	Jos. Durand, Champlain, Que.
77,533	St. Pierre	Montreal	Sloop	1876	St. Pierre, Que.	82 5	22 0	6 0	76	L. St. Cyr, St. Pierre les Bequets, Que.
80,688	St. Pierre	Montreal	"	1881	Sorel, Que.	102 2	22 2	6 6	113	Philias Desmarais, Notre Dame de Pierreville, Que.
77,584	St. Pierre	"	"	1875	St. Thomas, Que.	70 0	18 3	4 3	39	P. Bellefaillie, Sorel, Que.
107,899	St. Pierre	"	Dredge—Dragne	1899	Three Rivers, Que.	79 2	28 0	8 1	180	Antoine St. Pierre Three Rivers, Que.
97,140	St. Pierre	Quebec	Schr—Glt	1891	Baie des Bacons, Que.	67 4	20 6	5 0	44	Joseph Dufour, Isle aux Coudres, Que.
103,624	St. Pierre	"	"	1896	St. Fulgence, Que.	66 6	21 2	6 6	55	Leander Bouchard, Port Neuf, Que.
103,564	St. Roch	Montreal	Sloop	1894	Pierreville, Que.	107 9	22 8	7 9	110	Miss Melina Robillard, Lanoré, Que.
103,987	St. Roch	Quebec	"	1897	Grandes Bergeronnes, Que.	57 0	19 0	4 8	32	A. Tremblay, Grandes Bergeronnes, Que.
107,228	St. Roch	"	"	1897	Isle aux Grues, Que.	64 2	21 0	5 2	41	C. Vézina, Isle aux Grues, Que.
122,062	St. Romuald	Montreal	"	1906	Notre Dame de Pierre- ville, Que.	109 7	23 6	7 7	138	Adolphe Marchand, Champlain, Que.

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107,318	St. Stephen	Halifax	Schr—Glt	1899	Port Felix, N.S.	47 5	12 7	6 8	19	Moses Caloon, Causo, N.S.
111,902	St. Thomas	Arichat	"	1901	Rockdale, N.S.	30 0	11 0	5 6	10	Thomas Pottic, Rockdale, N.S.
112,041	St. Thomas	Quebec	Sloop	1902	Montmagny, Que.	62 4	19 5	5 7	37	Napoléon Fortin, Cap. St. Ignace, Que.
73,000	St. Zénon	Montreal	"	1870	Lanoraie, Que.	97 0	23 0	6 3	96	E. Haynemann, Lanoraie, Que.
107,225	Ste. Alphonsine	Quebec	Schr—Glt	1897	Château Richer, Que.	59 0	18 6	8 1	44	F. Simard, Château Richer, Que.
90,433	Ste. Anne	Barrington	"	1890	Eol Brook, N.S.	38 0	12 5	4 5	11	F. A. Smith, Cape Island, N.S.
117,187	Ste. Anne	Chatham, N.B.	"	1906	Shippigan Island, N.B.	37 0	13 0	5 4	13	Jean P. Noël, Shippigan Island, N.B.
88,319	Ste. Anne	Quebec	"	1883	St. Antoine, Que.	34 6	13 5	5 3	14	C. Vézina, Crane Island, Que.
73,026	Ste. Anne	"	"	1878	Betchouan, Que.	45 0	16 2	6 5	20	Lazare Michaud, Isle Verte, Que.
92,765	Ste. Anne	"	"	1886	Bon Desir, Que.	48 8	16 8	6 1	28	J. Truchon, Bon Desir, Que.
116,216	Ste. Anne	"	"	1901	Manicouagan, Que.	54 6	18 2	6 8	40	Ben. E. Goudreault, Manicouagan, Que.
71,251	Ste. Anne	"	Barge—Chd	1873	Lanoraie, Que.	90 8	22 5	7 7	120	Alfred Morin, Champlain, Que.
83,466	Ste. Anne	"	Schr—Glt	1883	Ste. Luce, Que.	59 0	19 3	6 6	44	Jos. Caron, Tadoussac, Que.
83,352	Ste. Anne	"	"	1881	Seven Islands, Que.	44 1	13 7	6 4	18	D. Morin, L'Islet, Que.
103,149	Ste. Anne	"	"	1894	Isle aux Coudres, Que.	55 6	17 4	6 0	36	Cleophas Vézina, St. Michel de Belle-classe, Que.
107,061	Ste. Anne	"	"	1898	St. Irénée, Que.	83 4	23 7	9 2	102	Celestin Lajoie, St. Irénée, Que.
107,670	Ste. Anne	"	"	1899	Moisie River, Que.	41 2	13 6	5 6	18	Cleophas Pelletier, Little Matare, Que.
107,677	Ste. Anne	"	Barge—Chd	1898	St. Antoine de Tilley, Que.	96 6	25 1	7 2	122	Levan Collin, St. Antoine de Tilley, Que.
103,832	Ste. Anne	"	Schr—Glt	1895	Les Ebolements, Que.	50 8	17 8	6 0	31	A. Tremblay, Les Ebolements, Que.
107,231	Ste. Anne	"	"	1897	Manicouagan, Que.	35 6	12 4	5 4	13	M. Choinard, Manicouagan, Que.
122,255	Ste. Anne	"	"	1906	Ste. Anne de la Pocatière, Que.	49 6	16 5	6 4	28	Auguste Lafrance, Ste. Anne de la Pocatière, Que.
103,973	Ste. Augustine	"	"	1896	Sandy Bay, Que.	36 4	12 8	5 0	12	Joseph Harvey, Isle aux Coudres, Que.
66,035	Ste. Catherine	"	"	1899	Point du Lac, St. Maurice, Que.	76 0	22 5	7 0	79	M. S. Delisle, Portneuf, Que.
117,189	Ste. Cecelia	Chatham, N.B.	"	1906	Shippigan Island, N.B.	37 0	12 8	5 4	13	Gélas Aché, Shippigan Island, N.B.
112,037	Ste. Croix	Quebec	Sloop	1902	La Petite Rivière, Que.	65 4	20 2	5 6	41	Raymond Lavoie, La Petite Rivière, St. Francois Xavier, Que.

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107,667	Ste. Croix	Quebec	Schr—Glt	1899	Ste. Croix, Que.	77 2	21 4	6 2	63	Utalé Desrochers, Ste. Croix, Que.
122,051	Ste. Julie	Chatham, N.B.	"	1906	Shippigan Island, N.B. ..	37 0	13 0	5 3	12	Octave P. Noël, Shippigan Island, N.B.
112,031	Ste. Marie	Quebec	"	1902	Manicouagan, Que.	58 8	18 4	7 0	47	Etienne Landry, Manicouagan, Que.
92,334	Ste. Marie	Quebec	Schr—Glt	1886	Moisie, Que.	60 0	20 6	7 8	53	Wilfrid Grimond, St. Jerome de Matane, Que.
107,508	Ste. Marie	"	Barge—Clld ..	1898	St. Siméon, Que.	95 0	23 2	7 4	107	Arthur Talon, St. Siméon, Que.
107,507	Ste. Marie	"	Schr—Glt	1898	"	64 8	20 2	5 4	41	Win. Savard, St. Siméon, Que.
88,305	Ste. Marie Anne	"	"	1884	Château Richer, Que.	70 6	19 4	6 4	51	Zéphirin Rhéanne, Château Richer, Que.
126,342	Sakotis	Barrington	Sloop.	1908	Clarke's Harbour, N.S. ..	33 0	12 0	5 7	11	Benjamin Newell, West Head, Cape Island, N.S.
74,246	Salaberry	Montreal	"	1869	Pierreville, Que.	84 3	22 5	6 0	74	A. Leveigne, Charlemagne, Que.
89,763	Salmon Queen	Quebec	Schr—Glt	1881	Murray Bay, Que.	38 5	14 0	4 5	15	J. Jean, Murray Bay, Que.
92,545	Salvail	Montreal	Barge—Clld ..	1887	Yamaska, Que.	107 7	22 7	8 1	168	Pierre Letendre, Yamaska, Que.
107,301	San Silek	Windsor, N.S.	Schr—Glt	1898	Mt. Denison, N.S.	78 0	22 9	8 8	90	Patrick George and J. T. Johnson, Farrsboro, N.S.
103,334	Sancta Anna	Montreal	Sloop	1894	Pierreville, Que.	116 8	24 8	10 1	228	Joseph Paul and Augustin Dumas, J.O., Contrecoeur, Que.
97,015	Sand Fly	St. Catharines	Scow—Clld ..	1885	U.S.A.	45 2	20 0	3 1	28	W. Hand, Port Dalhousie, Ont.

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100,800	Saucy Lass	Victoria	Schr—Glt	1892	Victoria, B.C.	57 4	19 8	8 2	38	Victoria Sealing Co., Ltd., Victoria, B.C.
126,157	Sault au Montou	Montreal	"	1907	Les Escoumains, Que....	102 5	26 7	6 3	71	Joseph A. N. Mercier, Sault au Mon- ton, Que.
103,070	Savitar	St. John, N.B.	Sloop.....	1895	Boston, Mass., U.S.A.	26 3	10 0	2 9	3	J. C. Belyea, M.O., St. John, N.B.
90,480	Savona	Maitland	Ship—3 m.	1891	South Maitland, N.S.	226 9	40 5	23 2	1584	M. Dickie, Truro, N.S.
103,581	Saxon	Chatham, N.B.	Schr—Glt	1896	Shippigan, N.B.	37 2	12 2	4 8	13	Philip Rive, Caraquet, N.B.
100,799	Sayward No. 1.	Victoria	Barge—Chd	1893	Victoria, B.C.	78 0	27 5	6 0	101	Sayward Mill & Lumber Co., Ltd., Victoria, B.C.
92,627	Sceptre.....	Lunenburg	Bgtn—Bkgt.....	1887	Lunenburg, N.S.	86 6	24 5	9 6	100	Zwicker & Co., Ltd., Lunenburg, N.S.
116,529	Scotia.....	Lunenburg	Schr—Glt	1905	La Have, N.S.	72 2	22 6	8 6	78	A. Burns, M.O., La Have, N.S.
112,328	Scotia Queen	Parrsboro'	"	1903	Fox River, N.S.	87 0	27 0	8 8	108	T. Dunsmore, Economy, N.S.
122,119	Scout.....	Sydney	Sloop	1907	Port Hawkesbury, N.S.	24 0	6 9	3 0	3	Arthur E. Nash, Sydney, C.B.
122,171	Scout No. 1.....	Port Arthur.....	Scow—Chd	1903	Port Arthur, Ont.	96 0	19 0	7 0	87	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
111,656	Scow No. 1	Montreal	"	1901	Hawkesbury, Ont.	138 0	31 4	6 8	253	Riordan Paper Mills, Ltd., Merriton, Ont.
111,657	Scow No. 2.....	"	"	1901	"	138 6	31 5	6 8	251	" ..
122,238	Scow No. 2	Montreal	"	1906	Montreal, Que.	109 0	28 0	7 1	172	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.

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122,472	Scow No. 2	Port Arthur	Scow—Child	1903 Port Arthur, Ont.	73 0	22 0	7 0	112	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
111,658	Scow No. 3	Montreal	"	1901 Hawkesbury, Ont.	103 8	21 1	6 6	138	Riochan Paper Mills, Ltd., Meriton, Ont.
122,269	Scow No. 3	"	"	1903 Montreal, Que.	97 2	25 1	6 0	119	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,947	Scow No. 4	St. Catharines	"	1901 Buffalo, N.Y., U.S.A.	89 5	34 2	10 3	282	Michael J. Hogan, Quebec, Que.
122,270	Scow No. 6	Montreal	"	1906 Grenville, Que.	103 7	30 0	6 4	165	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
122,401	Scow No. 7	Montreal	"	1906 Montreal, Que.	107 4	30 6	6 4	171	"
122,402	Scow No. 8	Montreal	"	1907 Montreal, Que.	109 2	29 4	6 8	174	"
122,403	Scow No. 9	Montreal	"	1907 Montreal, Que.	109 6	29 0	6 9	175	"
112,011	Scow No. 28	Port Arthur	"	1891 Duluth, Minn., U.S.A.	104 0	26 5	11 0	239	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
112,012	Scow No. 29	"	"	1891 " "	104 0	26 5	11 0	230	"
112,013	Scow No. 31	"	"	1891 " "	72 0	22 0	6 0	82	"
124,710	Scow No. 36	Toronto	"	1905 Toronto, Ont.	124 5	32 2	10 5	421	"
124,841	Scow No. 37	"	"	1905 Toronto, Ont.	124 5	32 2	10 5	421	"
72,092	Scud	Chatham, N.B.	"	1876 Richibucto, N.B.	52 0	17 8	6 6	28	Robert Cochran, Richibucto, N.B.
100,433	Scud	Moncton	"	1891 Hopewell, N.B.	34 8	12 1	5 1	11	C. W. Elgett, M.O., Moncton, N.B.
100,082	Scud	St. John, N.B.	"	1891 French Lake, N.B.	63 7	20 4	5 4	55	H. S. Upton, French Lake, Sunbury Co., N.B.
85,737	Scylla	Halifax	"	1883 Mahone Bay, N.S.	83 8	24 0	9 0	95	Ishmael Nauflts, Liscomb, N.S.
59,928	Sea Bird	Chatham, N.B.	Scud—Gilt	1892 Shippigan, N.B.	34 0	12 1	5 0	10	W. S. Loggie, Co., Ltd., Chatham, N.B.
97,042	Sea Bird	Halifax	"	1899 Chetzcootook, N.S.	38 2	13 7	5 8	17	Louis Murphy, Ship Harbour, N.S.
	Sea Bird	Kingston	"	1897 Battersea, Ont.	91 8	21 9	7 7	121	Mary A. Cameron, Picton, Ont.
59,290	Sea Bird	St. John, N.B.	"	{ 1898 } 1883 } Grenville, N.B.	76 3	26 7	7 3	80	J. D. Andrews, Westfield, N.B.
116,939	Sea Bird	Victoria	"	1906 Massett, B.C.	36 0	12 0	7 0	15	Andrew Brown, Massett, B.C.
100,901	Sea Flower	Chatham, N.B.	"	1892 Caraquet, N.B.	37 0	12 7	5 0	12	Mrs. Sarah Young and F.T.B. Young, J.O., Caraquet, N.B.
100,914	Sea Flower	"	"	1892 " "	36 0	12 2	5 3	11	The C. Robin Collas Co., Ltd., Halifax, N.S.
59,322	Sea Flower	St. John, N.B.	"	1870 St. George, N.B.	34 0	12 4	5 0	11	James Thompson, Chance Harbour, N.B.

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75,724	Sea Foam	Barrington	Schr—Glt	1878	Salmon River, N.S.	70 7	23 0	8 5	75	The Cape Sable Packing Co., Ltd., <i>et al.</i> , Yarmouth, N.S.
96,926	Sea Foam	Chatham, N.B.	"	1890	Malpeque, P.E.I.	37 5	13 6	5 6	15	M. Lantaigne, Caraquet, N.B.
88,284	Sea Foam	St. Andrews	"	1874	Briar Island, N.S.	33 4	12 0	5 3	13	Daniel Leavitt, St. George, N.B.
122,043	Sea Foam	"	Sloop	1898	West Isles, N.B.	28 0	12 8	6 0	14	Milford C. Kent, Grand Manan, N.B.
100,314	Sea Fox	Yarmouth	Schr—Glt	1892	Shedburne, N.S.	74 5	15 8	5 6	19	W. C. Newcombe, Hopewell Cape, N.B.
90,474	Sea Gull	Maitland	"	1880	Urbania, N.S.	55 0	16 9	4 5	26	R. S. Watson, Admiral Rock, N.S.
51,969	Sea Hound	Liverpool	"	1866	Tusket Wedge, N.S.	51 0	16 5	5 8	32	Mrs. Sophia McKenzie, Jordan Bay, N.S.
94,747	Sea King	St. John, N.B.	"	1888	Cambridge, N.B.	53 3	20 6	5 7	33	W. H. Greer, St. John, N.B.
71,308	Sea Mouse	Richibucto	"	1882	Rexton, N.B.	32 2	12 2	4 6	10	John Doucette, Rexton, N.B.
116,280	Sea Nymph	Halifax	"	1903	Sherbrooke, N.S.	71 5	20 5	9 0	77	Geo. Murdoch, <i>et al.</i> , Sherbrooke, N.S.
107,189	Sea Pearl	Charlottetown	"	1899	Lower Montague, P.E.I.	33 9	12 6	5 9	11	Augustine Bondreau, Lower Montague, P.E.I.
92,513	Sea Pink	St. Andrews	"	1878	Briar Island, N.S.	29 0	10 0	5 0	8	Alfred W. Wilcox, West Isles, N.B.
92,629	Sea Queen	Lunenburg	"	1883	Mill Cove, N.S.	43 0	15 6	6 0	21	George D. Young, Mill Cove, N.S.
112,390	Sea Queen	Sydney	"	60 2	19 4	7 0	36	Murdoch N. McRae, Nyanza, N.S.

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37,612	Sea Slipper.....	Charlottetown.....	Schr—Glt.....	1858	Malone Bay, N.S.....	50	3	17	4	7	8	41	Henry Hayden, Picton, N.S.
100,616	Sea Slipper.....	Shelburne.....	".....	1891	Green Harbour, N.S.....	32	6	12	8	5	1	11	James Euslow, sr., Green Harbour, N.S.
96,731	Sea Star.....	Chatham, N.B.....	".....	1889	Shippigan, N.B.....	35	7	12	8	4	8	13	Joseph Savoy, Shippigan, N.B.
75,680	Sea Star.....	Quebec.....	".....	1877	Bethouan, Que.....	57	4	19	5	8	0	52	Achille Gagnon, Malbaie, Que.
122,082	Sea View.....	Charlottetown.....	".....	1903	Sea View, P.E.I.....	37	4	13	7	5	5	13	Stanford Pickering, M.O., Sea View, P.E.I.
74,255	Seabird.....	Quebec.....	".....	1875	St. Jean des Chaillons, Que.....	80	8	22	8	8	5	104	Gaspard Dorion, Château Richer, Que.
100,255	Seafire.....	Halifax.....	".....	1889	Little Harbour, N.S.....	37	0	12	4	6	0	12	Howard S. Munroe, White Head, N.S.
121,654	Swton L.....	Yarmouth.....	Sloop.....	1901	Clarke's Harbour, N.S.....	33	0	11	4	6	0	12	Nehemiah M. Smith, Clarke's Harbour, N.S.
88,229	Seaway.....	Halifax.....	Schr—Glt.....	1881	Chezzeetook, N.S.....	43	8	15	2	6	4	22	Gabriel Murphy, Chezzeetook, N.S.
100,471	Secret.....	Lunenburg.....	".....	1892	Lunenburg, N.S.....	78	5	24	1	9	0	76	J. A. Mathieson, Charlottetown, P.E.I.
100,085	Selina.....	St. John, N.B.....	".....	1892	St. Martin's, N.B.....	71	3	23	2	6	2	60	C. T. White, Alma, N.B.
103,097	Selkirk.....	Montreal.....	".....	1891	Kingston, Ont.....	183	3	31	5	11	5	719	Montreal Transportation Co., Ltd., Montreal, Que.
121,878	Selma.....	Yarmouth.....	Sloop.....	1906	Tusket Wedge, N.S.....	35	0	11	3	7	0	11	Angus Corneau, M.O., Tusket Wedge, N.S.
92,341	Senida.....	Quebec.....	Schr—Glt.....	1887	Grandes Bergeronnes, Que.....	52	0	18	4	7	0	41	Melanie Desbiens, Isle aux Coudres, Que.
89,698	Senator.....	Montreal.....	Barge—Clad.....	1882	Kingston, Ont.....	150	7	25	8	9	5	308	Montreal Transportation Co., Ltd., Montreal, Que.
103,774	Senator Snowball.....	Chatham, N.B.....	Schr—Glt.....	1897	Chatham, N.B.....	53	2	17	7	7	4	31	E. R. Call, Newcastle, N.B.
85,457	Senecal.....	Quebec.....	Sloop.....	1883	Quebec, Que.....	69	0	19	0	5	7	38	Paul Barotte, jr., Mille Vaches, Que.
100,323	Senora.....	Yarmouth.....	Schr—Glt.....	1893	Pubnico, N.S.....	78	2	22	9	8	4	85	M. A. Surette, et al., Pubnico, N.S.
96,871	Sephie.....	Goderich.....	".....	1889	Goderich, Ont.....	136	0	27	6	10	1	261	Ontario Lumber Co., Ltd., Toronto, Ont.
57,132	Serene.....	Parrsboro'.....	".....	1868	Pubnico, N.S.....	69	0	21	0	8	0	51	C. Augustus Lamb, Parrsboro, N.S.
122,108	Sereda.....	Yarmouth.....	Sloop.....	1905	Shelburne, N.S.....	30	0	10	6	6	0	10	Samuel N. Atkinson, Cape Island, N.S.
88,618	Severn.....	Charlottetown.....	Bktn—Bkgt.....	1884	Egmont Bay, P.E.I.....	146	6	29	1	15	9	397	Colin G. Wyllie, London, Eng.
103,215	Severn.....	Ottawa.....	Scow—Clad.....	1890	Backingham, Que.....	50	0	14	4	4	3	16	G. Bothwell, Backingham, Que.
85,448	Severn.....	Windsor, N.S.....	Schr—Glt.....	1884	Newport, N.S.....	118	0	32	6	15	9	446	Edward E. Hutchings, New York, N.Y., U.S.A.
107,762	Shamrock.....	Charlottetown.....	".....	1902	Alberton, P.E.I.....	56	6	16	7	6	7	27	Charles J. Stright, Victoria, Lot 29, P.E.I.

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111,430	Shamrock	Halifax	Schr—Glt	1902	Beckerton, N.S.	48 7	15 2	7 2	23	Alfred Vigneau, M.O., Amherst, N.S.
116,286	Shamrock	"	"	1903	Chezetcook, N.S.	52 2	16 0	6 7	30	Peter Ferguson, Chezetcook, N.S.
107,963	Shamrock	Lunenburg	"	1900	Lunenburg, N.S.	90 4	24 3	9 3	89	Adam Knickle, M.O., Lunenburg, N.S.
300,346	Shamrock	Maitland	"	1902	Maitland, N.S.	68 5	20 3	7 6	53	Wm. D. Lawrence, Maitland, N.S.
125,996	Shamrock	Quebec	"	1907	Montmagny, Que.	94 8	26 3	5 4	81	The Price Brothers & Co., Ltd., Quebec, Que.
122,041	Shamrock	St. Andrews	Sloop	1901	Grand Manan, N.B.	33 0	11 0	5 0	10	Ward S. Foster, Grand Manan, N.B.
112,386	Shamrock	Sydney	Schr—Glt	1903	Ingonish, N.S.	38 0	12 0	4 6	11	Robt. D. Nutter, Glace Bay, N.S.
107,334	Shamrock	Yarmouth	Sloop	1899	Puabico, N.S.	38 0	12 4	7 0	17	Henry R. Ross, St. John, N.B.
116,338	Shamrock III	Ottawa	Barge—Chd	1903	Barry's Bay, Ont.	50 0	11 5	3 0	70	Ontario Corundum Co., Ltd., Ottawa, Ont.
†117,166	Shanks	Windsor, N.S.	Bk—Bq	1884	Italy	193 0	37 0	23 0	1034	George E. M. Lewis, Truro, N.S.
122,363	Shannon	Lunenburg	Schr—Glt	1907	Le Have, N.S.	66 4	21 3	7 8	63	James Bell, M.O., Dublin Shore, N.S.
†11,556	She Said No	St. Andrews	Sloop	1888	Pembroke, Me., U.S.A. ..	28 0	12 0	5 6	11	Samuel Lakenan, Grand Manan, N.B.
74,237	Sheba	Montreal	Barge—Chd	1873	St. Marcel, Que.	71 7	20 4	5 0	44	Hilaire Cartier, St. Louis, Que.
100,418	Shepherd Boy	Ottawa	Sloop	1893	Ottawa, Ont.	83 6	21 0	5 3	62	T. H. Kirby, Ottawa, Ont.

† Foreign name "Alfezione."

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117, 118	Shinyai Maru.	Vancouver.	Schr—Glt.	1905	Bowen Island, B.C.	66 0	16 5	6 0	45	H. Oura, Stoveston, B.C.
111, 781	Sidney.	Victoria.	Barge—Chd.	1940	Everett, Wash., U.S.A.	158 0	36 0	5 4	263	John Hendry, Vancouver, B.C.
126, 179	Sidney No. 2.	New Westminster.	"	1908	Seattle, U.S.A.	160 0	31 0	8 9	378	Vancouver, Victoria & Eastern Ry. & Navigation Co., Vancouver, B.C.
111, 413	Sigdrifa.	Lunenburg.	Sloop.	1877	Boston, Mass., U.S.A.	35 7	11 6	6 5	13	John S. Wells, Whitehead, N.S.
85, 535	Sigefroi.	Yarmouth.	Schr—Glt.	1883	Tusket Wedge, N.S.	61 6	18 9	7 0	41	A. D. Giffin, Lockport, N.S.
103, 376	Sigurros.	Winnipeg.	"	1893	Icelandic River, Man.	51 0	12 5	4 8	21	Kristyoun Finnson, Icelandic River, Man.
112, 023	Silver Bell.	Canso.	"	1903	Tor Bay, N.S.	37 0	13 6	6 0	14	George Schrader, Tor Bay, N.S.
59, 357	Silver Bell.	St. Andrews.	"	1874	Campo Belle, N.B.	30 5	12 0	5 5	13	Peter Mallock, Campo Bello, N.B.
112, 320	Silver Leaf.	Parsboro'.	"	1903	Spencer's Island, N.S.	130 7	31 8	12 3	283	Johnson Spicer, et al., Spencer's Island, N.S.
100, 961	Silver Moon.	Chatham, N.B.	"	1893	Shippigan, N.B.	37 4	13 0	5 0	14	W. S. Loggie Co., Ltd., Chatham, N.B.
123, 085	Silver Spray.	Charlottetown.	"	1907	Montague, P.E.I.	35 6	13 9	5 6	16	William Johnstone, Montague, P.E.I.
103, 733	Silver Spray.	Parsboro'.	"	1897	West Bay, N.S.	31 6	11 9	4 4	9	George Mowatt, et al., J.O., Ste. Croix, N.B.
116, 656	Silver Spray.	Yarmouth.	Sloop.	1904	Yarmouth, N.S.	39 0	12 0	5 6	11	Chas. O. Nickerson, Yarmouth, N.S.
116, 655	Silver Star.	Maitland.	Schr—Glt.	1907	Lower Selmah, N.S.	88 9	26 2	7 9	99	Andrew M. Anthony, Lower Selmah, N.S.
116, 884	Silver Swan.	Arichat.	"	1904	Larry's River, N.S.	40 0	14 6	6 6	20	Joseph Bonnelie, M.O., Larry's River, N.S.
88, 272	Simoon H. Pell.	St. Andrews.	"	1880	Eastport, Me., U.S.A.	31 0	12 2	5 8	14	J. R. Moses, Grand Manan, N.B.
77, 629	Singapore.	Kingston.	"	1878	Kingston, Ont.	106 0	25 4	9 9	186	J. C. Sutherland, Goderich, Ont.
75, 632	Sir C. T. Van Strau- benzie.	St. Catharines.	Bktn—Bkglt.	1875	St. Catharines, Ont.	127 7	26 2	13 0	317	Pittsburg & Erie Coal Co., Ltd., Toronto, Ont.
103, 788	Sir Charles.	Chatham, N.B.	Schr—Glt.	1887	Caracquet, N.B.	36 5	12 3	4 5	11	Mrs. Sarah Young and F.T.B. Young, et al., et al., Caracquet, N.B.
107, 731	Sir Hector.	Kingston.	Dredge.	1883	Point Lévis, Que.	106 8	34 7	7 0	183	W. J. Poupore, Montreal, Que.
107, 433	Sir John.	St. Andrews.	Sloop.	1892	Grand Manan, N.B.	31 2	11 3	5 0	11	Hiram Morse, Grand Manan, N.B.
97, 064	Sir John A. McDon- ald.	Charlottetown.	Schr—Glt.	1892	Murray Harbour, P.E.I.	56 5	19 8	6 9	46	C. W. Anderson, Sherbrooke, N.S.
107, 186	Sir Louis.	"	"	1898	Malpeque, P.E.I.	78 5	23 2	8 9	86	Peter McNutt, Darnley, P.E.I.
107, 327	Sir Wilfred.	Halifax.	"	1899	St. Margaret's Bay, N.S.	39 0	14 5	6 2	18	Charles Fader, St. Margaret's Bay, N.S.
85, 402	Sir Wilfrid.	Amherst.	"	1903	Magdalen Islands, Que.	63 6	19 9	7 3	51	Amedee Cyr, Magdalen Islands, Que.

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* 42,987	Sir Wilfrid.....	Pictou, N.S.....	Schr—Glt.....	(1853 1900)	Murray Harbour, P.E.I.	53 8	17 1	7 4	39	Alexander Roberts, Tatanagouche, N.S.
112,186	Sir Wilfrid.....	Toronto.....	Dredge—Drague.....	1902	Toronto, Ont.....	107 7	36 8	9 3	570	Polson Iron Works, Ltd., Toronto, Ont.
100,703	Sirdar.....	Pictou, N.S.....	Bktn—Bkglt.....	1899	River John, N.S.....	145 0	35 6	15 7	498	Charles H. McLennan, et al., River John, N.S.
69,599	Siren.....	Montreal.....	Barge—Chd.....	1874	Point Lévis, Que... ..	137 3	30 0	9 9	307	Montreal Transportation Co., Ltd., Montreal, Que.
116,706	Sirone.....	Quebec.....	Schr—Glt.....	1901	Grande Baie, Que.....	65 4	21 2	7 0	64	Wilfrid Guimond, Matane, Que.
100,059	Sirocco.....	St. John, N.B.....	".....	1891	St. Martin's, N.B.....	129 5	32 3	10 3	298	Howard D. Troop, et al., St. John, N.B.
85,615	Sissie Bella.....	Halifax.....	".....	1883	Conquerall, N.S.....	53 0	17 8	7 5	40	John B. Corbett, M.O., Harbour au Pouche, N.S.
.....	Six (6).....	Montreal.....	Barge—Chd.....	1872	Pierreville, Que.....	90 1	22 6	5 3	78	N. Beauchemin, St. Aimé, Que.
.....	Six (6).....	Montreal.....	".....	1870	Pierreville, Que.....	94 0	18 8	6 0	104	Adolphe Gatién, Hull, Que.
100,733	Skoda.....	Windsor, N.S.....	Bktn—Bkglt.....	1893	Kingsport, N.S.....	168 0	37 0	16 0	638	The Bktn. Skoda Co., Ltd., Wolfville, N.S.
100,880	Skylark.....	St. John, N.B.....	Schr—Glt.....	1896	Westfield, N.B.....	51 5	15 4	3 1	21	J. L. Belyea, St. John, N.B.
72,711	Sligo.....	St. Catharines.....	".....	1874	St. Catharines, Ont.....	137 0	23 0	11 8	234	M. J. Haney, Toronto, Ont.
103,286	Snipe.....	Chatham, N.B.....	".....	1895	Shippigan, N.B.....	36 5	12 7	4 8	11	T. Ahier, Shippigan, N.B.
78,035	Snow Ball.....	Chatham, Ont.....	".....	1881	Chatham, Ont.....	60 0	9 0	3 0	23	A. Morrison, Tilbury East, Ont.

* Formerly "Daniel."

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37,523	Shov Drop.	Liverpool	Schr—Glt	1888 Shelburne, N.S.	52 5	16 0	6 8	30	John Snow, Port la Tour, N.S.
69,479	Shov Queen.	Quebec	"	1873 Mahone Bay, N.S.	71 4	20 2	7 8	55	Jos. Leveque, Chicoutimi, Que.
109,482	Shovdrop	Chatham, N.B.	"	1888 Caraquet, N.B.	35 0	12 2	5 0	11	C. Robin, Collas Co., Ltd., Jersey.
116,678	Solitaire	St Andrews	Sloop	1895 North Head, N.B.	27 0	12 2	6 0	13	Herman Green, Grand Manan, N.B.
116,811	Sophia J. Juff	Quebec	Schr—Glt	1866 Marine City, Michigan, U.S.A.	140 3	26 1	10 4	252	The Quebec Transportation and Forwarding Co., Ltd., Quebec, Que.
116,456	Sophia Minch.	Sarnia	"	1873 Verault, U.S.A.	189 0	32 0	12 0	538	Walter J. Colwell, Sarnia, Ont.
112,289	Souvenir.	Digby	"	1903 Meteghan River, N.S.	51 5	15 8	6 7	27	L. H. Outhouse, Tiverton, N.S.
85,743	Souvenir.	Quebec	Sloop	1883 St. Jean, Island of Orleans, Que.	40 5	15 2	5 4	19	Francois Degagné, Ile aux Coudres, Que.
100,313	Souvenir.	Yarmouth	Schr—Glt	1892 Pubnico, N.S.	75 1	22 0	7 8	71	Henry T. D'Entremont, Pubnico, N.S.
75,606	Sovereign.	Halifax	"	1878 Digby, N.S.	51 4	17 4	6 5	31	Michael Williams, Musquodoboit Harbour, N.S.
72,568	Sovereign.	Kingston.	Sloop	1876 Kingston, Ont.	83 1	18 3	4 8	53	James Mullens, Belleville, Ont.
122,060	Spark	Chatham, N.B.	Schr—Glt	1907 New Brandon, N.B.	32 0	12 0	10 0	10	The William Fring Co., Ltd., Shipigan Island, N.B.
59,370	Sparkling Willow	St. Andrews	"	1860 Edgecomb, Me., U.S.A.	48 0	16 9	6 3	25	Geo. R. Bateson, Campo Bello, N.B.
77,731	Spurnaker.	St. John, N.B.	"	1879 Gilbert Cove, N.S.	45 0	17 5	6 0	24	Charles Newcombe, Parrishore, N.S.
111,840	Sparrow	Digby	"	1902 Meteghan, N.S.	46 0	12 5	7 0	28	Moses Terrio, Meteghan, N.S.
112,108	Speculator.	Lunenburg	"	1903 La Have, N.S.	92 0	24 5	9 4	99	The Louisburg Fishing Co., Ltd., Louisburg, N.S.
77,936	Speed	Yarmouth	"	1880 Clementsport, N.S.	38 7	13 2	5 4	13	R. Nickerson, Hopewell Cape, N.B.
69,383	Speedwell	Gaspé.	"	1876 Corner of Beach, Que.	48 5	15 3	7 3	34	Fred. A. Assells, New Carlisle, Que.
85,596	Speedwell	St. John, N.B.	"	1883 Chipman, N.B.	78 4	26 4	6 9	83	Mrs. Ellen G. Driscoll, St. John, N.B.
100,978	Speedy	Chatham, N.B.	"	1888 Caraquet, N.B.	36 0	12 2	5 0	11	C. Robin, Collas & Co., Ltd., Jersey.
42,438	Speedy	Gaspé	"	1872 Point St. Peter, Que.	69 7	20 4	8 6	65	The C. Robin, Collas Co., Ltd., Halifax, N.S.
103,610	Speedy	Sydney	"	1887 Bargo, Nfld.	39 0	9 4	6 6	5	H. J. Ford, North Sydney, N.S.
116,746	Spindrift.	Halifax	"	1905 Mahone Bay, N.S.	41 2	12 4	6 0	15	Albert Conrad, M.O., Rose Bay, N.S.
103,475	Spindrift	Victoria	"	1895 Esquimaux, B.C.	42 0	14 8	4 4	13	G. Bebbington, Esquimaux, B.C.
111,529	Spray	Digby	"	1901 Digby, N.S.	34 5	10 3	5 5	12	Edward C. Campbell, Digby, N.S.

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107,810	Spray	St. John, N.B. ...	Schr—Glt	1900	Greenwich, N.B.	67 7	22 0	5 8	72	C. H. Gorham, <i>et al.</i> , Greenwich, N.B.
103,253	Spring Bird	"	"	1863	Wickham, N.B.	40 4	14 1	4 2	19	A. W. Theall, Westfield, N.B.
77,971	Springvale	Victoria	"	1862	Port Townsend, Wash., U.S.A.	48 0	19 0	3 0	20	Springvale Water Co., Ltd., Victoria, B.C.
103,783	Springwood	Shelburne	"	1897	Lockeport, N.S.	95 8	24 0	9 3	98	Wm. McMillan, Lockeport, N.S.
121,672	Spud	Vancouver	Scow—Chd.	1904	New Westminster, B.C..	50 0	22 0	5 4	51	J. A. Croll, New Westminster, B.C.
94,997	Spy	Charlottetown	Schr—Glt	1889	Pinetie, P.E.I.	57 7	16 5	6 3	35	Hezekiah Quinn, Pictou, N.S.
112,025	Squanto	Canso	"	1903	Spry Harbour, N.S.	40 0	12 2	6 2	13	Frank H. Hawes, Canso, N.S.
121,660	Squanto	Vernmouth	Sloop	1904	Cape Island, N.S.	33 0	11 4	6 0	11	A. L. Donette, Tusket Wedge, N.S.
121,671	Squid	Vancouver	Scow—Chd	1905	New Westminster, B.C..	50 0	22 0	5 4	51	J. A. Croll, New Westminster, B.C.
72,950	Stadacona	Quebec	Schr—Glt	1875	Les Eboulements, Que ..	85 1	24 0	10 4	132	V. Bouchard, Isle aux Coudres, Que.
.....	Staghound	Montreal	Barge—Chd	1869	Rivière du Loup. Que...	103 4	21 5	7 6	139	Harbour Commissioners, Montreal, Que.
85,612	Standard	Halifax	Schr—Glt	1883	Parsboro', N.S.	72 1	25 4	6 6	65	Henry Beazley, M.O., Halifax, N.S.
100,963	Stanley	Chatham, N.B.	"	1892	Caraquet, N.B.	34 0	12 3	4 4	10	A. D. Gionet, Caraquet, N.B.
103,087	Stanley	"	"	1893	"	34 0	12 5	4 8	10	Amée Chaisson, Island River, N.B.

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111,744	Stanley	Lunenburg	Schr—Glt	1902	Chester Bay, N.S.	94	8	24	2	9	6	100	W. N. Reinhardt, M.O., LaHave, N.S.
125,992	Stanley	Quebec	Barge—Clad	1907	St. Alexis, Que.	106	0	22	5	7	8	162	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
122,317	Stanley Hubley	Lunenburg	Schr—Glt	1903	Tancook, N.S.	45	8	12	6	6	4	18	William Hubley, M.O., Indian Harbour, N.S.
125,961	Stanley L.	Parrsboro'	"	1907	Apple River, N.S.	41	5	15	7	5	6	19	John R. Lewis, Apple River, N.S.
90,843	Stanley Mac.	Charlottetown	"	1883	Isaac's Harbour, N.S.	80	0	23	3	10	0	99	C. Lyons, Charlottetown, P.E.I.
69,193	Star	Halifax	"	1874	Malbone Bay, N.S.	55	0	18	2	6	8	33	David Goyette, Cape Hogan, N.S.
.....	Star	Montreal	Barge—Clad	1872	Quebec, Que.	136	3	26	0	9	9	321	Montreal Transportation Co., Ltd., Montreal, Que.
103,155	Star	Vancouver	Schr—Glt	1895	Vancouver, B.C.	34	9	11	2	4	2	9	Andrew Robertson, New Westminster, B.C.
53,600	Starlight	Halifax	"	1865	Chezzetcook, N.S.	47	7	16	0	6	8	29	Abram H. Young, East Chezzetcook, N.S.
100,325	Starlight	Yarmouth	"	1889	Argyle, N.S.	32	0	12	6	5	0	10	J. Goodwin, Argyle, N.S.
103,193	Starble	Halifax	"	1894	Port Mouton, N.S.	31	0	12	2	5	6	11	Théotime Blanchard, Carquet, N.B.
103,359	Steadfast	Quebec	"	.....	.....	58	8	18	2	6	7	40	M. Saingelais, Les Escoumains, Que.
88,465	Stella	Arichat	"	1893	River Bourgeois, N.S.	64	3	18	3	7	3	46	Annie Langlois, Descouse, N.S.
111,903	Stella	"	"	1901	"	34	3	11	5	5	0	14	Camille Boucher, River Bourgeois, N.S.
107,188	Stella	Charlottetown	"	1899	Rollo Bay, P.E.I.	40	0	13	9	5	4	15	P. P. Delaney, Magdalen Islands, Que.
83,500	Stella	Liverpool	"	1883	Port Mouton, N.S.	31	5	11	4	6	0	10	Joseph Winters, Liverpool, N.S.
100,763	Stella	Toronto	Sloop	1892	Onkville, Ont.	30	7	11	5	4	5	5	R. W. Eyre and A. B. Holcroft, J.O., Toronto, Ont.
111,491	Stella Marie	Quebec	Schr—Glt	1899	Les Ecoreuils, Que.	80	0	22	6	6	9	80	Napoléon Martin, Les Ecoreuils, Que.
103,767	Stella Maris	Chatham, N.B.	"	1896	Carquet, N.B.	38	5	14	0	4	8	19	J. N. Le Bouthillier Carquet, N.B.
73,976	Stella Maris	Quebec	"	1867 1890	St. Antoine, Que.	62	4	20	8	5	9	44	Joseph Dussault, Les Ecoreuils, Que.
80,753	Stella Maris	"	"	1880	Esquimaux Point, Que.	61	6	20	5	7	8	51	Louis Castonguay, jr., Matane, Que.
112,038	Stella Maris	"	"	1902	Manicouagan, Que.	55	8	17	0	6	0	32	Eusébe Godreau, Manicouagan, Que.
100,976	Stella Maud	St. John, N.B.	"	1891	Waterborough, N.B.	80	3	26	8	7	5	99	A. P. Ward, Upper Rockport, N.B.
100,444	Stella May	Canso	"	1895	Canso, N.S.	39	0	11	4	6	1	12	James Meagher, Canso, N.S.
116,750	Stella R.	Halifax	"	1905	Ship Harbour, N.S.	45	5	13	8	5	4	13	David T. Leslie, Spry Bay, N.S.

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122,487	Stephen P. Grogan.	Quebec.	Barge—Chd	1907	St. Alexis, Que.	106 0	22 5	7 8	162	The Kaine & Bird Transportation Co., Ltd., Quebec, Que.
121,986	Stewart	Victoria.	"	1907	White Horse, Y.T.	105 5	34 5	5 5	166	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
	Stone Lifter	Montreal.	Barge—Chd	1859	Montreal, Que.	64 1	22 7	6 0	67	Harbour Commissioners, Montreal, Que.
90,648	Stranger	Barrington	Schr—Glt	1885	Argyle, N.S.	46 0	14 3	5 8	20	Geo. L. Banks, Barrington, N.S.
96,809	Stranger	Halifax	"	1891	Ship Harbour, N.S.	49 8	17 3	7 0	36	Robert Carter, Ship Harbour, N.S.
100,832	Stranger	Lunenburg	Bktn—Bkgt	1893	Bridgewater, N.S.	149 3	34 8	15 6	540	Francis Davison, et al., Bridgewater, N.S.
107,325	Strathcona	Halifax	Schr—Glt	1900	Bay St. George, Nfld.	51 2	15 3	7 0	27	Walter LeRoux, Bay St. George, Nfld.
111,407	Strathcona	Lunenburg	"	1906	Lunenburg, N.S.	90 4	24 3	9 3	89	Freeman Anderson, Lunenburg, N.S.
112,057	Strathcona	Windsor, N.S.	"	1902	Mount Denison, N.S.	126 6	29 8	10 7	251	H. H. Greeno, Cheverie, N.S.
99,477	Strathisla	Maitland	Bk—Bq	1890	Maitland, N.S.	202 8	38 6	23 5	1280	A. Putman, Halifax, N.S.
*72,964	Stuart H. Dunn	Toronto	Schr—Glt	1877 1889	Marysburgh, Ont.	164 8	26 8	12 7	458	R. L. McCormack, Toronto, Ont.
103,940	Stuart L.	Chatham, N.B.	"	1898	Chatham, N.B.	58 5	19 9	8 2	48	W. S. Loggie Co., Ltd., Chatham, N.B.
107,770	Success	Charlottetown	"	1903	St. Peter's Bay, P.E.I.	38 0	12 6	5 0	15	James J. Hughes, Souris, P.E.I.
94,675	Success	Halifax	"	1889	Spry Bay, N.S.	40 2	15 2	5 7	16	Robert J. Leslie, Halifax, N.S.

* Formerly "W. R. Taylor."

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85,302	Sultan	Montreal	1883	Montreal, Que	101 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.
122,561	Sultana	Peterboro'	1907	Gore's Landing, Ont.	63 5	16 0	3 9	29	Wilbert Harris and Daniel McAllister, Gore's Landing, Ont.
122,656	Sunbeam	Chatham, N.B.	1907	Shippigan Island, N.B.	38 6	13 2	12 0	14	The William Fruing Co., Ltd., Shipigan Island, N.B.
74,018	Sunbeam	Halifax	1876	Mahone Bay, N.S.	71 6	22 4	8 9	74	John S. Fyitt, Bay of Islands, Newfoundland.
107,076	Sunol	St. John, N.B.	1893	St. John, N.B.	27 0	10 5	3 9	6	W. G. Stratton, <i>et al.</i> , St. John, N.B.
96,962	Sunrise	Yarmouth	1890	Jordan River, N.S.	42 0	14 3	6 7	18	James E. Crosby, Yarmouth, N.S.
61,404	Superb	Chatham, N.B.	1871	Shippigan, N.B.	39 6	13 8	4 6	14	E. Robichaud, Shippigan, N.B.
103,836	Superbe	Paspebiac	1903	Petit Rocher, N.B.	39 5	10 9	4 3	12	J. B. E. Roy, Petit Rocher, N.B.
64,954	Superieure	Quebec	1870	Champlain, Que.	101 5	22 0	7 9	119	Joseph Durand, Champlain, Que.
111,815	Superior	Chatham, N.B.	1901	Caraquet, N.B.	40 0	13 1	5 5	14	The C. Robin Collas Co., Ltd., Halifax, N.S.
121,814	Surge	Digby	1906	Gilbert's Cove, N.S.	37 0	11 6	5 4	17	Joseph D. White, Gilbert's Cove, N.S.
74,213	Surprenaut	Montreal	1871	Pierreville, Que.	96 0	22 7	5 7	80	Jos. Bertrand, Champlain, Que.
100,448	Surprise	Canso	1898	Canso, N.S.	40 8	13 8	6 7	15	John J. Meagher, Canso, N.S.
92,745	Surprise	Charlottetown	1893	Port Elgin, N.B.	46 5	13 5	6 2	18	J. H. Pigeon, French River, New London, P.E.I.
103,772	Surprise	Chatham, N.B.	1894	Caraquet, N.B.	36 0	11 9	4 8	10	T. Blandhard, Caraquet, N.B.
75,453	Susan	Windsor, N.S.	1877	Kempt, N.S.	43 6	14 8	6 3	19	Jeremiah Dexter, Cheverie, N.S.
85,330	Susan C.	Barrington	1883	St. Margaret's Bay, N.S.	41 3	15 0	6 5	21	P. P. Smith, Cape Island, N.S.
69,433	Susan King	Charlottetown	1875	Tatamagouche, N.S.	53 6	16 9	5 3	28	S. Vaneuber, <i>et al.</i> , North Port, N.S.
100,274	Susie N.	Windsor, N.S.	1891	Port Elgin, N.B.	52 0	18 0	6 8	39	N. W. Eaton, Spencer's Island, N.S.
92,397	Susie Pearl	St. John, N.B.	1892	Hall's Harbour, N.S.	75 8	24 7	6 8	75	Joshua Prescott, Sussex, N.B.
100,524	Suva	Parrsboro'	1893	Waterborough, N.B.	72 0	20 4	7 6	69	A. Falkner, Parrsboro', N.S.
80,866	Swallow	Charlottetown	1885	Wallace, N.S.	48 7	17 7	6 6	29	W. H. Aitken, Charlottetown, P.E.I.
103,606	Swallow	Chatham, N.B.	1893	Shippigan, N.B.	34 0	12 2	4 6	11	T. Ahier, Shippigan, N.B.
103,917	Swallow	Chatham, N.B.	1899	Caraquet, N.B.	37 0	12 6	5 0	13	The C. Robin Collas Co., Ltd., Halifax, N.S.
83,093	Swallow	Port Hawkesbury	1880	Margaree, N.S.	35 0	12 0	5 6	12	Duncan McDonald, Margaree, N.S.

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96,752	Swallow....	St. John, N.B.	Schr—Glt	1889	Chipman, N.B.	81 6	26 3	7 2	90	Alfred Ellis, St. John, N.B.
90,431	Swan	Barrington.....	"	1889	Port LaTour, N.S.	33 5	12 2	4 9	10	George Smith, Port La Tour, N.S.
103,762	Swan	Chatham, N.B.	"	1896	Carquet, N.B.	38 1	13 0	4 8	48	T. Alier, Shippigan, N.B.
100,609	Swan	Digby.....	"	1893	Shelburne, N.S.	73 0	19 2	7 5	56	Milton and Edwin Haines, Freeport, N.S.
122,075	Swan	Toronto	Scow—Chd	1906	Huntsville, Ont.	48 0	18 3	3 3	66	The Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
122,111	Sweet Home.....	Sydney	Schr—Glt	1906	Sydney, N.S.	38 8	13 5	5 1	14	John Marshall, Sydney, N.S.
122,084	Sweet Marie	Charlottetown.....	"	1907	Charlottetown, P.E.I.	75 8	21 3	7 0	77	Michael P. Hogan, Charlottetown, P.E.I.
100,986	Swift	Chatham, N.B.	"	1888	Carquet, N.B.	35 6	12 6	5 0	11	Chas. DeGruchy, Carquet, N.B.
90,493	Swift Current	Charlottetown	"	1885	St. Margaret's Bay, N.S.	64 8	22 0	7 8	65	John M. Chapman, M.O., Beach Point, Murray Harbour, South, P.E.I.
103,761	Swing.....	Chatham, N.B.	"	1893	Carquet, N.B.	34 6	12 3	4 8	11	Agapit Albert, Carquet, N.B.
*107,523	Sybil	Victoria	Barge—Chd	1898	Victoria, B.C.	101 0	28 3	4 2	99	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
126,052	Sydenham (The).....	Owen Sound.....	Dredge—Draque	1904	White Horse, Y.T.	100 0	36 0	7 4	348	Owen Sound Dredge & Construction Co., Ltd., Owen Sound, Ont.
72,953	Sylvester Neelon.....	St. Catharines.....	Schr—Glt	1875	St. Catharines, Ont.	137 0	26 2	12 0	291	The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.

* Formerly a steamer.

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111,822	T. J. K. 1	Vancouver	Sloop—Chld	1901	Vancouver, B.C.	72 0	21 0	5 0	59	James S. Emerson, Vancouver, B.C.
116,460	T. J. K. No. 2	Victoria	"	1903	"	98 0	30 0	5 7	143	The Vancouver Portland Cement Co., Ltd., Toronto, Ont.
54,980	T. W. S. Greser	Digby	Schr—Glt	1866	La Have, N.S.	51 0	17 4	7 2	30	Andrew Coggins, et al., Westport, N.S.
77,836	T. W. Smith	Halifax	"	1879	Chezzetcook, N.S.	48 5	17 5	7 0	35	Isaac Dauphinee, St. Margaret's Bay, N.S.
116,885	T. Lilly	Arichat	"	1903	Port Felix, N.S.	33 8	10 9	5 2	10	Wm. Williams and Wm. Pez, J.O., Tor Bay, N.S.
75,628	T. Owens	Montreal	Barge—Chld	1874	Montreal, Que.	94 0	19 2	5 7	90	The Charlemagne & Lac Ouareau Lumber Co., Ltd., Charlemagne, Que.
103,614	Tadousac	Quebec	Sloop	1895	Tadousac, Que.	53 5	17 9	4 9	41	Charles J. Lajoie, St. Fulgence, Que.
121,985	Tahkeena	Victoria	Barge—Chld	1907	White Horse, Y.T.	106 0	34 5	5 6	167	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,417	Taku	"	"	1903	Carlton, Y.T.	60 0	15 0	4 0	66	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
111,800	Tallahassee	Port Hawkesbury	Schr—Glt	1908	Cheticamp, N.S.	34 5	10 0	5 0	12	Simon Belfontaine, Cheticamp, N.S.
103,754	Talbouth	Barrington	"	1897	La Have, N.S.	92 8	24 4	10 0	100	Benj. C. Newell, M.O., Clarke's Harbour, N.S.
*107,511	Faniwha	St. John, N.B.	Sloop	1897	St. John, N.B.	33 3	9 9	4 2	6	Robert Seely, St. John, N.B.
122,382	Tantalus	Victoria	Barge—Chld	1907	White Horse, Y.T.	120 0	38 7	5 6	211	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
111,636	Tasmania	Lunenburg	Schr—Glt	1901	Lunenburg, N.S.	94 3	24 9	9 8	99	Wm. C. Smith, M.O., Lunenburg, N.S.
92,369	Tay	St. John, N.B.	"	1887	Black River, N.B.	93 7	27 7	7 1	125	Peter McIntyre, St. John, N.B.
61,411	Telegraph	Richibucto	"	1869	Miramichi, N.B.	39 3	13 5	5 8	20	John Jardine, jr., Rexton, N.B.
74,129	Telephone	Port Medway	"	1877	Port Medway, N.S.	73 3	20 7	8 3	70	J. Weston, Rexton, N.B.
59,387	Telephone	St. Andrews	"	1877	St. Andrews, N.B.	43 0	15 2	6 1	19	A. Stanley and J. E. Gaskill, Grand Manan, N.B.
124,767	Tenereire	Toronto	Sloop	1905	Oakville, Ont.	50 0	10 0	6 0	18	F. Nicholls, Toronto, Ont.
116,612	Témiscamingue No. 1	Ottawa	Barge—Chld	1903	Témiscaming, Que.	60 0	12 0	3 6	42	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,643	Témiscamingue No. 2	"	"	1903	"	60 0	12 0	3 6	42	"
116,644	Témiscamingue No. 3	"	"	1903	"	60 0	12 0	3 6	42	"
74,662	Temperance	Windsor, Ont.	Schr—Glt	1877	Tilbury West, Ont.	65 0	17 0	4 1	38	J. B. Gervais, Tilbury West, Ont.
122,135	To. U. 8	Yarmouth	Sloop	1906	Shelburne, N.S.	36 6	12 3	7 0	16	Wilson Rankin, Yarmouth, N.S.
90,784	Teresa	Victoria	Schr—Glt	1883	San Salvador, U.S.A.	80 0	22 3	7 2	63	Victoria Sealing Co., Ltd., Victoria, B.C.

* Formerly "Beatrice."

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121,972	Tessin	Victoria	Barge—Chd	1906	White Horse, Y.T.	105 7	34 5	5 5	150	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,964	Tethys	St. Andrews	Schr—Glt	1896	West Isles, N.B.	33 0	14 2	7 6	20	G. L. Johnson, West Isles, N.B.
100,777	Teutonic	Chatham, N.B.	"	1892	Carriquet, N.B.	36 0	13 0	4 6	11	W. S. Loggie, Co., Ltd., Chatham, N.B.
.....	Teviot	Montreal	Barge Chd	1863	Montreal, Que.	105 3	22 6	9 1	160	J. Gagnon, Montreal, Que.
80,637	Texas	"	"	1880	"	111 0	29 0	8 0	265	Dickson Anderson, Montreal, Que.
117,139	Thalia D.	Yarmouth	Sloop	1904	Cape Island, N.S.	31 0	11 0	6 0	10	J. L. Gallagher, Yarmouth, N.S.
112,273	The Ill	Montreal	"	1903	Dorval, Que.	26 4	7 4	1 5	156	James J. Riley, jr., Montreal, Que.
100,015	Thelma	Annapolis Royal	Schr—Glt	1895	Granville, N.S.	63 5	29 0	7 4	49	Clarence Peters, <i>et al.</i> , Westport, N.S.
117,055	Thelma	Canso	"	1906	Canso, N.S.	39 0	13 0	7 0	15	Alexander M. Roberts, Canso, N.S.
122,236	Thelma B.	Barrington	Sloop	1907	Port Clyde, N.S.	31 0	12 6	6 6	12	Benjamin F. Cunningham, Cape Island, N.S.
116,895	Thelma F.	Shelburne	"	1903	Clarke's Harbour, N.S.	35 0	11 8	6 0	11	J. Mahaney, M.O., Church Over, N.S.
107,492	Themis	Quebec	Schr—Glt	1898	Baie St. Paul, Que.	40 8	13 0	4 8	17	A. H. Simard, Baie St. Paul, Que.
122,639	Theodore Vages	Kingston	"	1876	Black River, O., U.S.A.	103 2	24 1	7 9	132	John Cowan, Deseronto, Ont.
90,894	Theresa	Barrington	"	1889	Eel Brook, N.S.	43 8	14 6	5 1	18	R. W. Stevens, Cape Island, N.S.

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111,438	Theresa M. Gray...	Halifax.....	Schr—Glt	1902 Port Clyde, N.S.....	53 0	16 6	7 0	30	Angus Gray, Penant, N.S.
*94,635	Therese	Yarmouth	"	1888 Jordan River, N.S.	105 0	26 0	10 1	148	Alfred Peters, Arichat, N.S.
107,307	Thetis.....	Windsor, N.S.....	"	1901 Cheverie, N.S.....	138 7	34 8	12 1	420	F. W. Sumner, Moncton, N.B.
92,577	Thetis.....	Halifax	Cutter	1888 Dartmouth, N.S.....	21 8	6 5	5 3	4	H. R. McLaren, Halifax, N.S.
107,545	Thetis.....	St. John, N.B.....	Sloop	1898 St. John, N.B.....	28 0	10 0	3 2	5	Henry R. McLellan, St. John, N.B.
122,091	Thistle	Barrington	"	1905 Cape Island, N.S.....	39 0	11 4	6 0	10	Robert H. Braumen, M.O., Cape Island, N.S.
83,074	Thistle.....	Ottawa.....	Barge—Cld	1869 Kingston, Ont.....	108 0	22 3	5 5	117	John Eligh and David Eligh, J.O., Burnit's Rapids, Ont.
97,145	Thistle.....	St. Andrews	Sloop	1888 Grand Manan, N.B....	27 0	12 9	5 0	12	Frank Ingersoll, Grand Manan, N.B.
125,994	Thistle.....	Quebec.....	Schr—Glt	1907 Montmagny, Que.....	91 8	26 3	5 4	80	The Price Bros., & Co., Ltd., Quebec, Que.
107,074	Thistle.....	St. John, N.B.....	Sloop	1897 St. John, N.B.....	31 0	11 2	4 0	8	D. DeVeber, Gagetown, N.B.
92,599	Thistle.....	Sydney	Schr—Glt	1888 Little Bras d'Or, N.S....	38 2	13 2	4 7	11	W. J. Christie, Little Bras d'Or, N.S.
71,634	Thomas	Montreal	Barge—Cld	1874 Yamasaka, Que.....	102 0	22 2	6 2	96	E. Courchère, Sorel, Que.
83,070	Thomas Beckett	Ottawa.....	"	1881 Hull, Que.....	111 4	21 7	7 0	151	John O'Toole, Ottawa, Ont.
121,979	Thomas F. Bayard	Victoria	Schr—Glt	1880 Brooklyn, N.Y., U.S.A..	86 6	21 1	8 6	67	Thos. Stockham, M.O., Victoria, B.C.
90,863	Thomas H.	Yarmouth.....	"	1889 Pubnico, N.S.....	40 0	13 5	5 1	13	Seth Nickerson, Barrington, N.S.
112,272	Thoralla H.L.	Montreal	Sloop	1903 Dorval, Que	37 2	8 2	1 8	23	William C. Finley, Montreal, Que.
.....	Three (3).....	"	Barge—Cld	1870 Pierreville, Que.....	94 1	18 8	6 0	105	Dennis Murphy, Ottawa, Ont.
88,542	Three Bells.....	Barrington	Schr—Glt	1881 Lockeport, N.S.	79 0	23 0	9 0	92	Lewis Murray, Port Richmond, N.S.
117,046	Three Brothers.....	"	Sloop.....	1905 Clarke's Harbour, N.S....	32 0	12 1	6 2	13	T. E. Newell, Cape Island, N.S.
117,184	Three Brothers.....	Chatham, N.B.....	Schr—Glt	1905 Shippigan Island, N.B....	41 7	13 4	5 4	16	D. F. Chiasson, Shippigan Island, N.B.
96,738	Three Brothers	"	"	1890 Shippigan, N.B.....	35 2	12 5	4 8	12	John Young, Tracadie, N.B.
42,432	Three Brothers	Gaspé.....	"	1866 Esquimaux Point, Que....	49 6	16 0	5 9	36	Xavier Boudreau, Esquimaux Point, Que.
107,440	Three Links	St. Andrews	Sloop.....	1899 Grand Manan, N.B.....	39 0	11 0	6 0	12	Robert A. Mann, Grand Manan, N.B.
116,825	Three Sisters.....	Barrington	"	1903 Bear Point, N.S.....	39 0	12 0	6 2	11	Wallace H. Penny, M.O., Cape Island, N.S.
100,814	Three Sisters.....	Barrington	Schr—Glt	1894 Bear Point, N.S.....	38 5	13 0	4 2	10	F. O. Brindley, Chicobogue, N.S.

* Formerly "Mildred J. McLean."

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126,022	Three Swallows.	Sydney, N.S.	Schr—Glt	1897	Glace Bay N.S.	30 2	12 0	5 0	7	Benj. Gracie, Little Bras d'Or, N.S.
117,032	Thrush.	Canso.	"	1899 { 1903	Beckerton, N.S.	31 6	11 4	5 7	10	David Myers, Canso, N.S.
103,082	Thrush.	Chatham, N.B.	"	1890	Shippigan, N.B.	32 4	12 0	4 8	10	F. Alier, Shippigan, N.B.
97,200	Thrush.	Montreal.	Barge—Chd	1890	Montreal, Que.	181 0	34 4	11 7	584	Montreal Transportation Co., Ltd., Montreal, Que.
75,726	Thrush.	Yarmouth.	Schr—Glt	1878	Cape St. Mary, N.S.	40 0	13 7	5 4	13	E. C. Bowers, Westport, N.S.
92,666	Thurso.	Ottawa	Barge—Chd	1887	Rockland, Ont.	105 0	22 5	7 5	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,019	Thurston.	Parrsboro',	Schr—Glt	1835	Fox River, N.S.	70 6	21 6	6 0	61	Daniel H. Fulmer, Five Islands, N.S.
100,918	Tickler.	Chatham, N.B.	"	1892	Carquet, N.B.	39 0	12 8	5 3	12	The C. Robin Collas Co., Ltd., Hali- fax, N.S.
96,951	Tivoli.	Halifax	"	1890	Little Harbour, N.S.	41 0	15 0	6 5	24	H. R. Garrison, et al., Boutillier's Point, N.S.
126,036	Tobacac.	Liverpool	"	1908	Liverpool, N.S.	102 5	25 5	10 6	99	Abrahan W. Hendry, Liverpool, N.S.
117,086	Togo.	Collingwood	Dredge—Draue	1897	Lachine, Que.	85 0	27 0	7 6	269	Robert and Robt. G. Weddell, Trenton, Ont., and John J. Manley, Merrit- ton, Ont. J.O.
116,532	Togo	Lunenburg	Schr—Glt	1905	Tancook Island, N.S.	43 2	11 0	6 2	14	James Lukeman, Canso, N.S.
116,448	Togo.	Shelburne	"	1904	Sable River, N.S.	45 5	15 4	5 9	18	Edmund C. Locke, Lockport, N.S.
121,773	Togo.	Winnipeg	Barge—Chd	1903	Winnipeg, Man.	72 0	20 0	4 0	58	J. H. and E. T. Leach, J.O., Winni- peg, Man.

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116,893	Togo	Yarmouth	Schr—Glt	1904 Pubnico, N.S.	38 0	13 0	5 0	12	Leander Amiro, Pubnico, N.S.
116,778	Togo Maru	Vancouver	"	1904 Bowen Island, B.C.	43 0	12 6	4 8	20	Kanekichi Yashida, Steveston, B.C.
.....	Toledo	Montreal	Barge—Chd	1872 Quebec, Que.	137 9	29 6	10 0	362	Montreal Transportation Co., Ltd., Montreal, Que.
111,949	Tom No. 1	New Westminster	"	1901 New Whatcon, Wash., U.S.A.	49 7	14 5	3 0	63	Henry D. Benson, Ladners, B.C.
85,387	Topaz	Liverpool	Schr—Glt	1883 Clyde, N.S.	85 5	21 5	9 1	104	Henry Hanville, St. Lucia, B. W. Indies.
92,423	Topsy	Prescott	Scow—Chd	1866 Iroquois, Ont.	46 0	13 0	4 0	22	Mrs. Sarah M. Carman, Iroquois, Ont.
107,651	Torata	Lunenburg	Schr—Glt	1899 Mahone Bay, N.S.	86 9	24 0	9 5	79	Samuel Shaw, Bay St. George, Nfld.
88,224	Tormentor	Halifax	"	1873 " "	39 8	14 0	5 2	15	Michael Rice, Lower Prospect, N.S.
71,604	Toronto	Montreal	Barge—Chd	1874 Montreal, Que.	150 0	26 0	10 2	335	J. E. A. Turcotte and D. Cherrier, J.O., St. Joseph de Sorel, Que.
121,875	Toronto	Yarmouth	Sloop	1906 Clarke's Harbour, N.S.	36 0	12 0	6 0	13	A. C. Atkinson, Port La Tour, N.S.
80,696	Torpedo	Montreal	Barge—Chd	1882 Montreal, Que.	84 0	22 5	5 0	117	E. E. Gilbert, Montreal, Que.
92,540	Tourterelle	"	Sloop	1887 Pierreville, Que.	95 9	22 8	6 5	102	A. Arcand, Portneuf, Que.
88,637	Trade Wind	Whitby	Schr—Glt	1868 Port Hope, Ont.	100 5	21 1	9 0	181	J. Oliver, Kingston, Ont.
90,506	Trader	Parrsboro'	"	1885 Parrsboro', N.S.	70 2	23 0	7 1	73	Fredrick Ogilvie, Parrsboro', N.S.
107,143	Transfer No. 1	Vancouver	Scow—Chd	1898 Vancouver, B.C.	186 4	40 0	12 0	773	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
122,381	Transfer No. 2	Victoria	Barge—Chd	1907 Victoria, B.C.	253 0	40 7	12 0	973	Esquimalt & Nanaimo Railway Co., Victoria, B.C.
111,733	Transvaal	Lunenburg	Schr—Glt	1902 La Have, N.S.	84 5	23 2	9 0	79	Wm. C. Smith, et al., Lunenburg, N.S.
41,824	Traveler	St. John, N.B.	"	1858 St. Martin's, N.B.	38 3	10 7	5 1	15	David Bradshaw, St. John, N.B.
126,125	Trenton	Kingston	Dredge—Draue	1908 Trenton, Ont.	74 8	30 6	7 6	251	Robert Weidell, M.O., Trenton, Ont.
92,567	Trial	Halifax	Schr—Glt	1882 Margaree, N.S.	36 0	12 8	5 6	13	Alexander Cornie, Margaree, N.S.
112,114	Tribune	Lunenburg	"	1903 Mahone Bay, N.S.	44 6	15 0	6 5	22	Thomas Hamu, et al., Lunenburg, N.S.
103,199	Trilby	Canso	"	1895 Liverpool, N.S.	37 0	13 1	5 7	12	Edward Flaherty, Canso, N.S.
103,179	Trilby	Digby	"	1895 Sable River, N.S.	53 7	16 5	7 1	31	Francis B. Lent, et al., Westport, N.S.
71,033	True Blue	Yarmouth	"	1876 Clare, N.S.	33 0	11 0	4 0	8	Wallace Haines, Westport, N.S.
107,964	True Love	Canso	"	1895 Canso, N.S.	37 0	10 5	5 8	10	David Walsh, Canso, N.S.

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103,531	True Love.....	Halifax.....	Sehr—Glt	1889	Sambro, N.S.....	33 2	11 4	5 6	10	John C. Arnold, Terence Bay, N.S.
88,414	Trumpet.....	St. John, N.B.....	"	1837	Essex, Mass., U.S.A.....	45 2	13 9	6 0	20	A. W. Holmes, Beaver Harbour, N.B.
	Try	Montreal.....	Barge—Chd	1860	Montreal, Que	91 3	18 7	5 5	81	E. Griffin, Ottawa, Ont.
103,998	Try Again.....	St. Andrews.....	Sloop	1898	Meteghan, N.S.....	36 1	13 0	5 0	15	A. W. Ingersoll, Grand Manan, N.B.
107,055	Twilight	Barrington.....	"	1854	Harpwell, Me., U.S.A.....	62 4	20 3	4 7	37	Provincial Wrecking Co., Ltd., Barrington Passage, N.S.
38,036	Twilight.....	Digby	Sehr—Glt	1865	Long Island, N.S.....	39 5	13 6	5 2	11	Benjamin Taylor, Digby, N.S.
75,833	Twilight... ..	Halifax.....	"	1878	Owl's Head, N.S.....	42 0	14 4	6 0	14	Lawson Pace, Glen Margaret, N.S.
* 61,470	Twilight.....	St. John, N.B. . .	"	1870	Portland, N.B.....	60 5	17 0	6 6	30	Thos. Traynor, <i>et al.</i> , St. John, N.B.
121,792	Twin Sisters	Yarmouth.....	Sloop	1905	Shelburne, N.S.....	31 0	11 0	6 0	10	Osborne D. Smith, <i>et al.</i> , Cape Island, N.S.
	Two (2).....	Montreal.....	Barge—Chd	1872	Montreal, Que	71 4	21 4	8 3	42	Montreal Transportation Co. Ltd., Montreal, Que.
38,480	Two Brothers.....	Ariehat.....	Sehr—Glt	1866	River Bourgeois, N.S.....	51 6	16 6	7 4	31	Simon Landry, River Bourgeois, N.S.
103,460	Two Brothers.....	"	"	1899	L'Ardoise, N.S.....	42 4	14 8	6 0	18	Maurice Peters, L'Ardoise, N.S.
122,184	Two Brothers.....	"	"	1907	Main-a-Dieu, N.S.....	43 0	13 4	5 5	19	Patrick Campbell, Main-a-Dieu, N.S.
107,991	Two Brothers.....	Canso	"	1898	Port Félix, N.S.....	40 0	13 0	6 4	14	Frederick Jello, Port Félix, N.S.

* Formerly "Howard D. Troop."

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103,583	Two Brothers.....	Chatham, N.B.....	Schr—Glt.....	1895	Shippigan, N.B.....	37 0	12 4	4 8	11	W. S. Loggie Co., Ltd., Chatham, N.B.
54,072	Two Brothers.....	Halifax.....	".....	1888	Lunenburg, N.S.....	43 2	13 5	6 9	39	Philip Smeltzer, <i>et al.</i> , Lunenburg, N.S.
80,879	Two Brothers.....	Pictou, Ont.....	Sloop.....	1881	Battersea, Ont.....	95 0	18 6	4 8	56	Geo. Cousins, Belleville, Ont.
77,920	Two Brothers.....	Quebec.....	Schr—Glt.....	1868 1881	Port Burwell, Ont..... Port Hope, Ont.....	95 0	23 5	7 5	122	N. E. Angers, Ste. Anne de la Parade, Que.
117,029	Two Brothers.....	Sydney.....	".....	1906	Ingonish, N.S.....	41 0	13 6	7 3	17	James Williams, M.O., Ingonish, N.S.
117,138	Two Brothers.....	Yarmouth.....	Sloop.....	1901	Pinkney's Point, N.S.....	34 0	11 3	6 0	11	J. L. Surette, Pinkney's Point, N.S.
92,749	Two Sisters.....	Sackville.....	Schr—Glt.....	1896	Sackville, N.B.....	76 6	25 0	7 2	86	Ed. Kennie, Riverside, N.B.
122,107	Two Sisters.....	Yarmouth.....	Sloop.....	1905	Shelburne, N.S.....	30 0	10 6	6 0	10	Bert Chatwynd, Woods Harbour, N.S.
83,287	Twilight.....	Kingston.....	".....	1882	Dog Lake, Ont.....	79 0	15 8	4 5	41	Clement Bell, Belleville, Ont.
100,575	Tyler.....	Halifax.....	Schr—Glt.....	1893	Lunenburg, N.S.....	62 7	20 7	8 0	51	Handford Outhouse, Tiverton, N.S.
103,869	Uganda.....	Halifax.....	Schr—Glt.....	1898	Ship Harbour, N.S.....	38 8	12 7	5 2	14	R. Doherty, Eastern Passage, N.S.
112,117	Ulva.....	Lunenburg.....	".....	1903	La Have, N.S.....	91 0	24 7	9 7	99	Albert V. Conrad, <i>et al.</i> , LaHave, N.S.
94,631	Umbrina.....	Shelburne.....	".....	1888	Shelburne, N.S.....	85 0	22 3	9 7	99	Joseph W. Peppett, North Sydney, N.S.
73,027	Una.....	Magdalen Islands.....	".....	1879	House Harbour, M.L., Que.	62 6	19 4	7 3	41	Francis Cheverie, Magdalen Islands, Que.
100,235	Una.....	Halifax.....	".....	1893	Pleasant Harbour, N.S.....	34 8	11 9	4 1	9	J. Cronan, Halifax, N.S.
103,172	Una.....	Shelburne.....	".....	1894	Shelburne, N.S.....	77 2	22 2	8 2	82	Robt. Reid, <i>et al.</i> , Port Hilford, N.S.
121,630	Una.....	Yarmouth.....	Sloop.....	1904	Cape Island, N.S.....	31 0	11 0	6 0	10	Wm. C. Nickerson, Cape Island, N.S.
122,429	Uncas.....	Halifax.....	Schr—Glt.....	1908	Sambro, N.S.....	35 2	11 4	5 0	11	Arthur W. Nickerson, Sambro, N.S.
88,597	Uncle Sam.....	".....	".....	1885	Pubnico, N.S.....	80 1	23 5	8 2	77	Wm. H. Harper, Jeddore, N.S.
122,306	Undaunted.....	Lunenburg.....	".....	1907	Lunenburg, N.S.....	38 2	12 7	6 4	15	Elijah Kissar, M.O., West Dublin, N.S.
107,457	Ungava.....	".....	".....	1900	Malone Bay, N.S.....	88 8	24 3	9 4	88	Wm. Clervosey, LaHave, N.S.
122,006	Ungava.....	Montreal.....	Barge—Chd.....	1906	Collingwood, Ont.....	200 0	41 0	17 0	1226	Montreal Transportation Co., Ltd., Montreal, Que.
112,019	Undella.....	Canso.....	Schr—Glt.....	1902	White Haven, N.S.....	42 0	13 7	7 0	16	Norman Munroe, White Haven, N.S.

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72,095	Union.....	Arichat.....	Schr—Glt.....	(1876) (1902)	New Bandon, N.B.....	67 5	20 1	10 1	77	Lawrence Gerrior, Arichat, N.S.
61,946	Union.....	Quebec.....	".....	1870	Jeddore, N.S.....	44 0	16 4	6 1	23	Felix Gagné, Malbaie, Que.
94,750	Union.....	St. John, N.B.....	".....	1889	St. Martin's, N.B.....	79 0	26 6	7 3	97	John J. Shields, Alma, N.B.
107,636	Union No. 8.....	New Westminster.....	Barge—Chd.....	1898	Vancouver, B.C.....	56 0	14 0	4 0	28	Union Steamship Co., Ltd., Vancouver, B.C.
103,742	Unique.....	Lunenburg.....	Schr—Glt.....	1896	Mahone Bay, N.S.....	93 1	24 3	9 5	95	Nathaniel Butt, Bay St. George, Nfld.
100,708	Unique.....	Pictou, N.S.....	".....	1902	River John, N.S.....	79 1	25 4	8 6	96	John O'Hara, Isaac's Harbour, N.S.
112,159	United Empire.....	Chatham, N.B.....	".....	1903	Caracquet, N.B.....	42 0	14 0	5 6	17	Mrs. Sarah Young, and F. T. B. Young, J.O., Caracquet, N.B.
100,123	Uno.....	Wallaceburg.....	Barge—Chd.....	1892	Wallaceburg, Ont.....	76 0	20 2	5 0	75	S. W. Whitley, Sombra, Ont.
96,890	Upper Traverse.....	Ottawa.....	Light ship.....	77 0	20 0	9 5	97	The Minister of Marine and Fisheries, Ottawa, Ont.
116,510	Uranus.....	Lunenburg.....	Schr—Glt.....	1904	Lunenburg, N.S.....	88 8	24 6	9 2	90	James Young, <i>et al.</i> , Lunenburg, N.S.
66,997	Uranus.....	St. John, N.B.....	".....	1874	Canning, N.B.....	73 2	26 4	6 8	74	Miss Annie Kerrigan, St. John, N.B.
103,417	Uruguay.....	Charlottetown.....	".....	1895	La Have, N.S.....	83 0	23 9	9 3	97	The C. Robin Collas Co., Ltd., Halifax, N.S.
94,694	Utah and Eunice.....	Digby.....	".....	1889	Freeport, N.S.....	50 3	18 0	6 3	33	M. Haines, <i>et al.</i> , Freeport, N.S.
117,057	Utowna.....	Canso.....	".....	1907	Tancook, N.S.....	42 6	12 6	6 3	15	Frank C. Lohnes, M.O., Canso, N.S.

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121,868	Utowna.....	Lumenburg.....	Schr—Glt.....	1906	LaHave, N.S.....	66 4	22 0	8 9	71, J. Norman Rafuse, M.O., LaHave, N.S.
107,249	V. C. Co., No. 1.....	New Westminster.....	Barge—Chd.....	.....	New Westminster, B.C.....	47 5	11 6	3 4	15 Victoria Canning Co. of B.C., Ltd. Victoria, B.C.
107,250	V. C. Co., No. 2.....	"	"	.....	"	47 0	13 6	3 4	18 " "
107,252	V. C. Co., No. 3.....	"	"	.....	"	55 5	18 0	4 5	41 " "
107,631	V. C. Co., No. 6.....	"	"	1898	"	50 0	13 8	3 6	20 " "
107,632	V. C. Co., No. 7.....	"	"	1898	"	49 0	13 8	4 0	25 " "
122,335	V. T. B. 1.....	Vancouver.....	Scow—Chd.....	1907	North Vancouver, B.C.....	86 2	30 2	9 0	209 Vancouver Tug & Barge Co., Ltd., Vancouver, B.C.
122,336	V. T. B. 2.....	"	"	1907	"	86 6	30 7	9 0	212 " "
122,508	V. T. B. 3.....	"	"	1907	Vancouver, B.C.....	86 4	32 1	9 0	223 " "
122,542	V. T. B. 4.....	"	"	1907	"	86 5	32 0	9 1	224 " "
122,543	V. T. B. 5.....	"	"	1907	"	86 4	32 0	9 1	224 " "
80,692	V. Paradis.....	Montreal.....	Barge—Chd.....	1881	Sorel, Que.....	130 0	24 7	10 0	244 Nap. Ladouceur, Sorel, Que.
103,340	Valda.....	"	Sloop.....	1890	Lachine, Que.....	27 0	8 0	1 8	3 A. F. Kiddell, Montreal, Que.
91,743	Vallare.....	Digby.....	Schr—Glt.....	(1888) (1905)	Cambridge, N.B.....	83 4	27 6	7 0	95 W. G. and W. W. Clarke, Bear River, N.S.
116,711	Valada.....	Quebec.....	"	.....	1904 St. Siméon, Que.....	72 0	20 2	6 0	52 Louis Dufourd, St. Siméon, Que.
92,394	Valencia.....	Kingston.....	"	.....	1888 Garden Island, Ont.....	178 0	30 8	13 2	543 Montreal Transportation Co., Ltd., Montreal, Que.
121,651	Valentina.....	Yarmouth.....	Sloop.....	1905	Tusket Wedge N.S.....	32 0	10 6	6 0	10 S. LeBlanc, Tusket Wedge, N.S.
90,752	Valatia.....	St. John, N.B.....	Schr—Glt.....	1885	Rothsday, N.B.....	81 0	27 0	7 4	99 J. W. Forsyth, <i>et al.</i> , Waterside, N.B.
83,164	Valant.....	Aricat.....	"	.....	1881 La Have, N.S.....	76 5	22 5	8 8	80 Ferdinand Renault, West Arichat N.S.
147,112	Valkyria.....	Halifax.....	"	.....	1905 Indian Harbour, N.S.....	42 0	11 6	6 2	13 H. Covey, Indian Harbour, N.S.
103,285	Valkyrie.....	Chatham, N.B.....	"	.....	1895 Shippigan, N.B.....	36 1	12 0	5 2	12 P. Rive, Carnquet, N.B.
100,237	Valkyrie.....	Halifax.....	"	.....	1893 Tancook, N.S.....	34 4	8 6	3 6	5 H. F. Marsh, Halifax, N.S.
103,716	Valkyrie.....	Yarmouth.....	"	1898 Pubnico, N.S.....	34 6	11 7	5 8	11 W. Worthen, Yarmouth, N.S.

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117,143	Valmore	Halifax	Schr—Glt	1905	Mahone Bay, N.S.	42 8	12 3	5 6	11	Thos. Conrad, Rose Bay, N.S.
103,852	Vampire	"	"	1897	Dartmouth, N.S.	23 6	6 6	3 5	2	R. W. Holland, Vancouver, B.C.
126,171	Vandyke	New Westminster	Dredge—Dragne	1907	New Westminster, B.C.	67 0	23 5	5 0	157	Joseph Wm. Pike, Vancouver, B.C.
80,650	Vanity	Yarmouth	Schr—Glt	1882	Maitland, N.S.	39 0	12 6	4 8	11	S. F. Perry, Maitland, N.S.
85,758	Varuna	Quebec	"	1883	St. Jean Port Joli, Que.	51 0	14 9	6 5	24	J. Bouillon, Ste. Anne de la Pte. au Père, Rimouski Co., Que.
100,036	Vedette	Toronto	Lagger	1892	Toronto, Ont.	46 0	9 6	5 2	6	M. B. Morden and H. L. Lazier, J.O., Hamilton, Ont.
100,851	Vega	Quebec	Schr—Glt	1892	Isle aux Coudres, Que.	42 8	15 2	6 2	24	R. Daly, Quebec, Que.
100,434	Velna A	Moncton	"	(1892) (1905)	Harvey, N.B.	42 5	12 2	4 4	13	Elijah Chase, Sackville, N.B.
103,711	Venite	Digby	"	1897	Mavillette, N.S.	45 0	14 0	5 6	24	S. A. Doucette, Mavillette, N.S.
96,781	Venture	Charlottetown	"	1889	Port Pepeswick, N.S.	54 2	18 9	7 8	43	Clarence E. Read, Pugwash, N.S.
92,778	Venture	Victoria	"	1888	Vancouver, B.C.	68 3	16 6	6 3	48	Victoria Sealing Co., Ltd., Victoria, B.C.
94,832	Venus	Weymouth	"	1885	Booth Bay, Me., U.S.A.	59 0	18 4	6 7	42	A. J. Thurbor, et al., Freeport, N.S.
103,058	Venus	Yarmouth	Sloop	1894	Shelburne, N.S.	28 0	11 1	5 3	8	C. Blades, Pubnico, N.S.
122,134	Venus	"	"	1905	Cape Island, N.S.	30 0	10 6	6 0	10	Louis P. Surette, Tusket Wedge, N.S.

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*100,643	Vera	Victoria	Schr—Glt	1887 San Francisco, Cal., U.S.A.	74 0	21 2	8 5	60	Victoria Sealing Co., Ltd., Victoria, B.C.
103,609	Verbena	Sydney	"	1898 Gabarouse, N.S.	56 0	15 7	5 9	27	G. W. Grant, Gabarouse, N.S.
103,736	Vero B. Roberts	Parrsboro'	"	1888 Parrsboro', N.S.	63 3	27 2	9 2	124	John W. Smith, Moose River, N.S.
88,282	Veritas	St. Andrews	"	1878 Eastport, Me., U.S.A.	39 3	19 6	5 6	10	Simon Leonard, West Isles, N.B.
121,756	Verona	Vancouver	Sloop	1906 Vancouver, B.C.	26 6	8 9	3 6	7	Albert French, Vancouver, B.C.
71,647	Vert Pomme	Montreal	"	1872 Pierreville, Que.	101 2	23 4	6 9	111	G. Lebrun, St. Aimé, Que.
100,608	Vesper	Shelburne	Schr—Glt	1893 Sable River, N.S.	35 4	14 0	6 0	14	Chas. Hupman, Somerville, N.S.
£5,976	Vesta Pearl	St. John, N.B.	"	1882 Canning, N.S.	79 0	27 0	6 8	85	Jacob Mayer, St. John, N.B.
103,274	Vestivus	Chatham, N.B.	"	1888 Caraquet, N.B.	35 0	12 1	5 0	10	G. Maillet, Shippigan, N.B.
121,894	Vice Reine	Shelburne	Sloop	1906 Shelburne, N.S.	41 0	13 8	5 4	12	Elenzar Penney, M.O., Cape Island, N.S.
77,564	Victor	Montreal	"	1872 Yamaska, Que.	104 0	22 7	7 0	115	Geo. Foreman, Grace's Point, Que.
100,715	Victor	"	"	1893 Pierreville, Que.	168 3	22 8	10 4	180	N. Laroche, Pierreville, Que.
103,026	Victor	Parrsboro'	Schr—Glt	1836 Saybrook, Conn., U.S.A.	58 8	29 6	6 0	43	G. A. Glaspy, St. John, N.B.
38,523	Victoria	Aricat	"	1874 French Village, N.S.	52 9	16 5	6 1	24	Henry Burke, French Village, N.S.
103,775	Victoria	Chatham, N.B.	"	1897 Shippigan, N.B.	38 9	13 3	5 6	16	W. S. Loggie Co., Ltd., Chatham, N.B.
111,409	Victoria	Lunenburg	"	1900 LaHave, N.S.	95 6	24 6	9 8	100	W. N. Reinhardt, LaHave, N.S.
74,222	Victoria	Montreal	Sloop	1875 Yamaska, Que.	99 8	21 0	5 9	96	N. Lebrun, St. Aimé, Que.
96,996	Victoria	New Westminster	"	1892 Port Guichen, B.C.	36 0	11 0	3 5	13	John A. Maxwell, Nanaimo, B.C.
99,709	Victoria	St. Catharines	Scow—Chld	1870 Welland, Ont.	109 0	23 0	6 5	156	Allan J. Holloway, Toronto, Ont.
167,359	Victoria	Sydney	Schr—Glt	1899 New Haven, N.S.	37 0	12 4	5 0	11	Daniel Johnson, Louisburg, N.S.
100,492	Victoria	Victoria	"	1892 Victoria, B.C.	89 0	20 4	8 4	63	Victoria Sealing Co., Ltd., Victoria, B.C.
122,495	Victory	Chatham, N.B.	"	1907 Escuminac, N.B.	34 8	9 8	4 8	19	L. Lewis and Joseph P. Sullivan, Escuminac, N.B.
53,310	Victory	St. Andrews	"	1865 Harpswell, Me., U.S.A.	30 8	10 4	4 8	8	Geo. Mulholland, Campo Bello, N.B.
116,466	Vie	Vancouver	Barge—Chld	1902 Vancouver, B.C.	62 0	20 2	2 0	22	Charles H. Cates, North Vancouver, B.C.
122,549	Vie No. 2	Vancouver	Scow—Chld	1908 Vancouver, B.C.	57 3	18 3	2 5	54	Charles H. Cates, North Vancouver, B.C.

* Formerly "Halcyon."

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92,767	Vigie.....	Quebec.....	Schr—Glt.....	1889	Quebec, Que.	70 7	19 0	8 6	59	T. Labatt and John Carson, Montreal, Que.
92,589	Vigilant.....	Gaspé.....	".....	1894	Becscie River, Que.....	32 6	13 0	4 6	11	Luc Cornuier, Esquimaux Pt., Que.
100,251	Vigilant.....	Halifax.....	".....	1894	Tancook Island, N.S.....	34 3	9 0	3 7	5	Dudley Mills, Halifax, N.S.
116,970	Vigilant.....	St. Andrews,	Sloop.....	1906	Clarke's Harbour, N.S..	33 7	12 1	5 8	12	Webster Cossaboom, Grand Manan, N. B.
103,504	Viking.....	Lunenburg.....	Schr—Glt.....	1896	Lunenburg, N.S.....	85 2	23 6	9 3	96	J. A. Farquhar, jr., and C. W. Rawlings, Halifax, N.S.
100,621	Viking.....	Port Dover.....	Sloop.....	1891	Port Dover, Ont.....	62 0	16 6	7 8	39	F. H. Mitchell, Oakville, Ont.
107,331	Viking.....	St. John, N.B.....	".....	1899	Yarmouth, N.S.....	30 3	11 6	3 6	9	H. H. Bissett, St. John, N.B.
*121,721	Viking.....	Vancouver.....	".....	Victoria, B. C.....	27 8	9 0	4 0	8	Walter G. Sweet and Lewis H. Evans, Vancouver, B. C.
75,785	Village Belle.....	Port Medway.....	Schr—Glt.....	1878	East Port Medway, N.S.	63 8	21 0	8 3	55	S. E. Teel, Vogler's Cove, N.S.
116,556	Village Belle,	Maitland.....	".....	1907	Maitland, N.S.....	87 0	24 9	8 9	99	John Clark, Maitland, N.S.
57,562	Village Bride.....	Halifax.....	".....	1897	Chezetcook, N.S.....	45 4	15 0	6 4	24	Ephraim Gerrard, West Arichat, N.S.
63,192	Village Queen.....	".....	".....	1874	Mahone Bay, N.S.....	48 6	15 9	6 6	24	Charles Brundage, Sheet Harbour, N. S.
88,302	Villageois.....	Quebec.....	Barge—Chd.....	1881	St. Jean Deschaillons, Que.	92 6	22 6	6 5	93	G. Gignac, Portneuf, Que.
117,183	Vina.....	Chatham, N.B....	Schr—Glt.....	1905	Shippigan, N.B.....	38 4	13 0	5 0	14	J. Noel, Shippigan, N.B.

* Formerly a steamer

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97,186	Viola	Windor, N.S.	Schr—Glt	1891	Salmon River, N.S.	90 0	28 0	9 0	124	J. Willard Smith, St. John, N.B.
21,634	Viola	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	33 0	11 0	6 0	10	J. LeBlanc, Tusket Wedge, N.S.
100,330	Viola Pearl	"	Schr—Glt	1894	Eel Brook, N.S.	45 0	16 7	6 7	24	David McClelland, St. John, N.B.
121,873	Viola S.	"	Sloop	1906	Surette's Island, N.S.	35 2	12 9	6 4	16	Samm Surette, M.O., Surette's Isld., N.S.
100,260	Violet	Halifax	Schr—Glt	1891	Sambro, N.S.	33 6	11 4	5 0	12	James H. Smith, Sambro, N.S.
94,726	Violet N	Digby	"	1888	Cornwallis, N.S.	54 0	17 8	6 4	32	Andrew Coggins, et al, Westport, N.S.
90,485	Violet West	Halifax	Schr—Glt	1885	Scaforth, N.S.	49 6	18 0	7 0	36	E. W. Boutillier, Marriott's Cove, N.S.
122,238	Violet and Annie	Barrington	Sloop	1908	Port Glyde, N.S.	41 5	13 0	5 6	12	Atlantic Fish Companies, Ltd., Lunenburg, N.S.
100,548	Violetta	Digby	Schr—Glt	1898	Hillsburn, N.S.	36 0	13 4	5 4	11	A. W. Longuire, Hillsburn, N.S.
96,773	Virgin	Port Hawkesbury	"	1894	Chetivamp, N.S.	33 0	11 4	4 9	10	The G. Robin Collas Co., Ltd., Halifax, N.S.
103,125	Virgin Queen	St. Andrews	Sloop	1896	East Machias, Me., U.S.A.	40 0	13 0	5 6	16	Nelson Morse, Grand Manan, N.B.
122,452	Virginia	Barrington	"	1907	Tusket Wedge, N.S.	36 0	13 4	7 0	17	Wm. E. Atkinson, Cape Island, N.S.
112,097	Virginia	Lunenburg	Schr—Glt	1902	Lunenburg, N.S.	98 0	26 0	10 0	134	A. C. Barnaby, M. O., West Dublin, N.S.
70,283	Virginia	Montreal	Barge—Chd	1874	Montreal, Que.	110 0	22 9	8 8	185	The Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
116,330	Virginian	Farrsboro	Schr—Glt	1904	Port Greville, N. S.	85 5	23 6	7 8	100	L. E. Graham, M. O., Port Greville, N.S.
51,537	Virginie	Quebec	Barge—Chd.	1864	Grandines, Que.	83 3	22 0	7 4	86	E. Hamelin, Grandines, Que.
74,258	Virginie	"	"	1876	St. Eustache, Que.	95 8	21 5	7 6	112	Solomon Berard, Sorel, Que.
90,863	Viva	Victoria	Schr—Glt	1885	Chester, N.S.	76 9	22 8	9 0	92	Victoria Sealing Co., Ltd., Victoria, B. C.
126,021	Vivian	Sydney, N.S.	"	1907	Ingonish, N.S.	55 0	14 0	7 2	25	Mrs. Margaret S. Hackett, North Sydney, N.S.
126,105	Vivian B. Walbers	Lunenburg	"	1908	Lunenburg, N.S.	91 3	24 5	10 5	86	W. C. Smith & Co., Ltd., M. O., Lunenburg, N.S.
116,283	Vixen	Halifax	"	1903	Ship Harbour, N.S.	47 8	13 0	6 5	15	Robert Keating, Ship Harbour, N.S.
103,678	Vladimir	Toronto	Scow—Chd.	1897	Bracebridge, Ont.	44 4	13 2	4 0	43	S. Brown, Bracebridge, Ont.
100,945	Voltaire	Chatham, N.B.	Schr—Glt	1891	Shippigan, N.B.	35 0	12 0	4 6	10	P. Rive, Caraquet, N.B.
100,357	Voltigeur	Quebec	"	1888	Rimouski, Que.	35 2	14 3	4 8	14	Frs. St. Pierre, Matane, Que.
103,352	Voltigeur	"	Sloop	1894	Les Escoumains, Que.	60 8	18 6	5 3	34	Hypolite Bouliane, Tadoussac, Que.

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96,910	Volunteer.....	Kingston.....	Schr—Glt.....	1891	Dog Lake, Ont.....	88 8	17 0	5 6	59	Barney Black, Kingston, Ont.
111,794	Volunteer.....	Port Hawkesbury..	".....	1903	Port Hawkesbury, N.S..	38 0	12 1	6 3	14	David A. Boudreau, Petite de Grat, N.S.
103,111	Volunteer.....	St. Andrews.....	".....	1888	Grand Manan, N.B.....	36 0	12 3	5 0	14	Milton W. Ingersoll, Grand Manan, N. B.
100,966	Von Moltke.....	Chatham, N.B.....	Schr—Glt.....	1890	Caraquet, N.B.....	36 1	11 9	4 6	11	P. J. Frigot, Caraquet, N.B.
96,034	Vreda.....	Toronto.....	Cutter.....	1888	Troon, G.B.....	53 3	10 1	9 5	18	A. G. Peuchen, Toronto, Ont.
103,588	Vulture.....	Chatham, N.B.....	Schr—Glt.....	1896	Caraquet, N.B.....	36 3	12 5	5 0	13	W. S. Loggie Co., Ltd., Chatham, N. B.
126,223	W. F. I.....	Vancouver.....	Scow—Chd.....	1908	Vancouver, B.C.....	80 6	30 1	7 5	164	Willoughby B. Fox, Vancouver, B.C.
107,456	W. K. IV.....	".....	".....	1899	Vancouver, B.C.....	59 9	21 9	4 8	52	Simon McKenzie, Vancouver, B.C.
111,535	W. K. No. III.....	".....	".....	1891	".....	62 0	22 2	5 0	55	Gordon T. Legg, Vancouver, B. C.
111,536	W. K. No. IV.....	".....	".....	1891	".....	58 0	21 3	5 0	55	".....
111,537	W. K. No. 5.....	".....	".....	1891	".....	58 0	21 0	5 0	54	".....
117,010	W. K. No. 6.....	".....	".....	1903	New Westminster, B.C.	69 0	25 0	6 8	101	L. Wilson, et al., New Westminster, B.C.

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92,661	W. A. Crombie.....	Ottawa.....	Barge—Chd.....	1887	Ottawa, Ont.....	110 0	22 0	7 0	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
111,560	W. C. Clark.....	St. Andrews.....	Schr—Glt.....	1901	Grand Manan, N.B.....	36 0	13 2	6 0	16	Matilda Cheney, G. and Manan, N.B.
116,504	W. C. Silver.....	Lunenburg.....	".....	1901	Bridgewater, N.S.....	93 6	24 1	9 6	97	Kenneth Silver, M.O., La Have, N.S.
42,023	W. D. Bickford.....	Digby.....	".....	1860	Hillsburg, N.S.....	58 8	17 1	7 5	44	J. A. Steves, <i>et al.</i> , Sackville, N.B.
107,542	W. E. Gladstone....	St. John, N.B.....	".....	1898	Carleton, N.B.....	42 0	15 0	5 9	19	Alexander Shaw, Yarmouth, N.S.
83,174	W. E. Young.....	Lunenburg.....	".....	1882	Lunenburg, N.S.....	78 0	23 4	8 5	93	Daniel Hamilton, Sydney, N.S.
121,696	W. F. Britelife.....	Yarmouth.....	Sloop.....	1904	Woods Harbour, N.S.....	35 0	11 8	5 5	10	G. W. Smith, M.O., Woods Harbour, N.S.
88,518	W. F. Elizabeth.....	Sydney.....	Schr—Glt.....	1886	St. Peter's, N.S.....	32 1	12 8	5 1	10	Thomas Doyle, North Rustico, P.E.I.
122,581	W. F. Foley.....	Yarmouth.....	Schr—Glt.....	1908	Tusket Wedge, N.S.....	69 0	19 6	8 0	51	Hilaire T. LeBlanc, Tusket Wedge, N.S.
117,162	W. H. Baxter.....	Windsor, N.S.....	".....	1905	Canning, N.S.....	138 0	32 6	12 4	331	Wm. H. Baxter, M.O., Canning, N.S.
92,669	W. H. Sixsmith.....	Ottawa.....	Barge—Chd.....	1887	Hull, Que.....	112 0	23 0	7 6	147	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,099	W. H. Waters.....	St. John, N.B.....	Schr—Glt.....	1893	Westfield, N.B.....	86 5	28 1	7 9	120	John A. Mowry, <i>et al.</i> , St. John, N.B.
71,274	W. J. Sufell.....	Kingston.....	".....	1874	Port Burwell, Ont.....	129 0	26 0	9 8	238	Wm. H. Gilbert, Belleville, Ont.
122,471	W. K. Graffey.....	Ottawa.....	Barge—Chd.....	1907	Hull, Que.....	122 1	24 1	8 6	208	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
57,257	W. L. Lohnes.....	Lunenburg.....	Schr—Glt.....	1866 1881	La Have, N.S.....	55 3	18 1	7 4	38	Wm. Lohnes, La Have, N.S.
121,786	W. M. Dobell.....	Ottawa.....	Barge—Chd.....	1906	Hull, Que.....	121 8	24 1	8 1	196	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
69,091	W. M. Vogler.....	Port Medway.....	Schr—Glt.....	1874	Vogler's Cove, N.S.....	61 5	20 3	7 6	46	J. S. Cochran, Halifax, N.S.
111,724	W. N. Zwicker.....	Lunenburg.....	".....	1901	Clyde River, N.S.....	145 2	32 1	12 5	398	A. H. Zwicker, <i>et al.</i> , Lunenburg, N.S.
88,688	W. R. Barry.....	St. John, N.B.....	".....	1885	Westfield, N.B.....	51 1	16 0	4 4	30	Chas. A. C. Gorham, Greenwich, N.B.
122,113	W. S. Calvert.....	Toronto.....	".....	1874	Chester, Pa., U.S.A.....	191 0	29 0	14 4	543	The Canadian Transit Co., Ltd., Toronto, Ont.
111,696	W. S. Fielding.....	Liverpool.....	".....	1901	Liverpool, N.S.....	115 0	27 9	11 1	199	Abraham W. Hendry, Liverpool, N.S.
111,649	W. S. Wynot.....	Lunenburg.....	".....	1901	Mahone Bay, N.S.....	90 8	24 7	10 0	100	Charles J. Mader, Mahone Bay, N.S.
100,070	W. W. McLaughlin.	St. John, N.B.....	".....	1891	Hopewell, N.B.....	160 3	38 4	13 2	471	Ernest W. Lynds, Hopewell Cape, N.B.
126,301	W. Bileau.....	Montreal.....	Sloop.....	1903	Notre Dame de Pierre- ville, Que.	108 8	22 8	7 6	119	William Bileau, Notre Dame de Pierreville, Que.
100,174	W. Gill.....	".....	".....	1891	Pierreville, Que.....	91 0	23 0	6 0	89	Napoléon Grenier, Notre Dame de Pierreville, Que.

* Formerly "Berks."

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75,529	W. Owens.....	Montreal.....	Barge—Chd	1874	Monte Bello, Que.....	94 0	19 2	5 7	90	J. Bouvier, St. Roch, Que.
100,513	W. Parnell O'Hara..	Digby.....	Schr—Glt.....	1886	Essex, Mass., U.S.A.....	80 2	23 0	8 3	79	R. C. C. Smallie, (Ship's Husband), Digby, N.S.
122,049	Waldo R.....	St. Andrews.....	"	1906	West Isles, N.B.....	51 0	17 2	7 0	47	Winslow Richardson, West Isles, N.B.
111,793	Walla Walla.....	Port Hawkesbury...	"	1903	Cheticamp, N.S.....	34 0	11 2	5 6	11	Simon Belfountain, Eastern Harbour, N.S.
92,569	Walter.....	Halifax.....	"	1882	Red Head, N.S.....	36 3	13 4	6 5	15	Robert Johnson, Halifax, N.S.
116,724	Walter C.....	St. John, N.B.....	Sloop	1904	Lorneville, N.B.....	41 9	15 5	5 5	18	J. L. Belding, Chance Harbour, N.B.
94,814	Walter L. Rich.....	Victoria.....	Schr—Glt.....	1887	Booth Bay, Me., U.S.A.	79 2	22 0	7 6	84	Victoria Sealing Co., Ltd., Victoria, B.C.
96,944	Walter Miller.....	St. John, N.B.....	"	1890	Black River, N.B.....	93 2	27 7	7 3	118	N. C. Scott, St. John, N.B.
.....	Wanderer	Toronto.....	"	1866	Oakville, Ont	80 0	20 4	7 6	110	John Spencer, jr., Southampton, Ont.
100,019	Wanita	Windsor, N.S.....	"	1897	Granville, N.S.....	60 8	20 0	7 8	42	Rehman Pratt, Wolfville, N.S.
90,896	Wapiti.....	Yarmouth.....	"	1889	Shelburne, N.S.....	90 4	24 2	9 7	100	A. F. Stoneman, <i>et al.</i> , Yarmouth, N.S.
103,594	Warren W.....	Charlottetown.....	"	1896	Montague, P.E.I.....	83 0	22 5	8 6	79	Warren Wightman, Montague, P.E.I.
100,985	Wasp.....	Chatham, N.B.....	"	1888	Carquet, N.B.....	36 0	12 8	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
103,855	Wasp.....	Halifax	Sloop	1897	Dartmouth, N.S.....	23 6	6 6	4 0	2	R. Bauld, Halifax, N.S.

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126,115	Watauga.....	Lunenburg	Schr—Glt	1908, Lunenburg, N.S.....	101 2	25 3	10 4	99	Edwin Backman, M.O., Lunenburg, N.S.
52,198	Watchman.....	St. John, N.B.....	"	1865 Grand Lake, N.B.....	64 0	22 2	6 0	46	John Black and H. C. Smith, St. John N.B.
61,904	Water Lily.....	Halifax	"	1870 Liverpool, N.S.....	38 4	14 0	5 5	14	Donald McKenzie, Pictou, N.S.
122,023	Water Witch.....	Liverpool.....	"	1906 Liverpool, N.S.....	114 3	28 9	11 4	190	John C. Crosbie, St. John's, Nfld.
59,325	Water Witch.....	St. Andrews.....	"	Essex, Mass., U.S.A.....	39 0	12 0	5 0	12	Elben Greenlaw, West Isles, N.B.
80,961	Waterlily	Halifax	"	1880 Little Glace Bay, N.S.....	41 6	14 6	5 8	19	Shelah Evans, Halifax, N.S.
.....	Waubushene	Toronto	"	1872 Chatham, Ont	149 0	26 0	11 6	478	The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.
90,488	Wave	Charlottetown.....	"	1865 Spry Harbour, N.S.....	43 5	14 0	5 5	19	Geo. A. Poole, Lower Montague, P.E.I.
72,980	Wave.....	Digby	"	1873 Salmon River, N.S.....	39 6	12 2	4 8	11	Thos. Paek, Westport, N.S.
77,969	Wave Queen	St. Andrews.....	"	1879 St. George, N.B.....	30 2	11 7	5 1	11	Wm. McMan, St. George, N.B.
88,228	Welcome.....	Charlottetown.....	Schr—Glt	1884 Chezzetcook, N.S.....	47 8	17 3	7 2	33	Robert Whiteaway, Murray River, P.E.I.
116,887	Wenona	Arichat.....	"	1902 Tor Bay, N.S.....	35 4	10 5	4 9	10	John J. Uloth, Tor Bay, N.S.
100,152	Werra	Lunenburg	"	1891 Lunenburg, N.S.....	77 0	23 6	8 8	85	John R. Renouf, Bay of Islands, Nfld.
75,595	West Wind	Digby	"	1877 Port Gilbert, N.S.....	45 7	16 4	6 0	25	Geo. Post, Digby, N.S.
107,764	Western Light	Charlottetown.....	"	1902 Minnigash, P.E.I.....	55 9	17 7	6 8	39	Clas. Veno, Minnigash, P.E.I.
107,760	Western Prince.....	"	"	1889	35 7	12 4	4 6	10	Wallace Richards, Alberton, P.E.I.
100,551	Westmoreland	Dorchester	Bk—Pg	1893 Harvey, N.B.....	164 4	35 3	18 3	398	E. E. Hutchings, Brooklyn, N.Y., U.S.A.
.....	Wheat Bin	Montreal	Barge—Chd	1870 Montreal, Que.....	148 9	24 6	9 5	320	Alphonse Desrosier, Lanoraie, Que.
77,744	Whip-poor-Will	Shelburne	Schr—Glt	1875 Lockport, N.S.....	44 0	13 6	5 5	17	Gilbert Littlewood, Littlewood, Shelburne Co., N.S.
103,704	Whisper	Yarmouth	"	1896 Pabnico, N.S.....	52 5	14 9	7 0	31	Chas. Harkins, Dipper Harbour, N.B.
90,658	Whistler	St. John, N.B	"	1886 Eel Brook, N.S.....	50 9	14 7	6 3	24	David Clute, Harboursville, N.S.
100,962	White Bird	Chatham, N.B.....	"	1893 Shippigan, N.B.....	46 8	15 8	6 0	27	Alexander Tremblay, Minnigash, P.E.I.
77,572	White Bird	Montreal	Sloop	1878 Yanaska, Que.....	92 5	22 5	6 2	89	E. Auelair, Haverhill, Mass., U.S.A.
126,252	White Cap	Chatham, N.B.....	Schr—Glt	1908 Point Spain, N.B.....	34 4	10 0	5 0	11	Patrick Jimmo, M.O., Esequimac, N.B.
94,967	White Cloud	Gaspé	"	1889 Mahone Bay, N.S.....	80 4	24 0	9 3	99	Marie Louise Fortier, Montreal, Que.
.....	1899 Lévis, Que

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117,042	White Eagle.....	Barrington	Sloop.....	1901	Clarke's Harbour, N.S.	32 0	11 2	6 2	10	L. Nickerson, Cape Island, N.S.
122,054	White Fish.....	Chatham N.B.	Schr—Glt	1906	Shippigan Island, N.B.	36 0	13 2	5 5	13	Entrepe Chissou, Shippigan Island, N.B.
72,571	White Oak.....	Kingston	"	1867	Oakville, Ont.....	111 9	24 8	9 5	180	Collins Inlet Lumber Co., Ltd., Toronto, Ont.
122,465	White Wing.....	Yarmouth.....	Sloop.....	1906	Short Beach, N.S.	34 0	11 0	6 0	11	Joseph Harris, Yarmouth, N.S.
100,953	White Wings	Chatham, N.B.	Schr—Glt	1890	Caracquet, N.B.	35 1	12 7	4 4	10	Mrs. Sarah Young and F. T. B. Young, J.O., <i>et al.</i> , Caracquet, N.B.
83,155	White Wings.	Hamilton	Sloop	1886	Trenton, Ont	40 0	15 6	6 4	22	R. W. Scarfe, Port Credit, Ont.
116,202	Whynot.....	Yarmouth	Schr—Glt	1897	Port Maitland, N.S.	31 0	10 0	5 6	10	W. H. Allen and G. H. Van Horne, Arcadia, N.S.
92,833	Wide Awake	Kingston.	Sloop	1887	Kingston, Ont.....	65 3	15 3	3 8	24	John Tuttle, Kingston, Ont.
100,590	Wide Awake.....	Montreal.	Catboat.....	1891	New York, U.S.A.	16 5	7 2	3 5	1	H. M. Molson, Montreal, Que.
61,947	Widgeon.....	Halifax	Schr—Glt	1899	Chezzetcook, N.S.	42 5	14 8	6 6	22	John Pétipas, Bay of Islands, Nfld.
72,321	Widgeon	St. John, N.B.	"	1872	Portland, N.B.	32 1	11 5	5 3	10	James Kennedy, St. John, N.B.
96,934	Wild Brier C.....	Charlottetown.....	"	1890	Miminegash, P.E.I.	47 0	15 0	5 5	24	Walter Matheson, Charlottetown, P.E.I.
116,233	Wild Rose.....	Digby	"	1904	Port Lorne, N.S.	38 5	15 4	6 0	16	Joseph Winter, Canning, N.S.
41,929	Wild Wave	Liverpool	"	1859	Liverpool, N.S.	59 0	17 5	6 7	36	B. G. Crowell, <i>et al.</i> , Shelburne, N.S.

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54,416	Wildflower	St. John, N. B.	Schr—Glt	1866 Washadenook, N. B.	55 0	18 7	5 0	33	John B. Edgar, Kars, N. B.
85,586	Wildwood	Windsor, N. S.	Barge—Chd	1883 St. John, N. B.	222 3	40 0	22 1	1381	Gypsum Packet Co., Ltd., Windsor, N. S.
116,292	Wilena Fraser	Charlottetown	Schr—Glt	1898 Charlottetown, P. E. I.	35 0	12 3	4 4	13	W. W. Corrigan, West Arichat, N. S.
122,150	Wilfred H.	Yarmouth	Sloop	1907 Clyde, N. S.	33 0	10 4	6 0	11	Nathanial Horton, M. O., Port la Tour, N. S.
*121,812	Wilfred L. Snow	Digby	Schr—Glt	1905 Shelburne, N. S.	63 5	17 2	7 1	51	John W. Snow, M. O., Granville, N. S.
107,351	Wilfred Laurier	Sydney	"	1897 Ingonish, N. S.	41 0	11 4	6 0	10	Wm. Ridout, North Sydney, N. S.
.....	Wilfrid Plunkett	Cobourg	"	1896 Oakville, Ont.	78 9	18 9	7 9	100	A. A. Smith, Belleville, Ont.
90,882	Will o' the Wisp	Yarmouth	"	1888 Pulnico, N. S.	67 8	19 7	7 5	51	A. F. Stoneman, Yarmouth, N. S.
92,662	Willard Crane	Ottawa	Barge—Chd	1887 Hull, Que.	110 0	22 0	7 0	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
125,967	Willena Goetude	Parrsboro	Schr—Glt	1908 Parrsboro, N. S.	132 1	32 4	11 2	271	Hugh E. Mosher, M. O., Parrsboro, N. S.
92,578	Willetta	Halifax	"	1888 Sambro, N. S.	37 8	12 9	5 5	12	Jos. Gray, Sambro, N. S.
85,397	William A.	Magdalen Islands	"	1890 Etang du Nord Grindstone Island, Que.	33 6	12 3	4 7	9	John N. Leblanc, Etang du Nord, Grindstone Island, Que.
73,030	William Albert	"	"	1881 Grindstone, Que.	57 1	19 6	8 1	41	Maurice E. Boland, Birchby Cove, Nfld.
126,253	William Davidson	Chatham, N. B.	"	1908 Chatham, N. B.	67 8	20 4	8 0	61	W. S. Loggie, Co., Ltd., Chatham, N. B.
75,912	Wm. Jamieson	Kingston	"	1878 Mill Point, Ont.	100 0	25 4	8 6	143	Chamney Daryaw, Kingston, Ont.
85,363	Wm. McGillivray	Ottawa	Barge—Chd	1884 Hull, Que.	111 1	22 8	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,648	Wm. Power	"	"	1904 "	112 8	24 0	8 2	168	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,663	Wm. Sinclair	Chatham, N. B.	Schr—Glt	1885 Chatham, N. B.	41 0	15 0	5 6	17	W. S. Loggie Co., Ltd., Chatham, N. B.
116,879	Williams	St. Catharines	Barge—Chd	1902 Buffalo, U. S. A.	87 9	18 0	9 0	61	Charles Ross, Port Maitland, Ont.
107,674	Willie	Quebec	Sloop	1900 St. Irenée, Que.	45 6	13 2	6 0	22	Joseph Gauthier, M. O., St. Irenée, Que.
73,962	Willie B.	Halifax	Schr—Glt	1876 Liverpool, N. S.	53 9	18 3	7 3	39	F. P. White, Margaree, N. S.
96,776	Willie B.	Port Hawkesbury	"	1894 } Chateaup, N. S. 1903 }	33 0	11 5	5 4	21	A. W. DeGruchy, Eastern Harbour, N. S.
85,559	Willie F.	Yarmouth	"	1884 Cape Cove, N. S.	40 7	12 5	5 0	12	F. B. Lent, Westport, N. S.
100,226	Willie H. Crosby	Halifax	"	1893 Chezzetcook, N. S.	64 8	22 2	8 9	65	J. D. Savage, Magdalen Islands, Que.
85,541	Willie M.	Barrington	"	1883 Matland, N. S.	53 0	16 0	6 6	24	Isaac Nickerson, Barrington, N. S.

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122,464	Willie M	Yarmouth	Sloop	1907	Clyde, N.S.	34 0	12 0	6 2	14	William E. Smith, Port La Tour, N.S.
85,487	Willie McGowan	Shelburne	Schr—Glt	1883	Shelburne, N.S.	88 0	23 8	9 6	116	Wm. H. Moore, North Sydney, N.S.
66,727	Willow	Quebec	"	1872	La Have, N.S.	41 0	14 6	5 8	18	Chas. Gagné, Rimouski, Que.
107,792	Windward	St. John, N.B.	"	Long Island, U.S.A.	49 2	15 8	5 2	24	T. E. Poyers and J. H. Wilson, St. John, N.B.
97,149	Winnie	St. Andrews	"	1877	Green's Cove, N.S.	30 0	11 3	4 9	12	Thos. Bright, Seeley's Cove, N.B.
94,959	Winnie G. S.	Lunenburg	"	1889	Chester Basin, N.S.	45 0	16 0	7 0	26	Donald McGregor, Dalhousie, N.B.
126,133	Winnie Hazel	Halifax	"	1908	Port Dufferin, N.S.	66 5	20 9	8 1	68	Howard Verge, M.O., Sober Island, N.S.
126,121	Winnie Wing	Kingston	"	1867	Fort Howard, Wisc., U.S.A.	118 0	26 9	9 0	183	Reuben B. Shipman, Napanee, Ont
121,832	Winnifred	Lunenburg	"	1905	Mahone Bay, N.S.	102 3	25 5	10 0	99	Abraham Ernst, M.O., Mahone Bay, N.S.
121,690	Winnifred	Yarmouth	Sloop	1904	Cape Island, N.S.	32 0	11 0	6 0	10	A. Nickerson, Cape Island, N.S.
100,711	Winnipeg	Montreal	Schr—Glt	1893	Kingston, Ont.	179 5	34 6	14 5	681	Montreal Transportation Co., Ltd., Montreal, Que.
107,539	Winogene	St. John, N.B.	Sloop	1898	Mildredville, N.B.	29 0	10 0	3 0	7	H. E. Holder, St. John, N.B.
70,295	Winona	Montreal	Barge—Chd	1874	Quebec, Que.	121 0	23 6	9 8	227	François Sauvé, Beauharnois, Que.
96,717	Winona	Ottawa	"	1890	Grenville, Que.	110 0	24 0	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

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111,554	Winona	St. Andrews	Sloop	1896	Buzzard's Bay, Mass., U.S.A.	20 0	8 3	2 0	4	Edward Maxwell, Montreal, Que.
94,983	Wooa	Toronto	Schr—Glt	...	Gloucester, Mass., U.S.A.	27 6	8 6	4 6	4	Wm. P. Eby, Toronto, Ont.
92,531	Wood	Ottawa	Barge—Chd	1887	Sorel, Que	111 9	22 8	8 1	171	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,012	Wood Bros.	Parrsboro'	Schr—Glt	1894	Parrsboro', N.S.	74 5	25 0	6 1	68	James E. George, et al., Parrsboro', N.S.
111,960	Woodward No. 1	New Westminster	"	1905	New Westminster B.C.	65 0	23 0	4 5	62	Torpedo Frighting & Tug Co., Ltd., New Westminster, B.C.
100,373	World's Fair	Chatham, N.B.	"	1893	Caracquet, N.B.	37 2	12 4	4 8	11	Mrs. Sarah Young and F. T. B. Young, J.O. et al., Caracquet, N.B.
90,897	Wrasse	Yarmouth	"	1889	El Brook, N.S.	64 1	20 2	7 4	56	A. F. Stoneman, Yarmouth, N.S.
103,079	Wren	Chatham, N.B.	"	1894	Shippigan, N.B.	34 6	12 5	4 8	11	T. Abier, Shippigan, N.B.
103,183	Wren	Shelburne	"	1895 (1900)	Shelburne, N.S.	52 0	13 4	6 7	22	A. P. Hamilton, Carleton Village, N.S.
100,225	Wym	Halifax	Cutter	1892	Dartmouth, N.S.	32 5	7 3	5 4	6	R. R. Kennedy, Halifax, N.S.
100,812	Wyvern	Barrington	Schr—Glt	1894	Lockeport, N.S.	53 0	17 0	7 0	25	John and James D. Walker, Basin River Inhabitants, N.S.
111,519	N. 10, U. 8	St. John, N.B.	Sloop	1902	Jenuseg, N.B.	37 2	17 3	4 1	19	J. D. Colwell, Jenuseg, N.B.
122,447	Nipbias	St. John, N. B.	"	1907	Shelburne, N.S.	40 8	13 0	5 6	16	Easton Green, Grand Manan, N. B.
112,127	Yanaska	Lunenburg	Schr—Glt	1903	Mahone Bay, N.S.	92 0	24 8	9 6	98	Peter B. Zwicker, et al., Mahone Bay, N.S.
103,963	Yanaska	Montreal	Barge—Chd	1899	Yanaska, Que.	79 5	21 6	5 4	57	Wm. Graham, Vaudeuil, Que.
85,454	Yanaska	"	Sloop	1898	"	95 8	22 5	6 0	99	F. X. Martel, Ste. Croix, Que.
75,745	Yanaska	Quebec	Barge—Chd	1873	Yanaska, Que.	107 5	22 6	9 3	160	Adelard Boudon, Lanoraie, Que.
116,998	Yolanda	Yarmouth	Schr—Glt	1878	Plymouth, N.S.	75 0	22 0	8 3	77	E. F. Parker, Yarmouth, N.S.
96,808	Youla	Parrsboro'	"	1907	Parrsboro', N.S.	78 4	23 1	9 0	77	David A. Huntley, Parrsboro', N.S.
75,722	Yuba	Halifax	Cutter	1891	Dartmouth, N.S.	33 5	7 3	5 4	6	Harry M. Wyld, Halifax, N.S.
111,419	Yukoa	Yarmouth	Schr—Glt	1878	Green Cove, N.S.	42 0	14 6	5 5	15	Isaac A. Nickerson, Slag Harbour, N.S.
		Lunenburg	"	1900	LaHave, N.S.	96 4	24 7	9 7	97	Arthur Ritcey, LaHave, N.S.

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116,807	Z. Gill	Sorel	Sloop	1906	Pierreville, Que.	104 2	23 0	7 6	126	Willie Gill, Pierreville, Que.
85,508	Zelena	St. John, N.B.	Schr—Glt	1883	St. Martin's, N.B.	40 2	13 6	5 2	14	James T. Smith, Rockland, N.B.
107,917	Zelma	St. Andrews	Sloop	1897	Grand Manan, N.B.	35 0	13 4	4 7	17	H. Frankland, Grand Manan, N.B.
111,653	Zephir No. 1	Quebec	"	1901	St. Thomas de Pierre-ville, Que.	74 4	18 8	5 4	50	Prudent Blais, Ste. Croix, Que.
100,920	Zephyr	Clatham, N.B.	Schr—Glt	1891	Caraquet, N.B.	36 3	12 4	5 0	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
85,378	Zephyr	Halifax	"	1863	Mahone Bay, N.S.	40 5	14 4	5 5	16	Robert J. Slaughenwhite, Terence Bay, N.S.
100,580	Zephyr	Montreal	Sloop	1892	Three Rivers Que.	62 6	16 6	4 9	33	J. Paquette, Champlain, Que.
116,449	Zephyr	Shelburne	"	1904	Port Saxon, N.S.	31 0	11 7	6 0	11	Samuel Greenwood and S. M. Greenwood, Port Saxon, N.S.
112,658	Zeta	Windsor, N.S.	Schr—Glt	1902	Cheverie, N.S.	132 0	32 0	12 0	335	Rodman Pratt, Cheverie, N.S.
103,486	Zillah May	Victoria	"	1896	Ballard, Wash., U.S.A.	77 3	29 8	8 3	66	Sprott Balcom, Victoria, B.C.
121,656	Zilpha	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	32 0	11 4	6 0	10	Martin Penney, Clarke's Harbour, N.S.
122,000	Zoraya	Lunenburg	Schr—Glt	1906	Tancook Island, N.S.	44 2	12 5	6 4	16	John S. Spindler, M.O., Rose Bay, N.S.
83,427	Zoulou	Weymouth	"	1883	Groses Coques, N.S.	40 0	12 0	5 5	12	Louis N. Teabo, Plympton, N.S.
89,013	Zuth	St. John, N.B.	"	1870	Portland, N.B.	29 8	11 3	4 8	8	Edward Hampton, St. John, N.B.

(OFFICIAL COPY.)

JANUARY, 1909.

SUPPLEMENT TO LIST OF VESSELS, 1908.

LISTS OF SHIPS (distinguishing STEAM and SAILING SHIPS) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of January, 1909.

A—Ships for which Registers were opened ;

B—Ships whose Registers were closed in consequence of their having been wrecked, &c.

G. J. DESBARATS,

Acting Deputy Minister of Marine and Fisheries.

TABLE I.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire géant, et adresse.
126,329	Elola.....	Vancouver.....	1907	Vancouver, B. C.....	45 4	10 1	4 3	19	13	3 Sc.	Frank R. Begg, Vancouver, B. C.
122,583	Keremcoos.....	Vancouver.....	1908	Vancouver, N. S.....	34 0	9 6	4 0	8	4	2 Sc.	James Stewart Gray, Yarmouth, N. S.
*122,417	Reliever.....	Midland.....	1888 1908	West Bay City, U.S.A. Midland, Ont.....	226 0	36 4	10 5	810	366	80 Sc.	Manley Chew, Midland, Ont.
122,606	Roddick.....	Kenora.....	1908	Fort Frances, Ont.....	66 0	12 0	4 4	52	31	3 Sc.	William John Wilson, Fort Frances, Ont.
126,330	Shuswap.....	Vancouver.....	1888	Astoria, Ore., U.S.A.....	46 5	13 3	5 0	33	22	7 Sc.	The Lands & Works Dept. of the Govt. of British Columbia, Victoria, B. C.
116,487	Wm. E. Rooney...	Wallaceburg.....	1873	Toledo O. U.S.A.....	49 0	12 8	4 2	12	6	.. Sc.	James Lee, Wallaceburg, Ont.

* Foreign name "Germanic".

SESSIONAL PAPER No. 21b

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Rig. — Gréement.	Built—Construct en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
126,116	Elva Blanche.....	Lunenburg.....	Schr—Glt.....	1908	Mahone Bay, N.S.....	93 8	25 0	9 3	79	Abraham Ernst, M.O., Mahone Bay, N.S.
111,634	Loyal.....	".....	".....	1900	".....	94 4	25 0	9 6	99	Alexander B. Carson, M.O., Rexton, N.B.
126,054	Sea Duck.....	Chatham, N.B.....	".....	1908	Bathurst, N.B.....	38 0	12 6	5 6	16	Edward Peter Roy, Bathurst, N.B.

TABLE III.—STEAMERS, REGISTERS CLOSED—VAPEURS, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
92,388	Carlton.....	Hamilton.....	6	Out of existence.....	
90,573	Gertrude.....	Toronto.....	51	".....	
90,572	Mascotte.....	".....	33	".....	
85,497	Telegram.....	Collingwood.....	134	Wrecked.....	2nd November, 1908.
109,761	Thistle.....	Toronto.....	68	Out of existence.....	
	5 Vessels.....		292		

TABLE IV.—SAILING VESSELS, REGISTERS CLOSED—NAVIRES A VOILES, REGISTRES CLOS.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Net Tonnage. Tonnage net.	Cause assigned for Closing Register. Cause de la clôture du registre.	Date of Loss, &c. Date de la perte, etc.
.....	Acacia.....	Kingston.....	188	Foundered.....	12th July, 1908.
112,122	Atalaya.....	Lunenburg.....	79	Transferred (to St. John's, Nfld.).....	.....
61,431	Bee.....	Chatham, N.B.....	11	Broken up.....	.....
100,340	Bessie A.,.....	Parrsboro'.....	96	Wrecked on Long Ledge, Me., U.S.A.....	1st May, 1908.
107,053	Bonnie Lin.....	Barrington.....	10	Sank off Brier Island.....	13th October, 1908.
103,051	Carrie May.....	Yarmouth.....	25	Broken up.....	.....
92,464	Eliza M.....	Chatham, N.B.....	18	".....	.....
80,798	Freddie G.....	Digby.....	18	".....	.....
112,061	Hornet.....	Windsor, N.S.....	26	Wrecked.....	6th January, 1909.
90,438	Lark.....	Barrington.....	13	Condemned.....	.....
112,345	Lolita A.,.....	Liverpool.....	159	Abandoned at sea.....	21st December, 1908.
103,276	Monkland.....	Chatham, N.B.....	.....	Broken up.....	.....
83,133	Regina B.....	Port Hawkesbury.....	81	Sunk by collision with SS. 'John Irwin' ..	19th September, 1908.
80,394	Robert S. Besnard.....	Parrsboro'.....	1,142	Sold to foreigners, (Spanish subjects).....	.....
84,541	Willie M.....	Barrington.....	24	Wrecked on Green Island, N.S.....	April, 1908.
.....	15 Vessels.....	.....	1,890	.....	.....

(OFFICIAL COPY.)

FEBRUARY, 1909.

SUPPLEMENT TO LIST OF VESSELS, 1908.

LISTS OF SHIPS (distinguishing STEAM and SAILING SHIPS) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of February, 1909.

A.—Ships for which Registers were opened ;

B.—Ships whose Registers were closed in consequence of their having been wrecked, &c.

G. J. DESBARATS,

Acting Deputy Minister of Marine and Fisheries.

TABLE 1.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, — and Address. Armateur ou propriétaire gérant, et adresse.
122650	Alcedo.....	Ottawa.....	1905	Ballard, Wash., U.S.A.	69 7	16 8	7 6	70	47	16 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
126331	Andover.....	Vancouver.....	1908	Kamloops, B.C.	91 3	19 9	4 0	177	111	6 pa.	George B. and Elmer Ward, Kamloops, B.C.
86714	Christine.....	Ottawa.....	1881	Glasgow, G.B.	126 0	17 2	9 9	140	95	40 sc.	The Minister of Customs, Ottawa, Ont.
126096	D. and G.	St. Catharines.....	1909	Port Maitland, Ont.	58 2	14 1	7 4	41	28	10 sc.	George Jones, Port Maitland, Ont.
121957	Elgin F.....	Port Stanley.....	1908	Collingwood, Ont.	75 0	16 0	8 2	66	45	20 sc.	Clare Thorn, M.O., Port Stanley, Ont.
126013	John Hancock	Annapolis Royal.....	1908	Granville Ferry, N.S.	53 0	16 2	5 2	43	29	3½ sc.	Bernard Dolan, Granville Ferry, N.S.
126266	Longboat.....	Toronto.....	1901	Simcoe, Ont.	37 0	10 0	4 0	23	15	2 sc.	The Turner Lumber Co., Ltd., Toronto, Ont.
126137	Mayflower No. 1.....	Halifax	1909	Dartmouth, N.S.	60 5	17 3	7 0	50	45	6 sc.	The Imperial Oil Co., Ltd., Sarnia, Ont.
126236	Princess Charlotte.....	Victoria.....	1908	Govan, G.B.	330 0	46 7	23 7	3844	1999	745 sc.	Canadian Pacific Railway Co., Montreal, Ont.
116686	Slippery Jack.....	Richibucto.....	1897	Richibucto, N.B.	32 0	11 4	5 0	12	11	1 sc.	James Legoo, Richibucto, N.B.
60454	Tyrian.....	Halifax.....	1869	Glasgow, G.B.	237 5	30 2	19 9	1039	667	96 sc.	The Minister of Public Works, Ottawa, Ont.

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construct en	Where Built. — Lieu de construction.	Length in feet and 10ths. — Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. — Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. — Profondeur en pieds et 10 ^{es} .	Registered tonnage. — Tonnage enregistré.	Owner or Managing Owner, — and Address, — Armateur ou propriétaire gérant, — et adresse.
116557	Jessie Ashley.....	Matland.....	Schr—Glt.....	1908	Matland, N.S.....	95 7	26 0	8 6	122	William Anthony, Matland, N.S.
126095	Kemaquair.....	St. Catharines.....	Dredge—Drague.....	1908	Welland, Ont.....	100 0	40 0	9 5	462	William E. Plin, Welland, Ont.
126381	La Trinité.....	Quebec.....	Schr—Glt.....	1891 1906	St. Joachim, Que.....	72 7	23 0	6 6	47	Joseph Gagné, Baie St. Paul, Que.
126103	Minnie F. Crosby.....	Halifax.....	".....	1908	LaHave, N.S.....	97 6	27 2	10 0	119	Adam B. Crosby, Halifax, N.S.
*116687	Myrtle Maek.....	Richibucto.....	".....	1865	Bath, Me., U.S.A.....	46 4	14 2	5 2	20	John D. McLeod, Tidnish, N.S.

* Foreign name "Peerbastah."

TABLE III.—STEAMERS, REGISTERS CLOSED—VAPEURS, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
94797	Calluna.....	Richibucto.....	15	Wrecked.	
71188	Warton Belle.....	Owen Sound.....	59	"	
2 Vessels.....			74		

TABLE IV.—SAILING VESSELS, REGISTERS CLOSED—NAVIRES A VOILES, REGISTRES CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
96774	Carrie L. Smith.....	St. John, N.B.	600	Wrecked.....	December 2, 1908.
107190	France & Russie.....	Charlottetown	27	"	
83291	Idle Wild	Kingston	19	"	
83173	Maggie Smith	Port Hawkesbury.....	83	Lost at St. Esprit, N.S.	
111473	Murlock Finlayson.....	Arichat.....	80	Lost at Cow Bay, N.S.	November 1, 1908.
63280	Osberga	Maitland.....	1,116	Foundered.....	November 9, 1908.
94741	Prudent	St. John, N.B.....	117	Wrecked at Harbourville, N.S.....	August 1, 1908.
90480	Savona	Maitland.....	1,584	Stranded on Calf Island, Ireland.	January 19, 1909.
90474	Sea-gull	"	25	Broken up.	
70477	Strathisla.....	"	1,280	Sold to foreigners (Italians.)	
103012	Wood Bros.....	Parrsboro.....	68	Wrecked at Quaco Light, N.B.....	January 30, 1909.
	11 Vessels		4,999		

(OFFICIAL COPY.)

MARCH, 1909.

SUPPLEMENT TO LIST OF VESSELS, 1908.

LISTS OF SHIPS (distinguishing STEAM and SAILING SHIPS) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of March, 1909.

A.—Ships for which Registers were opened ;

B.—Ships whose Registers were closed in consequence of their having been wrecked, &c

G. J. DESBARATS,

Acting Deputy Minister of Marine and Fisheries.

TABLE I.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. Numéro officiel.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built Construit en	Where Built. Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
†126268	A. Weston.	Toronto.	1882	Me. Clemens, Mich. U.S.A.	161 0	31 3	13 0	672	303	48 se ..	The Conger Coal Co., Ltd., Toronto, Ont.
126118	Advocate.	Lambertburg.	1909	Lambertburg, N.S.	68 4	19 8	8 6	61	51	3 se ..	John W. McLachlan, M.O., Lambertburg, N.S.
121401	City of Haileybury	Ottawa.	1908	Kippewa, Que.	67 0	12 3	6 7	38	26	8 se ..	Teniskuning Navigation Co., Ltd., Haileybury, Ont.
126335	Esprit.	Vancouver.	1909	Vancouver, B.C.	30 8	8 3	4 3	8	6	1 se ..	Arthur Langlois, Vancouver, B.C.
121459	Falken.	Montreal.	1895	Christiania, Norway.	86 5	17 0	9 1	94	38	35 se ..	Thomas Gauthier, Montreal, Que.
†126046	J. H. Upham.	Port Arthur.	1880 1908	Buffalo, U.S.A. Duluth, U.S.A.	48 0	12 0	7 0	26	14	7 se ..	George H. Fincont, Port Arthur, Ont.
126237	J. G. Cox.	Victoria.	1908	Victoria, B.C.	44 0	8 0	4 0	10	5	7 se ..	Edward B. Marvin, M.O., Victoria, B.C.
126332	Poreher.	Vancouver.	1909	Vancouver, B.C.	28 5	7 6	3 0	7	5	1 se ..	Ernest Easthope, Vancouver, B.C.
126336	Sadie Hiltz.	"	1909	"	38 7	10 1	3 9	17	12	3 se ..	Philip Hiltz, Vancouver, B.C.
126334	Skwala.	"	1909	"	92 7	19 2	5 0	165	104	6 pa ..	The Rat Portage Lumber Co., Ltd., St. Boniface, Man.
126138	Strathorne.	Halifax	1909	Mahone Bay, N.S.	94 4	20 2	8 9	135	81	24 se ..	Halifax and Inverness Steamship Co., Ltd., Halifax, N.S.
† 126271	Velma W.	New Westminster.	1902	Whatcom, U.S.A.	39 4	8 8	3 6	11	8	3 se ..	John Fowler, New Westminster, B.C.

† Purchased from Foreigners. * Formerly "Welcome."

SESSIONAL PAPER No. 21b

TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Rig — Gréement.	Built—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
126333	E. C. E. No. 12	Vancouver	Scow—Chd.	1906	Vancouver, B. C.	77 5	27 0	7 3	153	George Coleman, Vancouver, B. C.
+122551	Kingsford	Collingwood	Dredge—Drague	1895	Buffalo, N. Y., U. S. A.	85 7	30 0	8 2	270	Charles S. Boone, Toronto, Ont.
122033	Laura E. Melanson	Weymouth	Schr—Glt	1908	Plymouth, N. S.	88 0	26 0	8 0	100	Dennis J. Melanson, Gilberts Cove, N. S.
126025	Pan Jam	Sydney	Scow—Chd.	1907	North Sydney, N. S.	101 4	28 2	6 2	41	Hugh McDonald, Sydney, N. S.
72316	Pansy	Parrsboro	Schr—Glt.	1877, 1899	Canning, N. S.	73 8	26 3	6 8	76	William A. McGrath, Parrsboro, N. S.
126337	V. T. B. 6	Vancouver	Scow—Chd.	1909	Vancouver, B. C.	83 6	30 4	8 2	183	Vancouver Tug & Barge Co., Ltd., Vancouver, B. C.
126338	Vie No. 3	"	"	1909	"	62 8	18 3	2 8	61	Charles H. Cates, North Vancouver, B. C.
+122552	Wingfield	Collingwood	Dredge—Drague	1885	Buffalo, U. S. A.	73 0	26 0	7 3	191	Charles S. Boone, Toronto, Ont.
126238	Yakata	Victoria	Barge—Chd	1908	Victoria, B. C.	56 0	12 0	2 8	12	Junkeichi Nishimoto, Victoria, B. C.

+ Purchased from Foreigners.

TABLE III.—STEAMERS, REGISTERS CLOSED—VAPEURS, REGISTRÉS CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, &c.
.....	Hero	Hamilton.....	37	Supposed to be out of existence.	
126079	John P. Douglass.....	Vancouver..	149	Burnt.....	5th January, 1900.
92596	L. Boyer.....	Halifax.....	49	Broken up.	
107092	Lapwing.....	New Westminster.....	98	Dismantled.	
121923	Otranto.....	Quebec.....	24	Lost.....	26th November, 1908.
.....	Picton.....	Montreal.....	502	Burnt.....	21st September, 1907.
116298	Rheata.....	Midland.....	18	"	15th October, 1907.
111857	Santa Cruz.....	Owen Sound.....	97	Broken up.	December, 1908.
80774	Tecunsch	Sarnia.....	530	Burnt.....	
75538	Varenes.....	Montreal.....	228	Broken up.	
.....	10 Vessels .....	.....	1,732		

TABLE IV.—SAILING VESSELS, REGISTERS CLOSED—NAVIRES A VOILES REGISTRÉS CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, &c.
111750	Arabia.....	Lanenburg	80	Transferred to St. Johns, Newfoundland.	
92747	Bobs.....	Parrsboro.....	97	Wrecked	7th December, 1908.
85438	Canning Packet.....	Annapolis Royal.....	98	Broken up.	
75691	Esperance en Marie.....	Quebec.....	23	"	
83196	Ethel Blanche	Pictou, N.S.	17	"	
111411	Grilse.....	"	38	Transferred to St. Johns, Newfoundland.	
112109	Hispaniola.....	Lanenburg	91	"	
121902	M. A. Nickerson.....	Barrington.....	37	"	
.....	8 Vessels .....	.....	481		

(OFFICIAL COPY.)

APRIL, 1909.

SUPPLEMENT TO LIST OF VESSELS, 1908

LISTS OF SHIPS (distinguishing STEAM and SAILING SHIPS) belonging to the Dominion of Canada, reported to the Department of Marine and Fisheries in respect of their Registry during the month of January, 1909.

A.—Ships for which Registers were opened ;

B.—Ships whose Registers were closed in consequence of their having been wrecked, &c.

G. J. DESBARATS,
Acting Deputy Minister of Marine and Fisheries.

TABLE I.—STEAMERS REGISTERED—VAPEURS ENREGISTRÉS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistre- ment.	Built — Con- struit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10 ^{es} .	Breadth in feet and 10ths. Largeur en pieds et 10 ^{es} .	Depth in feet and 10ths. Profondeur en pieds et 10 ^{es} .	Gross Tonnage. Tonnage enregistré.	Registered Tonnage. Tonnage enregistré.	H.P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner and Address. — Armateur ou propriétaire gérant et adresse.
126421	Boothby.....	Vancouver.....	1909	Vancouver, B.C.....	46 0	11 6	4 4	27	18	10 sc	Vancouver Power Co., Ltd., Van- couver, B.C.
125609	Daughter of the Praks.....	Kenora.....	1906	Minnowanka, Alta.....	59 0	9 0	5 0	13	9	6 sc	John Standley and William D. Wat- son, J. O. Bankhead, Alta.
126410	Gordon McDonald	"	1908	Sincoc, Ont.....	42 0	12 0	3 6	20	14	2 sc	Keewatin Lumber Co., Ltd., Kee- watin, Ont.
126422	Gray Lady.....	Vancouver.....	1909	Vancouver, B.C.....	38 3	10 4	5 4	20	13	3 sc	Edward A. C. Studd, Vancouver, B.C.
*126222	Ida E.....	Sarnia.....	1887	Oskosh, Wis., U.S.A.....	121 6	25 5	7 6	285	136	10 sc	Grant G. Horne, Wolfe Island, Ont.
126358	Loup Garou.....	Montreal.....	1908	Tetereaultville, Que.....	53 5	11 4	6 4	23	16	5 sc	Charles O. Clark, Westmount, Que.
126267	Lowmoor.....	Toronto.....	Un- known	Unknown.....	47 0	9 5	7 0	15	10	20 sc	Fred'k H. Gooch, Toronto, Ont., and Jos. Laurendeau, Montreal, Que.
126607	Northland Light..	Kenora.....	1907	Athabaska Landing Alta	122 0	22 0	4 5	148	94	5 sc	Northern Transportation Co., Ltd., Athabaska Landing, Alta.
125968	Northland Sun....	"	1907	" " " " " "	103 0	17 0	4 5	132	83	3 1/2	Northern Transportation Co., Ltd., Athabaska Landing, Alta.
*107426	Samuel Marshall..	Brockville.....	1888	Grand Haven, Mich., U.S.A.	198 0	33 4	14 6	772	500	72 sc	The Central Canada Coal Co., Ltd., Brockville, Ont.
126239	Shanly.....	Toronto.....	1908	Parry Sound, Ont.....	53 5	14 5	6 2	50	19	4 sc	The Larry Sound Lumber Co., Ltd., Toronto, Ont.
126339	Toten.....	Vancouver.....	1909	Vancouver, B.C.....	45 2	12 0	5 9	25	17	5 sc	The Packers Steamship Co., Ltd., Vancouver, B.C.
126340	Marvel S.....	"	1909	" " " " " "	33 0	9 4	4 5	13	9	1 sc	William J. Smith, Vancouver, B.C.

* Purchased from Foreigners.

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TABLE II.—SAILING VESSELS REGISTERED—NAVIRES A VOILES, ENREGISTRÉS.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construct en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. Armateur ou propriétaire gérant, et adresse.
+126127	Bertie Calkins.....	Kingston.....	Schr—Glt.....	1874	Two Rivers, Wis., U.S.A.	134 4	27 2	9 3	227	William T. Simmons, Kingston, Ont.
126119	Carrie L. Hirtle.....	Lunenburg.....	"	1909	Lunenburg, N.S.....	101 2	25 3	10 4	99	C. Aubrey Anderson, M.O. <i>et al.</i> , Lunenburg, N.S.
126391	Edith Marguerite.....	"	"	1909	La Have, N.S.....	95 3	26 0	10 5	95	Freeman Hummelman, M.O. <i>et al.</i> , Riverport, N.S.
+126223	Guido.....	Sarnia.....	"	1856	Manitowoc, Wisconsin, U.S.A.	114 9	24 9	7 3	95	William G. Atkinson, Whitby, Ont.
+126126	J. Tolmie.....	Kingston.....	"	1874	Chicago, Ill., U.S.A.	130 2	27 0	9 2	227	Grant Horne, Kingston, Ont.
126037	Percy C.....	Liverpool.....	"	1909	Liverpool, N.S.....	91 0	23 7	9 9	99	W. F. West, Liverpool, N.S.
126120	Warren G. Winter.....	Lunenburg.....	"	1909	Lunenburg, N.S.....	98 2	25 6	10 5	95	Freeman Anderson, M.O. <i>et al.</i> , Lunenburg, N.S.

* Foreign name "Clara."

† Purchased from Foreigners.

TABLE III.—STEAM VESSELS, REGISTERS CLOSED—VAPEURS, REGISTRÉS CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
121917	Alma V.....	Kanora	38	Dismantled.....	
78026	W. E. Gladstone.....	Owen Sound.....	30	Lost at Lions Head, Ont.....	3rd November, 1908.
122215	Wenonah.....	Toronto	3	Burned.....	15th September, 1908.
	3 Vessels.....		71		

TABLE IV.—SAILING VESSELS, REGISTERS CLOSED—NAVIRES À VOILES, REGISTRÉS CLOS.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Net Tonnage. — Tonnage net.	Cause assigned for Closing Register. — Cause de la clôture du registre.	Date of Loss, &c. — Date de la perte, etc.
90479	E. A. O'Brien.....	Maitland, N.S.....	1,037	Condemned at Barbados.....	
83318	Genesta.....	Charlottetown, P.E.I.....	29	Transferred to St. John's, Newfoundland.....	
100266	Luarea	Windsor, N.S.....	632	Lost.....	2nd April, 1909.
92742	Mary E.....	Sackville, N.B.....	99	Wrecked at Machiasport, Me., U.S.A.....	14th April, 1909.
103261	Rowena.....	St. John, N.B.....	96	Wrecked at Libby Island, Me., U.S.A.....	30th Oct., 1908.
	5 Vessels.....		1,893		

FORTY-FIRST ANNUAL REPORT
OF THE
DEPARTMENT OF MARINE AND FISHERIES
1907-8
FISHERIES

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1908-9



To His Excellency the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY,
Viscount Howick, Baron Grey of Howick, a Baronet, G.C.M.G., &c., &c., &c.,
Governor General of Canada,

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit herewith, for the information of Your Excellency and the legislature of Canada, the Forty-first Annual Report of the Department of Marine and Fisheries, Fisheries Branch.

I have the honour to be,

Your Excellency's most obedient servant,

L. P. BRODEUR,

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, November, 1908.

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DEPUTY MINISTER'S REPORT

To the Honourable L. P. BRODEUR,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit the annual Fisheries Report of this department for the fiscal year ending on March 31 last. There are embraced in this report the customary statements of expenditure and revenue, and the several reports of the district inspectors of fisheries, together with reports on work of the fish hatcheries operated under Dominion auspices in the various provinces, fishery protection service, &c. A review of the fishing bounty system during the fiscal year, and condensed summaries follow of the Fishery Commissions in British Columbia, Western Ontario (Georgian Bay and North Channel) and in the Bay of Fundy waters, the last-named having in hand the investigation of the shad fisheries of Nova Scotia and New Brunswick. These commissions have either already completed their work and submitted their reports and recommendations, or are on the eve of doing so. References to the work of the three biological stations, whose researches are conducted under the Dominion Commissioner of Fisheries, are also given, but full reports on the results achieved will be published in separate form as Part III. of the Contributions to Canadian Biology, of which Part I. and Part II. have already been issued.

Two special reports, it may be added, by Professor E. E. Prince, Commissioner of Fisheries, are appended to this report, the subjects treated being: 'The Life-history and Movements of the Cod, Haddock, Mackerel and Halibut,' and 'The Migrations of Sea Fish, with some results of marking fish.'

There are 16 appendices which follow this report in the following order:—

- No. 1. Fishing Bounties.
2. Fisheries, Expenditure and Revenue.
3. New Brunswick Fisheries.
4. Prince Edward Island Fisheries.
5. Nova Scotia Fisheries.
6. Quebec Fisheries.
7. Ontario Fisheries.
8. Manitoba Fisheries.
9. Saskatchewan Fisheries.
10. Alberta Fisheries.
11. British Columbia Fisheries.
12. Arctic Regions.
13. Fish Breeding Operations.
14. Fisheries Protection Service.
15. Fisheries Museum.
16. List of Fishery Officers (outside staff).

BAY OF FUNDY SHAD COMMISSION.

The serious decline and threatened extinction of the valuable shad fisheries of the Bay of Fundy and connected waters have aroused widespread attention in the maritime provinces. Petitions and representations have been made to the honourable the Minister of Marine and Fisheries which culminated in an important meeting in the hall of the Legislative Council, Provincial Buildings, Halifax, N.S., on Wednesday, March 1, when Professor Prince was invited to be present. The chair was occupied by the Hon. M. H. Goudge, president of the council, and there were present Hon. C. N. Cummings, Hon. W. T. Pipes, Hon. B. F. Pearson, Dr. Kendall, Hon. A. M. Gidney, Mr. S. F. Morrison and other prominent men, and the value of the shad industry, and the salmon fisheries in the same waters, was emphasized. As a result of that meeting a commission was appointed, consisting of Professor Prince, Commissioner of Fisheries, Mr. S. F. Morrison, Folly Village, N.S., and Mr. Simon Melanson, Moncton, N.B., and a series of thirty-two sittings has been arranged at Digby, N.S., Annapolis, Scott's Bay, Wolfville, Windsor, East Noel, Noel, Maitland, Shubenacadie, Elmsdale, Halifax, Stewiacke, Folly Village, Great Village, Bass River, Amherst, Minudie, Wood Point, Truro, Pré d'en Haut, Moncton, Salisbury, Alma, Riverside, St. John, Hampton, Lorneville, Dorchester, Gardners Creek, and St. Martins. A thorough inquiry will be carried out and an exhaustive report with recommendations, will be made at the close of the sittings during the present year.

GEORGIAN BAY FISHERY COMMISSION.

This commission, consisting of Professor E. E. Prince, as chairman, and Mr. John Birnie, K.C., and Mr. James Noble, as commissioners, concluded its sittings, and early in the year met in Ottawa, completed its report, which was duly signed by the three members of the commission, and submitted to the honourable the minister to be laid on the tables of the House of Commons. The report as issued consists of about 60 pages, and includes two appendices, viz.: an interim report, presented early in the previous year on a proposed game fish preserve in Georgian Bay; and a special report on the Squaw Island fishery grievances; and a map is appended graphically showing the large amount of gill-nets set at the present time in Georgian Bay waters.

Such general interest was excited by the very successful work of the commissioners that their duties were added to by being required to investigate the waters of Lake Erie, including the Detroit river, St. Clair river and lake, Thames river and Niagara river waters. Nearly twenty additional sittings were arranged to comply with these instructions, and during the summer of 1908 the whole of the fisheries will be inquired into, concluding at Fort Erie and Niagara Falls, before the close of the fishing season. A voluminous report has been already partly prepared based on the evidence taken on Detroit river, and westward of Lake Erie, embracing the fish and fisheries of Lambton, Essex, Kent, Elgin and Norfolk counties. The concluding investigations and sittings for taking evidence from fishermen and others from Norfolk county east to Welland, will be followed in the fall by the preparation of a valuable and elaborate report on the whitefish, lake herring, pickerel or pike-perch, sturgeon and coarse fish fisheries of the waters referred to, and the question of fish-culture as carried out in Canada

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and in the several states bordering on Lake Erie will be discussed at length. The report and recommendations will be embodied in a report to be presented as early as possible next year.

BRITISH COLUMBIA FISHERIES COMMISSION.

In the Fisheries Report for 1907 and for 1906, the work of this large commission was referred to with some amount of detail, and it remains only to say that the great labours undertaken in accordance with the terms of the order in council, dated July 22, 1905, and covering more than two years ended with the publication of the commission's report early in the year 1908. It is the most elaborate and inclusive report on the Pacific fisheries of Canada ever published and no phase of these famous and valuable industries is omitted. It is not too much to say that the commission's report will stand as a book of reference in all future studies into or inquiries about the British Columbia salmon, deep-sea and inshore fisheries. The commissioners were Professor E. E. Prince, Dominion Commissioner of Fisheries, Ottawa, chairman; Messrs. Campbell Sweeney, John C. Brown, Richard Hall, J. P. Babcock and Rev. G. W. Taylor, with Mr. J. Charles McIntosh as secretary, and their report, after giving details of the appointment of the commission, particulars of the sittings, and the conferences with the authorities in Washington State, U.S.A., treats of the following subjects:—

Recent developments affecting British Columbian salmon industry:—

1. United States drain on the Fraser river salmon supply.
2. Washington State canneries and Puget Sound fishing.
3. Alaskan fisheries.
4. Cheapness of Alaska fish, and abundance.

Dependence of Washington State salmon industry on Fraser river.

Difficulties confronting British Columbian salmon industry:—

- (a.) Increase in number of canneries.
- (b.) Salmon curing, freezing and other industries, increase price and demand for raw material (fresh salmon).
- (c.) Scarcity of labour, white, Indian and Chinese.
- (d.) Fluctuation in supply of salmon.
- (e.) Japanese in British Columbia.

Growth of British Columbian fisheries.

Opening of foreign and other markets.

Government brand, Desirability of:—

- (a.) Salmon brand.
- (b.) Herring brand.

Fish offal question.

Hecate Straits question.

Obstruction to the ascent of salmon, &c., in rivers and other waters.

Better fishery police patrol service.

Fishery leases.

Salmon fishing and canning licenses.

Salmon trap-net question.

Oyster and clam leases and licenses.

Steam trawling in British Columbia waters.

Export of certain fish.

General review of fish and fisheries of the province:—Trout and angling—Halibut—Oulachon—Herring—Sturgeon—Smelt, pilchard, anchovy, shad and sardine—Cod—Black cod—Cultus cod, Red cod, &c.—Oyster—Clam—Abalone—Dogfish—Whaling.

Indian claims—Hatcheries—Planting lobsters, oysters, &c.—Seals—Statistics—Necessity of revision of British Columbian laws.

The recommendations cover no less than forty-three or forty-four separate subjects, which may be briefly summarized as follows:—

General Subjects—

Foreign fishing vessels in territorial waters.

Use of fish for manure and oil.

Observance of weekly close time for fish.

Increased fine of \$250 to be provided.

Purse seines to be used for salmon fishing only.

Salmon Industry—

Fraser river.

Northern rivers and inlets.

Vancouver Island rivers.

Inshore Fisheries—

Herring.

Cod.

Rock cod.

Oulachon, smelt, &c.

Sturgeon.

Pilchard, &c.

Black cod.

Deep-sea Fisheries—

Halibut.

True cod.

Black cod or skill.

Shell Fish Fisheries.

Oyster.

Clam.

Abalone or ear shell.

Crab Fishing, etc.—

Crabs.

Prawns, &c.

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River and Lake Fisheries—

- Settlers' and farmers' fishing operations.
- Angling and sport fishing.
- Indian fishing claims.

Whaling Industry—

- Licensed whale factories.
- Whale supply.
- Protective measures.

Miscellaneous Fishery Matters—

- Fish offal and inspection of canneries.
- Utilization of dog-fish and other oil producing fish.
- Territorial jurisdiction on Pacific coast.
- Obstructions on rivers, &c.
- Improved river and sea police patrol.
- Fishery leases.
- Fishing and canning licenses.
- Trap-net question.
- Oyster and clam leases.
- Steam trawling question.

Hatcheries and Improvement of Fish Supply—

- Extension of fish culture.
- Planting of lobsters and eastern oysters.

To these recommendations the whole of the six commissioners appended their names, a very remarkable evidence of thorough work, and exhaustive discussion, when the vastness of the field covered and the variety of conflicting interests is considered.

Two of the commissioners appended a minority report, dealing with some special phases of the salmon fisheries, while one of the commissioners stated his dissent on two or three matters, these minority views being appended to the main report.

A new code of British Columbia fishery regulations has been legalized based on the commission's recommendations, and following the lines of the draft regulations forming Appendix D of the main report. The commission condensed its information and its conclusions in a report of about 112 pages, including a very full index of seven pages and the whole forms a publication of unique value and national moment.

BIOLOGICAL STATIONS.

MARINE BIOLOGICAL STATION OF CANADA.

The movable wooden station which for ten years has been the centre of Canadian fishery researches on the Atlantic coast has this year been replaced by a permanent station at St. Andrews, New Brunswick. For the season of 1908 Professor D. P. Penhallow consented to take charge and superintend the building operations. Pro-

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fessor McBride, Professor McMurrich, Dr. Stafford and a large staff of biological experts form Dr. Penhallow's research reorganization, and with the completion of the fine buildings projected Canada will possess a station for fishery investigation not excelled by that of any other country.

A series of highly important and pressing problems relating to the fisheries has been decided upon as subjects for study and for solution during the year, and if the buildings are sufficiently completed and equipped to allow of the staff conducting these researches a fruitful season is anticipated. Part of the summer will be spent on the Prince Edward Island oyster beds supplementing the work carried on by the station when it was located at Malpeque. The movable station on its scow was to have been taken to Seven Islands; but it is at present at Grand Valley on the Gaspé peninsula, after being located for two years in Gaspé Basin in accordance with the course adopted by the Biological Board, since the operations of the institution started nine years ago. At each site, to which this movable scientific laboratory has been towed, the rule has been observed to devote at least two years to the thorough investigation of the locality, the first year being usually occupied with what may be called a preliminary survey of the faunistic peculiarities of the neighbouring waters, while the second year has been devoted to special detailed problems, and the carrying on of marine researches bearing directly on the more vital fishery questions characteristic of the locality. Dr. Stafford, the energetic curator of the station, who had officially reported that he had had 'a good year' during the first season, especially in discovering the distribution of the vertebrate and invertebrate life in the waters of Gaspé Basin, and in the Gulf of St. Lawrence outside, followed up his faunistic investigations, and added substantially to the list of animals inhabiting the Atlantic waters of Canada, the first portion of which list has been for some time in the press, but has not yet been issued. The abundance of important food-fishes directly depends upon the plenitude or the paucity of the living organisms which constitute the characteristic fauna of each inshore or deep-sea area. Hence the great importance of a thorough faunistic survey in each locality along the coast. Professor A. P. Knight, of Queen's University, Kingston, who has been most assiduous in his attendance at the station almost continuously since the foundation of the institution in 1898, and whose letter addressed to the Royal Society in 1895 may be said to have originally initiated the movement for a marine laboratory for fishery and allied scientific investigations, devised a series of valuable and interesting experiments on the relative merits, or comparative attractiveness, of various kinds of bait. The effectiveness, in carrying on fishing operations, of fresh and of frozen bait has been under discussion by practical men for many years, and the carrying out by the Dominion government of a fishermen's bait-freezer scheme, during the past few seasons along the Atlantic shores, has intensified the interest of the controversy; hence the necessity of an exact and unbiased investigation such as that carried out by Dr. Knight, at the Biological station at Gaspé, last season. The results of the research have not yet been published, but the report in preparation will be of unique interest, and certainly of exceptional practical value, when it is issued, in a forthcoming part of the 'Contributions to Canadian Biology,' under which title the researches of the station staff are published. Professor MacBride had hoped to return from England in time to have taken part in

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the work at Gaspé last year, but this proved impossible, and the director, Professor Prince, and the assistant director, Professor R. Ramsay Wright, were detained by pressing duties, so that neither of them could take part in the investigations carried on. Amongst the staff of workers, in addition to Dr. Stafford, lecturer upon zoology in McGill University, Montreal, were several senior and junior students, with distinguished records in science in McGill University.

At the meeting of the Biological Board in Ottawa last May, the important recommendation of the British Columbia Fisheries' Commission, of which Professor Prince, as Dominion Commissioner of Fisheries, is chairman, was brought up, urging that a biological station be established on the Pacific coast. The fishery problems in British Columbia waters, are many and pressing, and the board decided to take steps in that direction desired by the commission. The board had the advantage of a conference with one of the British Columbia Commissioners and a distinguished Fellow of the Royal Society, the Rev. George W. Taylor, of Wellington, Nanaimo, B.C., who aided the board materially in considering the question. Inasmuch as United States' biologists have, for many years, resorted to the rich waters of British Columbia for biological research and have carried off great stores of most valuable scientific material, and as one United States' marine station has been equipped and has carried on work, on the west coast of Vancouver Island, for a number of years past, the urgency of an adequately equipped station, under the auspices of the Dominion government, requires no supporting argument. Nowhere else on the North American continent is there a field so prolific and so inviting as these unparalleled waters of the great Pacific province of Canada. It is satisfactory to know that the project has the hearty sympathy and support of the Honourable Mr. Brodeur, Minister of Marine and Fisheries, and there is every certainty that provision will be made by the Dominion government for the building of a station and its appropriate equipment.

It may be added that, during the summer of 1907, the Atlantic station was moved to the north shore of the St. Lawrence, near Seven Islands, where the whaling operations, carried on, will afford valuable material for study, and the work of the whaling depot can be studied with a view to estimating the effects upon the whale supply, and the best measures for preserving and developing an industry so valuable and important.

PACIFIC COAST BIOLOGICAL STATION.

An admirable site for a biological station in British Columbia was selected by Professors Prince and Ramsay Wright when they were on the Pacific coast in the fall of 1907. A very distinguished zoologist long resident on the Pacific coast, the Rev. George W. Taylor, had long urged that a station should be built on the shore of Departure bay, near Nanaimo. Through the kindness of Mrs. Dunsmuir and the generous offices of His Honour the Lieutenant Governor of the province, a parcel of land was secured on nominal terms which with the additional site secured, provides a site which could not be surpassed. The waters, rich in fish and marine life, are close by the site where the buildings of the laboratory are to be erected and completed this year, and already a staff of workers from eastern and western Canada have signified

their intention of carrying on investigations bearing on the fisheries as soon as accommodation is provided. The hope of those interested in the advance of fishery knowledge and expansion of the fisheries will be soon realized. As was said in a presidential address to the Biological Station of the Royal Society of Canada (Trans. R.S.C., Vol. I, 3rd Series 1907-8).

‘The project for a marine biological station for British Columbia has never been allowed wholly to remain in abeyance, and enthusiastic scientists have never ceased to harbour the hope that the Dominion government would realize the necessity of scientific investigation in the Pacific waters as appropriately as they did on the Atlantic coast.’

The results of the first season’s work at the splendid British Columbia station will be included in the separate biological report already referred to.

GEORGIAN BAY BIOLOGICAL STATION.

This station, which is now conducted under the Biological Board did some interesting work last year, under the able curatorship of Dr. B. Arthur Bensley. The fishery researches commenced on the 2nd of July, and the following naturalists took advantage of the station for investigations, viz.:—

Mr. J. W. Firth, B.A., Mr. W. A. McCubbin, and Mr. P. I. Bryce, the latter two students of the University of Toronto.

The special work was conducted according to the suggestions made by the director, Professor Prince, at the beginning of the season and, with the exception of certain questions on pound-and-drift-nets in connection with which the staff were unable to obtain material, good results were secured.

A small sum of money was paid to a regular fisherman for the privilege of examining all of the fish taken from his nets and of taking samples when necessary. In this way measurements of the whitefish and lake trout taken in gill nets of the regular mesh were made, also the condition of the fish observed when brought to the surface; and the effect of injuring or sealing of live fish in the nets. In order to facilitate this work a special net was procured made up of small lengths of different mesh. It was found, however, that parts of the net were not properly hung for fishing these waters and there was not sufficient time to remodel the net and continue operations.

It was arranged for Mr. Firth to obtain samples of whitefish for experiments on their keeping qualities when taken from shallow or deep water. Several trials were made for deep-water fish; but it was not possible to obtain shore whitefish on account of the lateness of the season for comparison with deep-water whitefish. Mr. Bryce undertook two visits to the southern end of Georgian Bay for the collection of carp for food examination. About forty fish were taken for this purpose.

It was not possible to obtain access during the summer to localities where pound nets are operated; but experiments were made to show the behaviour of different kinds of shore fishes when entrapped and the sizes of mesh necessary to allow of their escape, and reports are being prepared.

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During the summer there were completed some repairs and improvements to the buildings. The station house which had been damaged by wind storms was straightened and a verandah added to each end. The whole structure was firmly guyed to the rock in order to prevent further possible damage from the same source. A permanent dock 12×20 feet was constructed at the boathouse to replace the former float. The small building formerly used as a storeroom was sheeted inside and made water tight to serve as a library. A new building 10×20 feet was constructed on a scow belonging to the station to serve as a floating laboratory for work in other parts of the bay. This building contains a small laboratory room 10×10, a small kitchen 6×10 and two closets. Several minor improvements were made in the main laboratory and all five buildings of the station were painted.

A gasoline engine of 1½ horse power was added to the equipment and installed in the larger of the two rowboats belonging to the station. On the whole a successful and profitable season was completed at the institution.

GENERAL STATISTICS *RE* FISHERIES.

EXTENT OF CANADIAN COAST.

The fisheries of Canada are the most extensive in the world, extending over an immense sea coast line, besides innumerable lakes and streams.

The eastern sea coast of the maritime provinces from the Bay of Fundy to the Straits of Belle Isle covers a distance of 5,600 miles, which is more than double that of Great Britain and Ireland. The salt water inshore area, not including minor indentations, covers more than fifteen thousand square miles, without the numerous lakes in Manitoba and other western districts, all stocked with excellent species of food fish.

FISHERIES EXPENDITURE AND REVENUE.

The statement of the total expenditure for the different services connected with the fisheries of Canada during the fiscal year ending March 31 last, forms Appendix II. of this publication, page 30.

The total fisheries expenditure amounts to \$956,196, subdivided as follows:—Fisheries proper, \$157,874; fish-breeding, \$235,660; fisheries protection service, \$225,280; miscellaneous expenditure, \$181,267, and also \$156,114 distributed as fishing bounties.

The total amount received as revenue from fishing licenses, fines, &c., during the same period in the different provinces of Canada was \$90,686. This sum includes \$10,000 received from the United States fishing fleet as *modus vivendi* fees. (See statement p. 39 of this report).

A comparative statement of all expenditure and revenue for the last eighteen years concludes Appendix No. 2.

Fuller details of the different fishery expenditures will be found in the Auditor General's report under their different headings.

BOUNTIES FOR FISHING.

The deep-sea fishermen of the maritime provinces received the sum of \$156,114 as bounties on their respective catches of sea fish for the season of 1907.

Of this amount the owners of 927 fishing vessels and their crews received \$61,785. The balance, \$94,329, was distributed amongst 20,520 boat fishermen.

For the year 1907, the province of Nova Scotia received \$92,381; Quebec, \$36,102; New Brunswick, \$16,454, and Prince Edward Island, \$10,175.

Since its inception (1882) the sum of \$1,105,815 has been distributed to the deep-sea fishermen of the above named maritime provinces to better enable them to develop their industry.

The regulations governing the payment of such fishing bounties as well as the particulars respecting their distribution forms the first appendix of this publication.

VALUE OF THE FISHERIES OF CANADA.

The whole catch of fish in our waters by Canadians, including fish products, seals, &c., during the season of 1907, comprising the winter fishing of 1908 to March 31, is valued at *twenty-five million and a half dollars*. This is a falling off of three-quarters of a million dollars, as compared with the production of 1906.

As noticed in the following table, the handsome increases in New Brunswick, Prince Edward Island and Ontario are more than counterbalanced by the decreases in other provinces, British Columbia more than accounting for the deficiency.

The following table shows the total value of the fisheries of each province in their respective order of rank with the increase or decrease as compared with the year 1906:—

Provinces.	Value of Fish.	Increase.	Decrease.
	\$	\$	\$
Nova Scotia	7,632,330		166,830
British Columbia.....	6,122,923		880,424
New Brunswick.....	5,300,564	395,339	
Quebec.....	2,047,390		127,645
Ontario.....	1,935,025	200,169	
Prince Edward Island.....	1,492,695	323,756	
Manitoba	968,422		524,501
Saskatchewan.....			
Alberta.....			
Totals	25,499,349	919,264	1,699,400
Net decrease.....			780,136

The most important fluctuations is the decline noticed in British Columbia, attributed chiefly to the shortage in the salmon run on the Pacific coast.

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The falling off in the inland western provinces of the Dominion is even more pronounced than last year. The question of facilities for reaching profitable markets for fish in the great west is a very important factor to the producer.

The various features in the fisheries of each province are fully treated by the different inspectors of fisheries in their reports, forming the appendices numbered three to twelve.

The following statement shows the relative values of the principal kinds of the commercial fishes above \$100,000 for the year 1907, as compared with those of previous year:—

Kinds of Fish.	Value.	Increase.	Decrease.
	\$	\$	\$
Salmon	5,014,446		842,314
Lobsters	4,084,122	661,195	
Cod	3,619,818	148,632	
Herring	2,073,756		630,840
Mackerel	981,506		388,222
Halibut	841,387	157,547	
Haddock	799,230	32,334	
Smelts	775,866	350,235	
Whitefish	688,466		218,293
Trout	676,892		114,575
Sardines	665,597	150,681	
Pickarel	586,489		126,948
Hake	568,993	184,502	
Clams, quahaugs, &c.	458,780	60,146	
Pollock	413,165		17,815
Pike	294,738	90,122	
Oysters	183,993		10,862
Alewives	131,351		8,338
Sturgeon	122,321		18,411
Eels	116,478		11,759

The quantity of fish used as bait in the season of 1907 is valued at \$518,022 and that as fish oil at \$539,067.

The fur seal skins secured by the British Columbia pelagic sealers during the same period only amounted to \$108,152; being a decrease of over \$200,000. This season the capture, 94 sea-otters, realizing nearly \$13,000, may be added to the fur industry of the western province.

Of the twenty kinds of fish yielding above \$100,000 each, the number of increases and decreases are about equally divided.

Apart from salmon, which still heads the list with a value of \$5,000,000, although showing a decrease of three-fourths of a million, the principal fluctuations are the large yield noticed in lobsters as well as the decline in herring of almost an equal value of over \$600,000. The large increase of \$350,000 in smelts is more than wiped out by the decline in the mackerel fishery.

There is a fair increase in cod, haddock, hake and halibut. A falling off is to be noticed in the yield of the two principal kinds in fresh water fish—whitefish and salmon trout.

The clam fishery, principally the variety known as quahaugs, shows a noticeable increase, of about \$60,000.

The other changes in the value of fishes are of smaller importance.

From the year 1869 to 1907, inclusive, the five principal commercial sea-fishes have yielded the following value:—

Cod..	\$143,134,571
Salmon..	101,804,665
Lobsters..	87,375,675
Herring..	77,343,921
Mackerel..	48,398,478

EXPORT OF FISH.

During the last fiscal year ended March 31, 1908, the fish and fish products, including marine animals, exported from Canada to foreign countries, chiefly to the United States and Great Britain, amounted to \$13,906,567.

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RECAPITULATION.

OF the Yield and Value of the Fisheries of the Dominion of Canada for the Year 1907.

Number.	Kinds of Fish.	Quantity.	Value.	Total.
1	Cod, dried	Cwt. 693,955	3,372,516	8
2	" fresh or green	Lb. 6,895,900	230,612	
3	" tongues and sounds	Brls. 1,669	16,690	3,619,818
4	Haddock, dried	Cwt. 75,002	261,699	
5	" fresh	Lb. 12,601,365	378,041	
6	" smoked (finnan haddies)	" 2,658,170	159,490	799,230
7	Hake, dried	Cwt. 183,560	524,148	
8	" sounds	Lb. 142,995	44,845	568,993
9	Pollock	Cwt. 137,725		413,165
10	Tom cod or frost fish	1 b. 1,977,225		59,317
11	Halibut	" 15,578,985		841,387
12	Flounders	" 1,391,670		41,750
13	Salmon, preserved in cans	" 26,043,538	3,280,728	
14	" fresh	" 9,218,879	945,292	
15	" smoked	" 447,380	47,686	
16	" pickled or dry salted	" 13,960,290	740,810	5,014,446
17	Trout (all kinds)	" 6,944,218		676,892
18	Ouananiche	" 42,000		4,500
19	Whitefish	" 8,853,660		688,466
20	Smelts	" 10,470,324		775,866
21	Oulachons	" 548,300		27,855
22	Herring, salted	Brls. 279,789	1,302,698	
23	" fresh	Lb. 35,074,657	546,002	
24	" smoked	" 7,170,210	198,737	
25	" kippered	" 263,190	26,319	2,073,756
26	Sardines, preserved in cans	" 5,700,000	285,000	
27	" fresh or salted	Brls. 253,000	380,597	665,597
28	Shad	" 5,230		54,336
29	Alewives	" 20,892		131,351
30	Pike	Lb. 5,677,730		294,738
31	Maskinonge	" 4,920		492
32	Eels, salted	Brls. 6,969	69,690	
33	" fresh	Lb. 779,800	46,788	116,478
34	Perch	" 1,258,482		61,694
35	Pickarel	" 7,589,302		586,489
36	Bass (achigan)	" 204,290	20,389	
37	" sea B	" 7,200	720	21,109
38	Mackerel, salted	Brls. 42,207	633,105	
39	" fresh	Lb. 2,903,340	348,401	981,506
40	Sturgeon	" 766,255	78,935	
41	" caviare or bladders	" 16,437	44,286	122,321
42	Lobsters, preserved	" 8,660,500	3,198,172	
43	" fresh or alive	Cwt. 97,490	885,950	4,084,122
44	Oysters	Brls. 27,299		183,993
45	Clams, quahaugs, scallops, &c.	"		458,780
46	Squid	" 6,009		24,036
47	Coarse and mixed fish	" 16,788	33,576	
48	"	Lb.	642,900	676,476
49	Fur seal skins in B.C.	No. 5,567		108,152
50	Hair seal skins	" 30,528		34,680
51	Sea otter skins	" 38		12,558
52	Beluga skins	" 56		224
53	Fish used as bait	Brls. 345,349		518,022
54	" fertilizer	"		217,987
55	Fish oil	Galls.		539,067
Total value for 1907				25,490,349

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RECAPITU

SHOWING the whole production of the Fisheries in the

Number.	Kinds of Fish.	NOVA SCOTIA.		BRITISH COLUMBIA.		NEW
		Quantity.	Value.	Quantity.	Value.	Quantity.
			\$		\$	
1	Cod, dried	Cwt.	400,112	2,000,560		80,922
2	" fresh or green.....	Lb.	5,580,400	167,412	744,900	202,800
3	" tongues and sounds.....	Brls.	1,101	11,010		336
4	Haddock, dried.....	Cwt.	66,906	234,171		4,906
5	" fresh.....	Lb.	11,056,065	331,682		1,486,200
6	" smoked (finnan haddies).....	"	2,549,870	152,992		108,300
7	Hake, dried.....	Cwt.	126,400	375,789		46,242
8	" sound.....	Lb.	75,408	18,852		45,784
9	Pollock.....	Cwt.	111,845	335,535		25,860
10	Tom cod or frost fish.....	Lb.	172,800	5,184		1,678,000
11	Halibut.....	"	847,741	84,774	14,304,725	715,236
12	Flounders.....	"	723,670	21,710		668,000
13	Salmon, preserved in cans.....	"	10,170	1,526	26,028,768	3,278,512
14	" fresh.....	"	880,604	154,406	5,650,285	320,138
15	" smoked.....	"	14,280	2,856	417,900	41,790
16	" pickled and dry salted.....	"			13,846,800	732,305
17	Trout (of all kinds).....	"	169,920	16,992	212,300	21,230
18	Ouananiche.....	"				
19	Whitefish.....	"				5,600
20	Smelts.....	"	554,447	29,591	463,700	23,185
21	Oulachons.....	"			548,300	27,855
22	Herring, salted.....	Brls.	84,890	412,587		159,560
23	" fresh.....	Lb.	7,020,370	79,204	19,346,500	193,465
24	" smoked.....	"	669,270	13,385	192,200	19,220
25	" kippered.....	"				263,190
26	Sardines, preserved in cans.....	Cans				5,700,000
27	" fresh or salted.....	Brls.				252,269
28	Shad.....	"	773	7,730	50	500
29	Alewives.....	"	9,579	38,316		4,325
30	Pike.....	Lb.				19,743
31	Maskinonge.....	"				
32	Eels, salted.....	Brls.	2,816	28,160		3,287
33	" fresh.....	Lb.				
34	Perch.....	"				
35	Pickarel.....	"				42,200
36	Bass (achigan).....	"	12,240	1,224		142,600
37	" sea B.....	"				
38	Mackerel, salted.....	Brls.	24,162	362,439		355
39	" fresh.....	Lb.	2,451,340	294,161		334,700
40	Sturgeon.....	"			100,000	5,000
41	" caviare and bladders.....	"				350
42	Lobsters, preserved.....	"	2,270,346	1,281,104		2,731,012
43	" fresh or alive.....	Cwt.	84,279	771,250		12,401
44	Oysters.....	Brls.	1,337	8,022	855	5,985
45	Clams, quahaugs, scallops.....	"	22,162	44,324		18,540
46	Squid.....	"	4,938	19,752		1,071
47	Coarse and mixed fish.....	"				16,409
48	" ".....	Lb.		89,022		190,375
49	Fur seal skins in B.C.....	No.			5,397	107,940
50	Hair seal skins.....	"	170	212	5,160	2,970
51	Sea other skins.....	"			38	12,558
52	Beluga skins.....	"				
53	Fish used as bait.....	Brls.	86,434	129,651		12,431
54	" " fertilizer.....	"	114,497	57,248		32,363
55	" oil.....	Galls.	195,019	58,566		332,322
	Totals.....			7,632,330		6,122,923

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LATION.

different Provinces of Canada for the year 1907-8.

BRUNSWICK.		QUEBEC.		ONTARIO.		P. E. ISLAND.		MANITOBA, SASKATCHEWAN AND ALBERTA.		Number.
Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
\$		\$		\$		\$		\$		
404,610	194,518	875,331			18,403	92,015			1	
8,112	367,800	13,654							2	
3,360	139	1,390			93	930			3	
17,171	1,615	4,845			1,575	5,512			4	
44,586	6,000	180			53,100	1,593			5	
6,498									6	
115,605					10,918	32,754			7	
20,542					21,803	5,451			8	
77,580					20	50			9	
50,340	126,000	3,780			425	13			10	
15,325	273,269	26,052							11	
20,040									12	
690									13	
344,235	836,290	125,443			5,000	1,000			14	
3,040									15	
	113,490	8,505							16	
18,720	186,950	18,695	5,980,828	586,873	22,820	2,282	185,000	12,100	17	
	42,000	4,200							18	
840	40,570	4,057	3,241,190	320,419			5,566,000	363,150	19	
667,932	202,327	10,116			900,850	45,042			20	
									21	
716,790	17,398	78,291	1,065	10,650	16,876	84,380			22	
21,860	1,422,800	14,228	4,881,387	244,069	217,600	2,176			23	
151,091	592,040	11,841			160,000	3,200			24	
26,319									25	
285,000									26	
378,404	731	2,193							27	
44,920	82	1,186							28	
90,755					570	2,280			29	
	179,800	8,990	2,184,040	174,723			3,313,890	111,025	30	
	4,920	492							31	
32,870	128	1,280			738	7,380			32	
	729,800	43,788	50,000	3,000					33	
	142,800	7,140	1,033,682	51,684			82,000	2,870	34	
2,954	132,350	13,235	3,192,252	319,225			4,222,500	251,075	35	
14,220	49,450	4,945							36	
	7,200	720							37	
5,325	12,570	188,550			5,120	76,800			38	
40,164	26,800	3,216			90,500	10,860			39	
760	58,210	3,493	316,545	47,482			222,000	21,300	40	
315			28,587	26,471			17,500	17,500	41	
819,304	819,723	245,917			2,839,489	851,847			42	
109,210	90	450			720	5,040			43	
92,610					9,672	77,376			44	
295,224	165	330				100,362			45	
4,284	74	148			305	610			46	
32,818									47	
4,098	1,123,000	19,574	2,730,615	150,429			6,824,700	189,402	48	
									49	
105	25,284	31,605							50	
	56	224							51	
186,472	83,105	124,657			51,495	77,242			52	
107,825	35,452	17,726			2,825	2,825			53	
17,641	423,076	126,923			12,250	3,675			54	
									55	
5,390,564		2,047,390		1,935,92		1,492,695		968,422		

RECAPITULATION showing the Total Value of the Fisheries in the respective Provinces of Canada, from 1870 to 1907 inclusive, as compiled from the Annual Reports of the Department of Fisheries.

Year.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Quebec.	Ontario.	British Columbia.	Manitoba Saskatchewan and Alberta.	Total for Canada.
	§	§	§	§	§	§	§	§
1870.....	4,019,425	1,131,433	No data.	1,161,551	264,982	No data.	No data.	6,577,391
1871.....	5,101,030	1,185,033	"	1,093,612	193,524	"	"	7,573,199
1872.....	6,016,835	1,965,459	"	1,320,189	207,633	"	"	9,570,116
1873.....	6,577,085	2,285,662	297,595	1,391,564	293,091	"	"	10,754,997
1874.....	6,652,302	2,885,794	288,863	1,008,660	446,267	"	"	11,681,886
1875.....	5,573,831	2,427,654	298,927	1,596,759	453,194	"	"	10,350,386
1876.....	6,029,050	1,953,389	494,907	2,097,668	437,229	"	"	12,005,934
1877.....	5,527,838	2,133,237	763,036	2,560,147	438,223	"	"	12,005,934
1878.....	6,131,600	2,305,790	840,344	2,664,055	348,122	"	"	13,215,678
1879.....	5,752,937	2,554,722	1,402,301	2,820,395	367,133	"	"	13,529,254
1880.....	6,291,061	2,744,447	1,675,089	2,631,556	444,491	"	"	14,499,979
1881.....	6,214,782	2,930,904	1,955,290	2,751,962	509,903	"	"	15,817,162
1882.....	7,131,418	3,192,339	1,855,687	1,976,516	825,457	"	"	16,824,092
1883.....	7,689,374	3,185,674	1,272,468	2,138,997	1,027,033	"	"	16,958,192
1884.....	8,703,779	3,730,454	1,085,619	1,694,561	1,133,724	"	"	17,766,404
1885.....	8,283,922	4,005,431	1,293,430	1,719,460	1,342,692	"	"	17,722,973
1886.....	8,415,362	4,180,227	1,141,991	1,741,382	1,435,998	"	"	18,679,288
1887.....	8,379,782	3,559,507	1,037,426	1,773,567	1,531,850	"	"	18,386,103
1888.....	7,817,030	2,941,863	876,862	1,860,012	1,839,869	"	"	17,418,510
1889.....	6,346,722	3,067,039	886,430	1,876,194	1,963,123	"	"	17,055,256
1890.....	6,636,444	2,699,035	1,041,109	1,615,119	2,069,637	"	"	16,779
1891.....	6,171,300	3,371,050	1,258,733	2,008,678	1,806,389	"	"	232,104
1892.....	6,340,724	3,203,922	1,179,856	2,236,732	2,042,198	"	"	3,481,482
1893.....	6,407,279	3,746,121	1,133,368	2,218,905	1,694,930	"	"	3,008,755
1894.....	6,547,378	4,351,526	1,119,738	2,303,386	1,659,968	"	"	2,849,483
1895.....	6,213,131	4,403,158	976,836	1,867,920	1,584,473	"	"	4,443,963
1896.....	6,070,895	4,799,433	976,126	2,025,754	1,603,674	"	"	3,950,478
1897.....	8,090,346	3,934,135	994,919	1,737,011	1,289,822	"	"	4,401,354
1898.....	7,226,034	3,849,357	1,070,202	1,761,440	1,433,632	"	"	4,183,999
1899.....	7,347,604	4,119,891	1,043,645	1,953,134	1,590,447	"	"	6,388,865
1900.....	7,809,152	3,769,742	1,089,193	1,989,279	1,338,294	"	"	3,713,101
1901.....	7,989,548	4,193,264	1,050,623	2,174,455	1,428,076	"	"	5,214,074
1902.....	7,351,753	3,912,514	887,024	2,059,175	1,265,706	"	"	4,878,820
1903.....	7,841,602	4,186,800	1,099,510	2,211,792	1,533,144	"	"	7,942,771
1904.....	7,287,099	4,671,084	1,077,546	1,751,397	1,793,229	"	"	5,219,107
1905.....	8,239,085	4,847,090	998,922	2,003,716	1,708,963	"	"	9,850,216
1906.....	7,799,160	4,965,225	1,108,939	2,175,035	1,734,856	"	"	7,003,347
1907.....	7,632,330	5,300,564	1,492,695	2,047,390	1,935,025	"	"	6,122,923
Totals.....	\$262,576,078	\$128,629,989	\$86,945,339	\$74,619,139	\$45,015,003	\$111,575,319	\$17,863,181	\$677,224,058

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CAPITAL INVESTED IN THE FISHING INDUSTRY OF CANADA; NUMBER OF MEN EMPLOYED IN THE YEAR 1907.

During the fishing season of 1907, over 71,000 men were engaged in the fisheries of Canada, not including the thousands of persons employed in the lobster canning industry. These fishermen used nearly seven million fathoms of gill-nets and seines besides other fishing gear and fixtures, representing an aggregate capital of nearly fifteen million dollars. This is about a quarter million dollars over the total outlay of the previous season by a smaller number of fishermen.

The lobster plant alone is valued at over one million and a half, comprising all the equipment of nearly seven hundred canneries dispersed on the sea-coast of the maritime provinces as follows: Nova Scotia, 217; New Brunswick and Prince Edward Island, 184 each, and Quebec, 100.

This industry placed on the market nearly nine million cans of this preserved crustacean, besides about one million pounds disposed of alive or in a fresh state mostly in cities of the United States, both aggregating a value exceeding four million dollars.

The important branch of salmon preserving on the Pacific coast during the same period, consisting of seventy-five canneries, with all their equipments, valued at nearly two million dollars and giving employment to nearly 13,000 persons, produced over twenty-five million pounds of the preserved article, besides nearly as many pounds disposed of fresh or salted.

Not including the sealing fleet (which is still valued at \$367,650), the remaining invested capital in other fishery industries is given at over two million and a half of dollars.

Only fifteen vessels of the sealing fleet were hunting seals during the 1907 season; securing 5,397 skins, valued at \$107,940. Thirty-eight sea-otter skins were also secured at the same time.

RECAPITULATION

Of the Value of Fishing Implements, Vessels, Boats, Nets, &c., including all capital invested in Fishing Industry of Canada, 1907.

PROVINCES.	FISHERMEN.		VESSELS.		BOATS.		NETS AND SEINES.		Value of trap and pound-nets, weirs, &c.	Value of lobster plant.	Approximate value of freezers, fisheries and other fixtures, &c.	Total Value.
	Vessels.	Boats.	Number.	Tonnage.	Value.	Number.	Value.	Fathoms.				
Nova Scotia.	5,034	18,509	671	20,268	1,017,320	14,746	374,793	2,138,767	325,181	700,263	1,350,499	4,469,041
British Columbia.	561	12,273	105	2,740	619,100	5,046	325,613	813,290	395,250	.....	2,544,546	4,767,863
New Brunswick.	1,367	13,012	343	4,804	169,176	7,801	305,079	892,655	422,949	380,424	626,735	2,332,455
Quebec.	120	11,115	22	1,826	32,950	6,187	206,130	229,049	249,041	107,580	305,960	1,134,315
Ontario.	725	2,455	149	2,780	387,620	1,448	134,025	2,038,694	157,941	.....	135,533	1,039,463
Prince Edward Island.	193	3,401	42	950	24,570	1,900	54,855	96,721	17,206	319,795	27,365	488,965
Manitoba.	149	765	22	1,034	132,800	530	24,075	623,613	3,600	.....	242,300	510,400
Saskatchewan. ....	.....	425	.....	.....	.....	520	6,500	51,000	.....	.....	.....	14,650
Alberta. ....	.....	1,270	.....	.....	.....	265	2,580	43,990	.....	.....	950	9,560
Totals.	8,089	63,165	1,390	36,902	2,731,888	38,711	1,437,196	6,334,284	1,571,168	1,568,784	5,234,488	14,826,592
.....	71,254

† Sealing fleet; other equipment., \$16,346. ‡ Mostly tugs.

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RECAPITULATION.

STATEMENT of the Lobster Industry in Canada during the Season 1907-8.

PROVINCES.	Number of persons employed in Canneries.	PLANT.				CATCH.					
		Number of Canneries.	Value.	Number of Traps.	Value.	Total Value of Plant.	Number of Cans.	Value.	Fresh or alive.	Value.	Total value of whole catch.
			\$		\$	\$	Lb.	\$	Cwt.	\$	\$
Nova Scotia	3,254	217	299,980	636,400	491,005	700,985	2,270,346	1,281,104	84,279	771,250	2,052,354
New Brunswick	3,860	184	114,600	289,951	265,824	380,424	2,731,012	819,303	12,401	109,216	928,513
Prince Edward Island	2,655	184	112,935	305,990	206,860	319,795	2,839,489	851,847	720	5,040	856,887
Quebec	1,673	100	85,600	108,390	81,980	107,580	819,723	245,917	90	450	246,367
Totals	11,442	685	523,115	1,340,731	1,045,669	1,568,784	8,660,570	3,198,171	97,490	885,950	4,084,121

COMPARATIVE TABLE showing Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries of Canada, together with the Value of Fishing Materials employed, from 1880 to 1907.

Year.	VESSELS.			BOATS.		Value of Nets and Seines.	Value of other Fishing Ma- terial.	Total Capital Invested.
	No.	Tonnage.	Value.	No.	Value.			
			\$		\$	\$	\$	\$
1880... ..	1,181	45,323	1,814,688	25,266	716,352	985,978	419,564	3,936,582
1881... ..	1,120	48,389	1,765,870	26,108	696,710	970,617	679,852	4,113,049
1882... ..	1,140	42,845	1,749,717	26,747	833,137	1,351,193	823,938	4,757,985
1883... ..	1,198	48,106	2,023,045	25,825	733,186	1,243,366	1,070,930	5,120,527
1884... ..	1,182	42,747	1,866,711	24,287	741,727	1,191,579	1,224,646	5,014,663
1885... ..	1,177	48,728	2,021,633	28,472	852,257	1,219,284	2,604,285	6,697,459
1886... ..	1,133	44,605	1,890,411	28,187	850,545	1,263,152	2,720,187	6,814,295
1887... ..	1,168	44,845	1,989,840	28,092	875,316	1,490,328	2,384,356	6,748,840
1888... ..	1,137	33,247	2,017,558	27,384	859,953	1,594,992	2,390,502	6,863,005
1889... ..	1,100	44,936	2,064,918	29,555	965,010	1,591,085	2,149,138	6,770,151
1890... ..	1,069	43,084	2,152,790	29,803	924,346	1,695,358	2,600,147	7,372,641
1891... ..	1,027	39,377	2,125,355	30,438	1,007,815	1,644,892	2,598,124	7,376,186
1892... ..	988	37,205	2,112,875	30,513	1,041,972	1,475,043	3,017,945	7,647,835
1893... ..	1,104	40,096	2,246,373	31,508	955,109	1,637,707	3,174,404	8,681,557
1894... ..	1,178	41,768	2,409,029	34,102	1,009,189	1,921,352	4,099,546	9,439,116
1895... ..	1,121	37,829	2,318,290	34,268	1,014,057	1,713,190	4,208,311	9,253,848
1896... ..	1,217	42,447	2,041,130	35,398	1,110,920	2,146,934	4,527,267	9,826,251
1897... ..	1,184	40,679	1,701,239	37,693	1,128,682	1,955,304	4,585,569	9,370,794
1898... ..	1,154	38,011	1,707,180	38,675	1,136,943	2,075,928	4,940,046	9,860,097
1899... ..	1,178	38,508	1,716,973	38,538	1,195,856	2,162,876	5,074,135	10,149,840
1900... ..	1,212	41,307	1,940,329	38,930	1,248,171	2,405,860	5,395,765	10,990,125
1901... ..	1,231	40,358	2,417,680	38,186	1,212,297	2,312,187	5,549,136	11,491,300
1902... ..	1,296	49,888	2,620,661	41,667	1,199,598	2,103,621	5,382,079	11,305,959
1903... ..	1,343	42,712	2,755,150	40,943	1,338,003	2,305,444	5,842,857	12,241,454
1904... ..	1,316	43,025	2,592,527	41,938	1,376,165	2,189,666	6,198,584	12,356,942
1905... ..	1,384	41,640	2,813,834	41,463	1,373,337	2,310,508	6,383,218	12,880,897
1906... ..	1,439	40,827	2,841,875	39,634	1,462,374	2,426,341	7,824,975	14,555,565
1907... ..	1,390	36,902	2,731,888	38,711	1,437,196	2,266,722	8,374,440	14,826,592

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COMPARATIVE TABLE showing the Number of Men employed in the Fishing Industry since 1895.

Year.	Number of Persons in Lobster Canneries.	Number of Men in Vessels.	Number of Men in Boats.	Total Number of Fishermen.	Total Number of Persons in Fishing Industry.
1895.....	13,030	9,804	61,530	71,334	84,364
1896.....	14,175	9,735	65,502	75,237	89,412
1897.....	15,165	8,879	70,080	78,959	94,124
1898.....	16,548	8,657	72,877	81,534	98,082
1899.....	18,708	8,970	70,893	79,893	98,601
1900.....	18,205	9,205	71,859	81,064	99,269
1901.....	15,315	9,148	69,142	78,290	93,605
1902.....	13,563	9,123	68,678	77,801	91,364
1903.....	14,018	9,304	69,830	79,134	93,152
1904.....	13,981	9,236	68,109	77,345	91,326
1905.....	14,037	9,366	73,505	82,871	96,908
1906.....	12,317	8,458	67,646	76,104	88,421
1907.....	11,442	8,089	63,165	71,254	82,696

BAIT FREEZERS.

The report on bait-freezers during the season of 1907 was also received in time to be printed as an appendix of last year's report. (See page 287 of that report).

Twelve new freezers had been completed during the last year, seven in Nova Scotia, one in New Brunswick and four in Quebec.

Altogether there are now thirty-seven bait freezers in Nova Scotia, three in New Brunswick, five in Prince Edward Island and fourteen in Quebec.

FISHERIES PROTECTION SERVICE.

The report of this service forming Appendix No. 14 of this publication, will be found on page 287. The same cruisers with mostly the same commanding officers as previously, again patrolled the Atlantic coast, the *Kestrel* and *Falcon* the Pacific, while the *Vigilant* cruised the Lake Erie.

A glance at the long list of foreign vessels calling and using our ports, proves their importance to these foreigners.

FISH-BREEDING.

The report on this service by Prof. Prince forms appendix 13 of this publication and embraces a review of the operations for the fiscal year ended March 31, 1908.

8-9 EDWARD VII., A. 1909

Additional hatcheries have been constructed in the various provinces of the Dominion and improvements made in the interior fittings of some of the establishments.

During the season of 1907, some 813 millions of fry embracing such species as lobsters, whitefish, salmon, trout and pickerel were successfully distributed.

Reports on this important service by the commissioner of fisheries, the superintendent of fish culture and on individual hatcheries by the respective officers in charge will be found in appendix 13.

OYSTER CULTURE.

The operations in this branch of the service necessarily close with the calendar year, and those for the season of 1907 were published in the report of that year. (See Fisheries report, 1907, p. 281).

OTTAWA FISHERIES MUSEUM.

Mr. A. Halkett, the curator of the museum, submits a summary of the continuation of the collections of specimens with description of the vertebrate portion, especially the fishes.

This article forms appendix No. 15 of this report and will be a valuable addition to the continuation of previous reports, published since 1905.

THE FISHERIES STAFF.

The outside staff of the fisheries branch of this department numbers nearly one thousand, twenty-five inspectors of fisheries and special officers; 112 overseers with magisterial powers *ex-officio* and 460 guardians temporarily employed to assist in the protection of fisheries.

The officers in charge of our thirty-six fish culture establishments with their permanent assistants aggregate over 85 employees, not comprising many others required during the busy season.

The officers and crews of the protection fleet of cruisers aggregate 270 men. There are also about 45 persons employed as reporters for the intelligence bureau during the fishing season who are not otherwise connected with the government work.

A complete list of these different fishery officers forms appendix No. 16 of this report.

CONCLUSION.

Substantial progress has marked the exploitation of the fisheries of Canada, and they continue to be a source of considerable gain to a hardy and industrious section of our population. It cannot, however, be denied that the protection and development of the great resources of the waters of the Dominion would be facilitated were the present divided authority and overlapping administration, federal and provincial, merged in one central system. The disadvantage to the fisheries arising, at pre-

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sent, from such causes, is intensified by the division of international interests and administrative policies along the border waters of Canada. There are no uniform concurrent regulations of an international character, and an injurious rivalry in the capture of fish, and a prevalent feeling of dissatisfaction at existing lax, or unfair fishery regulations in the same waters, tend to demoralize the industry and endanger its future prosperity.

Were the fisheries of the Dominion administered under one authority, with one ample and effective staff of officials; still more, were a system of common fishery laws enforced on both sides of the international boundary the beneficial results to all concerned would be rapidly apparent.

It is satisfactory to note that, at an early date, an international commission will be at work, authorized by treaty between Britain and the United States, and for the first time, there appears hope of some uniformity in protective, regulative and preservative measures in the waters which Canada shares with the neighbouring republic. Finally, it is important in relation to the fisheries of this continent, that the great International Fisheries Congress will meet in Washington, D.C., in September of this year. This congress assembles triennially and has met in Paris, St. Petersburg and Vienna, with great advantage to the fisheries of Europe. Each country possessing fisheries of any importance usually sends its commissioner of fisheries or some fishery experts to the congress and fishery questions are discussed from a large national and international standpoint. The Dominion Commissioner of Fisheries (Professor Prince) who has been chosen a vice-president of the congress, will represent Canada, under authority of an order in council, and Britain, New Zealand, France, Germany, Russia, Holland, Spain, Italy, Austria, Norway, Sweden, Portugal, Roumania, Brazil, Mexico, Venezuela, as well as the various states of America will send representatives. Ontario, Nova Scotia and several Canadian provinces will, it is stated, send delegates. Such a congress of fishery authorities could not meet on this continent at a more opportune time when steps are imminent for the unification of international fishery laws and administration and a tendency arising to remove conflicting or overlapping methods in the various Canadian provinces and in relation to the federal authority.

I have the honour to be, sir,

Your obedient servant,

LT.-COL. F. GOURDEAU.

Deputy Minister of Marine and Fisheries.

SPECIAL APPENDED REPORTS

BY

PROFESSOR E. E. PRINCE

Dominion Commissioner of Fisheries

1. EGGS AND EARLY LIFE HISTORY OF THE COD, HADDOCK AND MACKEREL.
2. MIGRATIONS OF SEA FISH.

1907-8

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I.—THE EGGS AND LIFE HISTORY OF THE COD, HADDOCK AND MACKEREL.

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I.—THE EGGS AND LIFE HISTORY OF THE COD, HADDOCK AND MACKEREL.

BY PROFESSOR EDWARD E. PRINCE, COMMISSIONER OF FISHERIES, OTTAWA.

Complaint has been made that published investigations on fish life and fish habits, for popular information have been too exclusively devoted to fresh water fish and to anadromous species. The salmon, trout, whitefish, black bass and pike-perch or dore have been fully treated in reports and papers for general readers. The cod, haddock and mackerel are three examples of fishes that are of the highest commercial importance and about them readily accessible publications are wanting. It must also be added that scientific and technical knowledge concerning the life history of fishes inhabiting the deep sea is less full and complete than is the case with river and lake fishes and species like the salmon that spend only a portion of their time in fresh water. A considerable mass of information exists respecting the cod, mackerel and haddock, but to learn about the spawning peculiarities, habits of the young, rate of growth, food at different stages and migrations, it is necessary to consult difficult technical treatises and to read scientific journals which are not readily accessible. One of the very few books for general readers published in London in 1897 is the beautifully illustrated work on British Marine Food-Fishes, by Professor W. C. McIntosh and Dr. A. T. Masterman.

Little was generally known about the eggs and life history, the growth and migrations of sea fishes used for food when I began their special study in 1885 at St. Andrews, Scotland, under the guidance of Professor McIntosh, though it was already known, and had been known to specialists for nearly twenty years that cod, haddock and mackerel were wholly unlike the sea herring, and fresh water fishes, both in regard to the nature of their spawn, the features of their breeding, growth and early migrations.

Professor G. O. Sars had begun investigations in the course of which he secured small floating eggs, like minute pellets of glass, but so light and buoyant that they floated near the surface of the sea. The waters surrounding the Lofoten Islands, the famous fishing grounds of the Norwegian cod-fishermen, were filled with these small, almost invisible, floating eggs. Later Dr. Sars discovered other eggs much resembling cod's eggs, which proved to be the very similar eggs of the haddock, and later he obtained the eggs of the mackerel, also floating, rather larger than cods' eggs, and exhibiting a new feature, viz.: a glistening oil-globule. Dr. A. W. Malm, of Göteborg, likewise found the eggs of the haddock and mackerel and described them, while Alexander Agassiz, and the early scientific staff of the United States' Fish Commission (Dr. J. A. Ryder, Dr. R. E. Earll and others) confirmed previous discoveries and extended them very considerably. So inadequately was the importance of Sars' amazing discoveries realized by biologists and by the general public that at the Great International Fisheries Exhibition in London, in 1883, his drawings and descriptions of these floating sea-fish eggs attracted little attention on the whole. On my many visits to that famous and in some respects unsurpassed fisheries exhibition, I never failed to re-examine Dr. Sars' drawings with the accompanying detailed descriptions placed alongside, and on no occasion did I observe brother scientists or interested spectators paying much attention to that unique exhibit. The specimens and drawings were not only unique, they were, from a fisheries point of view, epoch-making. In the official catalogue of the exhibition it is interesting to note that they were carefully described.

Owing to this special interest I quote from the catalogue the following notice: 'Professor G. O. Sars, development of cod (*Gadus morrhua*) explained by a series of fifty-six coloured drawings on seven plates, made by the exhibitor during his visits to the Lofoten Islands in the years 1865-69.' There were shown 56 accurately drawn figures, Nos. 1-24 showing the ovary, early ovum and first segmentation stages; Nos. 25-36, the formation of the young fish in the egg, and the features of the hatched larva and young cod up to one inch in length; Nos. 37-52, later stages of young post-larval cod, and Nos. 53 to 56, later codling up to adult cod, 20 and 33 inches in length.

The collection was not an imposing display and was overshadowed by the larger and more striking objects displayed in the various sections and galleries, and sent from all quarters of the globe. At the conferences, which were held frequently during the eight or nine months of the exhibition's existence, and which I attended diligently, in order to listen to the great masters in the science of fish and fisheries, very scant reference was made, so far as I can recall, to the astonishing and revolutionizing character of Dr. Sars' specimens, and their importance as practically bearing upon the preservation and welfare of the fishing industries in the sea.

At the commencement of my researches I found that the field was regarded as virgin and practically untouched, so little was generally known about the eggs and the breeding peculiarities of the marine food fishes, which form the staple commodities in the great fish markets of the world. When Professor McIntosh and myself read at the British Association and at the Royal Society of Edinburgh the results of our investigations, they were regarded by the biologists as very novel and of altogether peculiar interest and importance. Full and adequate studies, in continuation of the pioneer work of Dr. G. O. Sars and Dr. A. W. Malm, had not been made of the life histories of the marketable food fishes in the sea. Indeed, until I studied mackerel eggs in the spring of 1893 on the s.s. *Fingal*, and made drawings of the young fry immediately after hatching, no one had seen or sketched the mackerel in its first stages, and those published subsequently by a very able English authority showed colouration and other features not observed by me in the Irish mackerel eggs obtained during the official fishery cruise under H. M. Inspector W. Spotswood Green, in the year named.

The researches above referred to, with later investigations by other workers have shown that:

(1) Cod, haddock and mackerel produce spherical eggs which are typically pelagic, i.e., small in size, extremely delicate in structure and appearance, of glassy transparency and so buoyant as to float freely near the surface of the sea.

(2) The young larvæ emerging from these eggs are as minute as mosquitos or midges, very buoyant and transparent, frequenting the superficial strata of the open sea, and carried helplessly about by the tides and currents, during the earliest part of their life.

(3) The young fishes, as soon as they cease to feed on their stock of food yolk, and actively capture food, migrate in schools incalculably vast, from the open waters, where they are first congregated and find safer areas inshore, often quite close to the shallow beach or the tidal rock-pools.

(4) The later post-larval and adolescent stages are marked in each species by features in their migrations and habits which are not uniform but diverse, and distinctive of the several species.

In the following summarized account I shall describe in each of the four named species:

- (1) The mature ovum and its deposition.
- (2) The hatching of the ovum and larval migrations.
- (3) The features characteristic of the early larval stages.
- (4) The post-larval or pre-adolescent stages, often embracing curious developmental transformations.
- (5) The maturer stages, not yet adult, and migrations.
- (6) The adult condition and habitats in the sea.

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The egg of the cod is a spherical buoyant pellet 1.38 to 1.39 mm., or a little over three-fifths of an inch in diameter, and of such colourless transparency as to be practically invisible in the water. On the Banks of Newfoundland and off the Canadian Labrador, as also off the Lofoten Islands and the southwest shores of Iceland, these floating eggs may occur in quantities beyond the grasp of the human mind. Their incalculably vast myriads dancing like microscopic soap-bubbles in the sea may indeed impart a dull milky aspect to the surface waters as though a filmy stratum of mucilage floated along the surface of the sea, as described by Norwegian fishermen over forty years ago.

Each female cod produces an enormous number of eggs. Indeed, M. Petit weighed the ovary of a specimen and calculated that at least nine millions of eggs were contained in a single large fish. The female cod is, contrary to the rule in most fishes, smaller than the male when full grown. The fish congregate near the surface of the sea at the spawning time, which is during the months of midwinter, October to December, or even so late as February and May. Off the coast of Labrador and around the Magdalen Islands the spawning schools crowd so thickly that a vessel may be impeded in her progress, striving to pass through them. No well defined areas in the sea can be distinguished as cod spawning grounds; but the regions in Canada and Northern Europe vary from two to two hundred miles from the shore. Much depends on the nature of the coast and the character of the currents and tides; but it has been determined that the parent cod have a preference for warmer rather than colder areas, though the young fry are found to flourish, some months after hatching, in water of extreme frigidity as off the north coast of Iceland. The eggs scatter widely and in areas of low specific gravity they may descend to a depth of many fathoms, though the most favourable areas are those in which they float within one or two fathoms of the surface, and in extreme calms may form a smooth film quite at the surface. All the eggs are not deposited at once, but those which lose the creamy white opacity of the maturing eggs and acquire a clear glassy transparency like translucent gum, glide to the posterior end of the ovary and are shed. While the ripe female cod scatter their eggs near the surface, the male fish congregate below, and the streams of minute sperms which they eject like jets of cream, ascend and fertilize the eggs. Few eggs probably escape fertilization, as the tests in the Marine Laboratory, now the Gatty Marine Station, at St. Andrews, Scotland, proved. Dr. Schmidt, in a recent report on the cod in Iceland states that 'when maturity approaches, and the fish is preparing for reproduction, it becomes much more sensitive to external conditions. This results in the undertaking of the second great migration of its life, which having regard to the object may be called the spawning migration, and which ends in the warm water on the south and west coasts. The proportion of the sexes on the spawning grounds has not been determined, as has been done in the case of the salmon and certain other fishes; but Sars noticed in Norwegian waters more female fish near the surface than male fish.

The eggs are helplessly wafted about in the water, and in a period varying from one week to four weeks, according to the temperature, the young fish, less than one-sixth of an inch long (4 mm. or .16 in.) emerge into the open sea, floating back downwards and exhibiting four black transverse bands along the slender worm-like body. Within two or three days the young fish have vigour enough to swim in the right position, progressing by sharp wriggling motions. A swollen ball of yolk protrudes from the under side and upon that fluid yolk the fry feeds. By the end of the first week the yolk-sac has nearly disappeared and the fish is slightly longer and appears deeper in the body owing to a long fin along the back having grown in height. About this time (being now over 5 mm. in length, or .195 in.) the eyes appear bright and silvery, a black patch appears at each side of the body and the two first cross bands of dark colour break up, but the second and third bands still remain, and the little fish descends to some depth to what is known as the mid-water habitat. Minute crab-life copepods now form the main food of the larval cod and these, when undergoing

digestion, turn pinkish or red. Hence this red food visible through the transparent walls of the young fish impart to it a reddish hue. Later, when 5.6 mm. long (.226 in.) the last two bars have disintegrated, black spots appear on the head and along the middle of the under surface, while a greenish yellow tint faintly appears over the little fish. All this time the breast fins have been actively used like delicate fans, but the second pair or ventral fins now bud out, yellowish tints appear, and a length of .332 in. or 8.25 mm. is attained at this time, viz., the third week. A little later, when the cod is .375 in. or 9.42 mm., hard rays appear and strengthen the back fin, the anal fin and the tail fin, and the shape of the head is no longer blunt and rounded, but more pointed and cod-like. The mouth opens to the front instead of upwards, as in the earlier stages, and a little barbule or feeler appears at the tip of the chin. Myriads of these baby cod now move shorewards, and a month or five weeks later, in May, June and July, when the fish are over 40 days old (.585 in. or 14.8 mm. long) they crowd the inshore waters. They rapidly reach a length of an inch, and in company with green cod, pollock, &c., form schools in the rock pools and in shallow inlets. The cod is distinguishable by the more marked reddish hue of the top of the head, by the pearly lustre of the sides variegated with eight or nine irregular dark blotches along the sides and back, while the belly is silvery. Black spots appear on the two back fins and on the first anal fin below, but none on the tail fin, though a U-shaped band occurs marking the root of the tail.

Dr. Schmidt found that small cod in the North Sea, off the Scottish coast, were much paler in colour than the larval cod of more northern waters. Sars was the first to describe the cod at 2 inches (50.8 mm.) in early August amongst algæ along rocky shores, and states that by October they are 4 or 5 in. long, and a month later as much as 6 to 10 inches long. Their colour varied, being reddish yellow on rocky shores and greener or grey on sandy spots. When a year old, say in February or March, the young codling may be a foot in length (304.8 mm.) and in the course of the season they forsake the shore and migrate seaward. In their third or fourth year the cod is mature and they are then two feet or more in length and develop spawn.

HADDOCK.

In many respects the haddock resembles its congener the cod, yet, a careful study of their eggs, life history, habits and external features shows innumerable differences and even contrasts. Their localities for spawning are much the same as those of the cod, being out in the open sea from five to twenty, or even sixty, miles from land. The female haddock is universally smaller than the male, and the size of the egg is really the largest of the early pelagic or floating eggs. It is not readily distinguished from the spherical, transparent, buoyant eggs of the cod, but is larger, viz., .058 in. in diameter, or 1.458 mm., and the number produced is far less than in the case of the cod viz: a quarter of a million to two million eggs. Haddock scatter their ova in the sea from January to the end of May, and the time of hatching varies from one to three weeks. The newly hatched fry are smaller than those of the cod, viz., .14 in., or 3.5 to 4 mm., and they swim helplessly, ventral side upwards, being incommoded by the yolk sac or ball of fluid food which nourishes them for several days. There is no trace of the cross-bars so prominent in the cod, but irregular black spots occur about the shoulder, and a row on each side from the abdominal area to the tail and along the ventral line of the muscular body. After floating about for a week near the surface of the sea they appear to make for deeper water near the bottom and red-blood has been observed at that age. It is interesting to note that in these minute floating larval fish there is no red blood for some time, a delicate colourless fluid being driven by the heart over the transparent body. The jaw is turned sharply upward until the eleventh or twelfth day, when the movable lower jaw opens direct to the front. The lateral abdominal patch of colour is even more marked and dense and along the lower border of the fleshy tail a row of black stars is a marked feature. In May the young haddock from 1 inch

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to 3 inches in length abound in mid-water, neither at the bottom nor near the surface of the sea. They remain 20 to 40 miles out at sea, and do not migrate close inshore like the cod and the pollock and green cod. Sars described the haddock as stouter and more compact in form than the cod of the same age. The ventral pair of fins are first noticed in the fish at an inch in length, when the sides of the body are sparsely spotted with black dots, the head and shoulders included, and the specks of black colour extend over the fins; but the under surface of the fish is pale and silvery. When about one-fifth longer, *i.e.*, $1\frac{1}{4}$ inch long (29 mm.) the larval haddock still keeps to deep water, and the two ventral fins appear exceptionally long, while the unpaired dorsal and anal fins are largely developed, but there is still no regular cross-bar or checker pattern similar to that of the cod. On reaching a length of $1\frac{1}{2}$ inches (39 mm.) minute scales appear, and the characteristic 'thumb' mark or black patch behind the shoulder is quite distinctly visible. The barbule on the tip of the chin appears, but is shorter than in the case of the cod, and the mouth is smaller in proportion to the size of the fish. There is no dappled appearance as in the cod, and no dusky or speckled coloration as in the green cod or pollock. When an inch longer ($2\frac{3}{8}$ inch, *i.e.*, 60.45 mm.) the haddock 'mark' is darker and more definite, the pectoral fins are yellowish brown and speckled, uniform specks of black extend all over the head and body, the eyes are of a metallic silvery colour and the lower jaw and the mental barbel are smaller than in the cod. In contrast to the cod, no haddock appear to frequent the shore up to this age. Specimens 80 mm., *i.e.*, $3\frac{1}{4}$ inches long, exhibit a warm coppery sheen such as is so frequently observed in the large full grown haddock. Professor McIntosh in his account of the haddock, states that the bottom trawl at the end of July has secured haddock of 4 inches (101.1 mm.), and they are taken also on baited hooks, but before that stage none have been secured otherwise than in the mid-water net or in the stomachs of predaceous fishes. At that size they are no doubt about five months old. Later specimens six or seven months old, 6 inches long, have been secured, and in November and December they measure over 7 inches in length, while the following May and June they reach a length of at least nine inches and cannot be less than thirteen to nineteen months old. Thus the haddock shows rapid growth during its first summer, no less than an inch per month; but in winter its growth is slower. In the third year the haddock reaches the mature stage and is developing spawn. After spawning they are often found inshore feeding voraciously on eggs of other fishes attached to rocks, &c., and they are much more gregarious in their habits than cod, but are not abundant so far north as the related species named.

MACKEREL.

Widely differing from the cod and haddock in all the features which are regarded as important in the eyes of the naturalist, the mackerel ranks with the two valuable food-fish named on account of its importance economically, and on account of its production of minute delicate floating eggs. The salmon's eggs are large and heavy, and the eggs of the herring are dense and cling together like hard glassy pellets; but the eggs of the mackerel are extremely transparent and delicate and float buoyantly near the sea's surface. Professor G. O. Sars and Dr. A. W. Malm first described the egg, and it was my good fortune, as already stated, to be the first naturalist to hatch out and make scientific drawings of the young larval mackerel, when with Mr. Spotswood Green, investigating the west Irish fishing grounds on the *ss. Fingal*. The female mackerel produces on an average probably a quarter of a million eggs. As Drs. Jordan and Evermann say: 'The mackerel egg is exceedingly small, it being only $\frac{1}{24}$ of an inch in diameter. The eggs average about 40,000 to the fish, but 200,000 have been taken from one fish. The largest mackerel would doubtless produce 1,000,000 eggs each.' Yarrel regards fish 14 to 16 inches long as large average specimens, such weighing about 2 pounds; but he states that in 1849 a specimen 18 inches long and weighing $2\frac{1}{2}$ pounds was caught on the English coast, and in November, 1856, one was

sold in London weighing 2 pounds 10 ounces; but in Canadian waters much larger mackerel are frequent, and I myself saw a Nova Scotia mackerel taken in May, 1898, which was $22\frac{1}{2}$ inches long and weighed no less than $4\frac{1}{2}$ pounds. In May and June the spawning schools move landward to spawn. They approach the Nova Scotian coast and move into the Gulf of St. Lawrence from a southeasterly direction. Up to the middle of July they will not, as a rule take bait, and as Professor Hind pointed out they lose all desire for bait when engaged in spawning. The deadly purse-seine introduced into the Gulf of St. Lawrence by the American schooners captures these spawning schools in immense quantities. Almost without exception these fish coming into Pleasant Bay early in July and going up the north shore (Quebec) as far as Pointe de Monts about the end of July, are spawning or partly spawned. June and July cover the period, though mackerel remain and feed in the Gulf and along the Canadian shores until the end of October. The spawning and spawned fish are very inferior, but the fall mackerel, having recovered and fed up, are firm and fat and incomparably superior in every respect.

The eggs produced by the mackerel are small translucent spheres over $\frac{1}{25}$ th of an inch in diameter ($\cdot038$ in. or $1\cdot22$ mm.), and exhibit in the midst of the clear contents a cloudy, almost colourless globule $\frac{1}{60}$ th of an inch in diameter ($\cdot32$ or $\cdot33$ mm.). No globule appears in the eggs of the cod or haddock, but the ling, the gurnard and other fishes exhibit in the egg a so-called oil globule. In about six days the young fish hatches out and at first, a few sparse specks of yellowish colour are seen near the eyes. The yellow specks later appear mingled with black dots on the globule and over the head and body, and form an irregular line along the back. These spots, says the well known Irish fishery authority, Mr. E. W. L. Holt, are blue black, not dead black. The young mackerel which I had under observation for over a week until accidentally killed by a cloud of hot soot showered upon them from the smoke stack of the steamer, showed no other colours excepting yellow and black, but it has been stated that bright green pigment occurs on the fifth day on the tail, and behind the eyes and on the globule. On the ninth day after hatching a length of $\cdot19$ in. or $4\cdot88$ mm. is reached and the ball of food yolk is used up. The eyes have a bright blue metallic appearance, and on the sides, the upper abdominal pigment is very marked, but there are few spots on other parts, and no cross bands or serial patches. By the tenth or eleventh day the larval appearance is gone and the post-larval stage is fully attained. Mr. Holt compares the mackerel larva at this stage to the grotesque post-larval *Cottus* or sea-sculpin. At this time the schools of young come inshore and vast numbers may be seen in Northumberland Straits, off Prince Edward Island, and in the Bay of Chaleur off the Bonaventure coast in August and September. Dunn, the well known English observer, speaks of young mackerel 3 inches long in bays and shallow inlets. In November, when 6 or 7 inches long, they move into deeper water, and are not observed until they reappear as 'tinker' mackerel, 8 or 9 inches long, abounding in harbours and bays. Sars held the opinion that a one-year old mackerel was as long as the finger, that at the end of the second year it was the size of a herring, and that in the third year it is full grown, though many authorities give the mackerel another year and declare a mature spawning mackerel to be in its fourth year. For the first two years the young mackerel frequent open water near shore, and as Professor McIntosh, of St. Andrews, Scotland, says, the lengths 4 inches, 8 inches and 11 inches probably correspond with successive years in the life of the mackerel.

While the mackerel schools along the various portions of the lengthy Atlantic coast of Canada have not been separated into local races or such differences noted as in European seas, yet there is no doubt that each area on the coast has its own stock and that the mackerel does not migrate over long distances, but largely confines its movements to coming into shallow waters from deeper water and *vice versa*.

II.—THE MIGRATIONS OF SEA FISH, WITH SOME RESULTS OF MARKING FISH.

BY PROFESSOR EDWARD E. PRINCE, DOMINION COMMISSIONER OF FISHERIES, OTTAWA.

The migrations of sea fish are of importance in connection with the commercial utilization of marine fishery resources. Their determination is beset by peculiar difficulties, and the systematic marking of considerable numbers of the most valued food fishes on the plan adopted by the Marine Biological Board of Canada, to be carried out in successive seasons on the Atlantic coast of the Dominion with the Marine Laboratory at St. Andrews, N.B., as the principal station, is the first step towards deciding the seasonal movements of the schools of fish upon which Canadian fishermen depend for their catches. Just as the study of bird migrations occupied ornithologists for over a hundred years, and the accumulation of observations and the tabulation of ascertained facts has resulted in some approach to a satisfactory understanding of the remarkable movements of the feathered tribes over the surface of the earth, though much remains still to be discovered, so the thorough understanding of the wanderings of the finny tribes taking place in an element which hides them more securely from continuous observation than the heights of the atmosphere hide the feathered tribes, is a subject that only the patient collection of facts, and their ascertainment both by ordinary practical as well as by scientific experimental methods can enable us to arrive at complete and adequate results. The movements of fishes in the sea vary according to the period of life of each species. Nay, even the eggs, before giving birth to the young fish, are the subject of migratory movements and add to the complexity of the subject in many species. Shore fish, which produce floating eggs, like the cod, haddock, mackerel and many flat fishes, are distributed over wide areas before they hatch out. The young fish, after hatching, are under the influence of tides and currents which effect migratory movements and transport them over great extents of sea. Later, the effects of temperature, salinity, movements of the air (winds) and of the water, are felt by the schools of small post-larval fishes, and later still the occurrence of food is a most potent factor in leading fish to take long journeys, while at maturity, besides the quest for food, the spawning instinct is powerful in causing them to move from one area to another.

The methods of marking fish are important, but owing to the variety of devices adopted by different observers in Europe and on this continent I shall deal with the subject of modes of marking fish in a special paper in the journal of the Biological Stations of Canada, Part III. of which appears at an early date. The mode of marking is one of more serious moment in the work of deciding the migrations of fishes than may, at first sight, appear. Observers have found, for example, that while a large number of fish have been found to move over a limited area in some definite direction, single individuals or three or four individuals have taken to roaming, and in a short time have migrated to very long distances in the most diverse directions.* Thus in Mr. James Johnstone's experiments in the Irish sea, with the valuable flat fish the plaice (*Platessa*), out of 35 fishes marked and liberated on the Lancashire coast, about 40 miles northwest of Liverpool, one wandered past the Isle of Man round the Mull of Galloway to Corsewall Point, near the southwest corner of Ayrshire, a distance of 110

*The irritation caused by the tag may in some cases keep the fish continually on the move, just as the migrating herds of Barren Ground caribou, annoyed by the constant attacks of large deer flies in summer, never cease to move onward over long distances.

†See my special Report, 1907, p. lxi.

miles, while another was recaptured near Dundalk, in Ireland, having traversed a distance of more than 120 miles, the former occupying over 14 months in the journey, while the latter took between nine and ten months to cross the Irish sea, whereas most of them were recaptured within a few months at distances of eight to twenty or thirty miles from the spot where they were marked and placed in the sea. Similar peculiar wanderings have been noticed in the United States' experiments with lobsters, rare examples wandering upwards of a hundred miles from the locality of liberation.† Dr. Johs. Schmidt, in his experiments with Icelandic plaice, found that most of them in 10 or 11 months (July, 1905, to May and June, 1906), moved 200 miles; one plaice reached a point about 280 miles, one about 250 miles and two about 220 miles from Vopnafjörður, where they had been placed in the water, the one travelling the longest distance (from July to January following) in six months time. There is, however, an inshore and offshore movement, apart from definite lengthy linear migrations, mainly connected with spawning. Thus small flat fishes which very early in the year frequent the shallow inshore grounds move with the approach of summer and, as they grow larger, move into deeper water. Most fish in their early life after their larval life is over and they have assumed the form of the adult, though their dimensions are small, exhibit this habit of leaving the shallows. This movement is no doubt connected with a change in feeding habits as well as with a view to greater security and protection from enemies. In all experiments with marked fish there is a preponderance observed in the fish taking some definite direction. Johnstone's experiments showed, in the North Wales plaice, a movement westward along the northeast shore of Anglesey, a migration similar to that observed at two stations further north, viz.: off the Ribble Estuary and off Lancaster Bay, where the migration west and southwest was marked. Professor McIntosh was the first observer to indicate the main facts, viz.: the migration of the floating eggs inwards, the hatching of the young and their distribution over the inshore shallows, after drifting it may be for over a month in the same direction as the eggs, and then after reaching maturity, moving into deeper water. In the deeper waters the plaice move as in the Irish sea, or off the Scottish shores, westerly; but must, of course, vary on other shores with the geographical contour of the different localities. Indeed, as Schmidt shows, adult plaice liberated on the north coast of Iceland moved westward more than a hundred miles, while other batches of adult plaice, deposited on the east coast of Iceland, all migrated southwards. The authority named decided that the reason of this definite migration was to reach areas of warmer water 'with the exception of the few retaken close to where they were liberated, none of the plaice were retaken on the east coast. It is only right down in the south . . . that the most were retaken.' Moreover the plaice from the north moved much slower than those from the eastern station, due, it may be, to the rougher and more irregular nature of the shore and the bottom. A similar west and south movement of the cod was also observed by the Danish authority referred to. By this movement of the adult cod warmer areas are reached suitable for the hatching of the floating eggs. But after hatching the small cod, not more than $\frac{1}{16}$ th or $\frac{1}{8}$ th of an inch in length, are borne by currents north and east so that these cold northern areas are crowded with cod fry and pass their first winter in those frigid surroundings. Schmidt found as early as April (in 1904) vast swarms of young cod 'whilst the south and southwest coasts of Iceland are washed throughout the whole year by warm Atlantic water, this is not the case on the east and north coasts, where the influence of the polar water is felt.' Few cod fry are found in the warmer south and southwest waters where the spawning takes place, but they abound in the cold northern areas where the temperature rarely rises for most of the year above freezing point. There they remain until a year old or even two years old. Young cod when $1\frac{1}{4}$ or $1\frac{1}{2}$ inches long are no longer found swimming at the surface, but seek the bottom, and when from $1\frac{1}{2}$ inches to 2 inches in length crowd inshore and abound in rock pools, and when 8 or 9 months old (6 to 10 inches long), move out again to greater depths. When about a year old they are a foot long, and do not migrate until they are mature and ready to breed, usually when nearly

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2 feet in length. Up to that time they are stationary and only migrate to warmer areas in the early part of the year, January to April, for spawning purposes.

The recent experiments of the Marine Biological Association, England, shows that in the cod marked on the steamer *Huxley* most of them appeared not to have wandered far, these being below 2 feet in length. As the brief note in the recent journal of the association states:—

‘The report is based on the 252 cod marked on the *Huxley* and the 42 recaptures recorded up to the date of writing. Most of the recaptures, constituting 13 per cent of the healthy fish liberated, took place within six months of liberation.

‘The fish below 60 cm. (24 in.) in length remained in water of depth similar to that in which they were first caught, and had not travelled far. Most of those which had moved some distance from the liberation point were recaptured south or west of it.’

Now in the Atlantic waters of Canada the cod taken in June and July and on to September or later are the cod which have spawned in deep water and resort to shallow inshore waters for food or find it on the rough and rich ground known as the banks. The fishermen speak of the cod moving north after the capelin and the swarming of immense schools of large cod on the Labrador shores is due to the presence of the smelt-like capelin upon which they feed and grow fat. These coast migrations during the summer months are limited and, we may almost say, with the late Professor Hind, that the ‘schools of cod frequenting a particular coast may be said to be indigenous to it.’ The late Professor Spencer Baird came to the same conclusion: ‘The cod’ he says (U. S. Comm. Rep., 1889) ‘is a local fish, and the different schools have their different habitats.’ Nielsen, in his report (Rep. Newfoundland Fish Comm., 1889), expresses the opinion that the cod is a local fish as well as the salmon, and indicates with some detail that each group has its local resort and the local varieties can be readily distinguished, a George’s Bank fish being known from any other kind of cod on the other ‘banks.’ So can a Cape St. Mary’s fish be distinguished from any other kind of cod in Newfoundland, and a Trinity Bay fish from a Placentia fish.’ The view has even been expressed that in the sea, as in salmon and shad rivers, each area or locality has its own local variety of the same species, and Professor Baird went so far as to assert that deep sea fisheries depleted in any particular locality will not be restored. ‘No fish’ he ventured to declare ‘will come from surrounding localities to take the vacant place. Fish bear a particular relation to particular spots and fishing out one locality is thus like emptying a keg of lard, the space left does not become again occupied.’ Valid objection may be justifiably raised to a view so extreme as that, but it is nevertheless true that in different localities the same species of fish may exhibit distinctive features, and demonstrate the existence of local races. Even so migratory a fish as the mackerel, if we accept Professor Garstang’s views, shows marked local variations, so that different areas may be said to be peopled by different local races.

The floating eggs of most sea fishes of value for food purposes may be carried over great distances as already pointed out, and the young larval and post-larval stages are similarly transported from one area to another so that local varieties must cross each others’ boundaries and interdigitate or intermingle, nevertheless the fact is that in some localities valuable fish have been so persistently destroyed that their almost total depletion has been accomplished and their former abundance, even after many years, has never been restored. The cod fisheries on many parts of the Atlantic coast of Canada have been destroyed, and the mackerel, once abounding all along the eastern shores of the Dominion, have become largely a thing of the past, while the once marvellous shad fisheries of the Bay of Fundy are not one-thousandth the value and extent they were 30 or 40 years ago. The disappearance of fish may be the result of many and various causes, but the restoration by incoming schools from other non-depleted areas is either very slow, or does not take place to any appreciable degree. Fish may migrate from an accustomed locality to another new locality, attracted there by more abundant food, and the disappearance of fish and decay of important fisheries

may often be traced to that cause. It has even been claimed that the decline 18 or 20 years ago of the Gulf of St. Lawrence mackerel fisheries is due not merely to the wholesale destruction of the schools of fish just before spawning, but to the increasing scarcity of the food which brought them into the inshore waters. Lobsters were formerly incredibly abundant and each summer the inshore waters were alive with incredibly vast numbers of the surface swimming fry of the valuable crustacean. These crowded young lobster fry were the chief food of the mackerel, and with the destruction of the lobsters and consequent scarcity of the free swimming young, the mackerel found their food gone and they sought food elsewhere. This may be true in a certain degree, and the sudden and unexpected appearance of large schools of mackerel last season supports it. The balance of nature once seriously disturbed has wide and lasting effects. But the physical conditions in the sea may change, currents and particular seasonal streams may so vary as to affect the salinity and temperature of the water. Temperature is a potent factor in determining the movements of fish.* Thus, as Dr. Wemyss Fulton, ten or eleven years ago announced, the gurnard (*Trigla*), an esteemed food fish in Britain, moves inshore from deeper water about the end of March and in April and especially in May. Most of them are breeding fish and they spawn from April until July or August, thus seeking the warmer inshore waters at the spawning time. Temperature brings in these adult fish, but large numbers of small immature gurnards also move inshore from May onwards. With them it cannot be the spawning instinct, but must be due to the increasing temperature and possibly also to a greater plenitude of food. The gurnard thus presents a feature quite the reverse of that of the cod, in the young stages, for the small gurnards appear to be most sensitive to a higher temperature and forsake the deeper, colder water; whereas the cod, in its young stages, spends its first year at least in the most frigid surroundings in the waters of northern Iceland. While cod, haddock, plaice, &c., seek the deeper waters and spawn offshore, the gurnard moves closer into shallower water to commence spawning in April and May. But anadromous fishes, which annually ascend rivers, like the smelt, striped bass, shad, alewife or gaspereau and salmon, are not content to move into shallow inshore areas of the sea. they pass up into the brackish waters of rivers, like the smelt, or ascend, like the striped bass, to tidal limits, or move further up entirely above the influence of the tide, like the shad and gaspereau, or like the salmon migrate hundreds or even thousands of miles to the head-waters of the noblest and longest continental rivers. 'Leaving their home in the far deep, the shad, in beginning their annual pilgrimage,' says a popular writer on the migration of the shad, 'rise to the surface, and then direct their course landward, the earliest emigrants being those in which the propagative function is most advanced. Pursuing their way over the comparative shallows that widely fringe our continent, and joined by other communities bent upon the same devoted errand, they gather in our estuaries and about the mouths of our rivers, and there they linger until the effluent waters are warmer than those of the sea.' The opinion prevails that the schools of shad resorting to a certain river are the fish originally hatched in that river, and attracted by some peculiarity in the water flowing out of the mouth of their native stream, and influenced by the degree of temperature favourable for their entrance into fresh water, return once more to the upper waters. Thus in the Bay of Fundy the spawning fish in the St. John river are not the schools native to the Annapolis or the Avon of Minas Basin, nor are any of these fish which were hatched from eggs deposited by parent fish in the Stewiacke, Shubenacadie or the Petitecodiac rivers. When shad were taken from the Atlantic to the Pacific by the United States Fisheries Bureau, certainty was felt that the shad planted in the Sacramento would return to that river only. As the writer already quoted says:—

* Thus on the north shore of the Gulf and Labrador it was reported in 1867 that there were 'no cod to be caught for there was no bait' that is the herring and caplin did not come inshore as usual; whereas in 1884 the small catches of cod were attributed to the severity of the season the ice remaining until nearly the end of May. The cod fishery was a failure.

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'Until the Pacific coast plantings it was assumed that the shad invariably returned to the stream that gave them birth, and this, as a rule, is perhaps correct. The conditions of the California coast evidently operate, however, to the diffusion of the fish, they having in many instances established themselves in rivers far from the Sacramento. This movement may be due to the balmy Japanese current, the Gulf Stream of the Pacific, which laves its northeastern shore and agreeably tempers its climate. Influenced by its genial flow and pursuing its track, the shad have wandered northward, and, if they maintain their advance, as they probably will, their ultimate establishment in the river system of Asia may be regarded as assured. Owing to various favourable conditions, the shad not only multiplies rapidly in its new abode, but in some localities has modified its habits, being found in varying abundance throughout the year. Moreover, it attains an exceptional size; seven and eight pound fish are common in California, but are almost unknown with us, and there have been exposed for sale in the San Francisco market shad of a weight as high as twelve and thirteen pounds. This superiority in size is not unlikely due mainly to a less actively prosecuted fishery, for shad of equal weight were known to our fathers. The heaviest fish are probably the growth of a number of years, and an exhaustive fishery that each season leaves but few survivors necessarily tends to eliminate the larger individuals.'

It is reported that some of the shad resulting from the stock originally placed in the Sacramento have been captured in Alaska, and certainly in the Fraser river, Rivers inlet and even the Skeena river, in British Columbia quite a number of shad have been taken by the salmon fishermen, several hundreds in all. How does this affect the prevalent theory that such fish are true to their own native river? There is abundant evidence that salmon return to their own rivers. This is seen in the differences almost sufficient to justify the establishment of sub-species, difference not only of external form, and of internal characteristics of the flesh (texture, colour, &c.), but of anatomical and skeletal features. A Godbout salmon of the north shore is distinguishable at once from the typical Restigouche salmon, while neither resemble in size and conformation the salmon of the Miramichi. The Peticodiac salmon are different from the St. John River fish, so that one may say of the Canadian salmon rivers of the Atlantic shore that a different variety of *Salmo salar* is characteristic of each of these rivers. Certainly, as Professor Starr Jordan has said, nearly all salmon return, as a general proposition to the region in which they were spawned, but that famous authority qualifies the opinion by indicating that the schools may also resort to other rivers to which they were not native, and adheres to his original view expressed in 1880. He says: 'It is the prevailing impression that the salmon have some special instinct which leads them to return to spawn in the same spawning grounds where they were originally hatched. We fail to find any evidence of this in the case of the Pacific coast salmon, and we do not believe it to be true. It seems more probable that the young salmon hatched in any river mostly remain in the ocean within a radius of twenty, thirty or forty miles of its mouth. These, in their movement about in the ocean may come into contact with the cold waters of their parent rivers, or perhaps of any other river, at a considerable distance from the shore. In the case of the quinnat and the blueback, their 'instinct' seems to lead them to ascend these fresh waters, and in a majority of cases these waters will be those in which the fishes in question were originally spawned. Later in the season the growth of the reproductive organs leads them to approach the shore and search for fresh waters, and still the chances are that they may find the original stream. But undoubtedly many fall salmon ascend, or try to ascend, streams in which no salmon was ever hatched. In little brooks about Puget Sound, where the water is not three inches deep, are often found dead or dying salmon, which have entered them for the purpose of spawning. It is said of the Russian river and other California rivers, that their mouths, in the time of low water in summer, generally become entirely closed by sand-bars, and that the salmon, in their eagerness to ascend them, frequently fling themselves entirely out of water on the beach.'

The conclusion is then stated that it is rather a search for fresh water simply rather than a desire to reach their native head-waters which impels the salmon to act in the way stated. Of course, there is the analogy of the migration of other animals, notably birds, in respect to which the late Professor Alfred Newton, of Cambridge, England, did not hesitate to speak of the 'pertinacity with which birds return to their accustomed breeding places and the force of this passionate fondness for the old home,' (Dict. of Birds, p. 556). No doubt the parents are in most cases the birds which return, otherwise it is difficult to understand the case of a pair of stone-curlews (*Edicnemus*) which bred for many years on the same spot, as Newton stated, even after the surroundings had been completely changed, an original barren rabbit warren having become a thick and flourishing bush or plantation. That it is the same pair of birds which return in such cases is difficult to prove, but as Newton pointed out, the alternative raises much greater difficulty 'for then we have to account for some mode of communicating precise information by one bird to another.' But the young as well as the parents are prone to return to the original haunts, as it has long been known that birds of prey drive away their offspring from their own haunts. 'The practice, however,' said Newton, 'is not limited to birds of prey alone, but is much more universal (*op. cit.* p. 554). There is much ground for believing that one of the main causes of migration in fishes is due to an hereditary tendency, an 'instinct' it may be called, for want of a better term, which is so strong, that even temperature of the surrounding water is less potent as a stimulus, and apart from the question of food and of breeding, this tendency to move over geographical areas with unerring certainty as to time and direction is one of the most perplexing and powerful that the scientific student can contemplate. It is true that, as Professor Hind stated, 'the question of inshore and offshore mackerel fishing grounds becomes, in a great measure, reduced in the Gulf of St. Lawrence, to the different conditions of marine climate which prevail where the Labrador current is the controlling agent, or where the Gulf stream asserts its power and influence during the summer season, but an inherent tendency exists also.'

Dr. W. Bell Dawson has for successive seasons covering a number of years carried on elaborate and accurate investigations in the Gulf of St. Lawrence, and though it is early yet to attempt any generalizations between the results of these current and tide observations, and the movements of the great schools of fish in the Gulf, such as cod, haddock and mackerel. The general result, however, is to show that the outflow from the Gulf is compensated by an inflow both in the Straits of Belle Isle and Cabot straits and that the changes effected by this compensating circulation are what may be called superficial rather than deep-water. At greater depths than 50 or 60 fathoms these important currents have probably little or no effect. As Dr. Dawson has reported: 'In reviewing the movements of the water, with a view to tracing the general circulation of the Gulf, it is the principle of the balance of flow which is the most evident. Wherever a current of a constant character occurs, there is a corresponding return current to make up for it. Thus in Cabot strait, the outflowing water in the Cape Breton current is balanced by the inflow at Cape Ray; the northeastward current on the west coast of Newfoundland is balanced by the contrary direction of the movement on the opposite shore; and we have fairly good indications of a return flow to compensate for the Gaspé current.

'It is this balance of flow which points to the nature and direction of the circulation of water in the Gulf. If we begin to trace it from Cabot strait, where the balance between the gulf and the ocean takes place, the inflow at Cape Ray appears to diffuse itself more or less widely over the central part of the gulf, but it regains its strength further north on the west coast of Newfoundland, and makes a deep bend into the northeastern angle of the gulf, and returns westward along the north shore. On reaching Cape Whittle, it still makes westward; and, whether as an actual set, or by displacing water which comes more directly from Cape Ray, it appears to work around the eastern end of Anticosti, and so compensates for the outflow of the Gaspé current from the estuary of the St. Lawrence. This current after rounding the Gaspé coast,

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makes southeastward as a general set or drift across the gulf to the western side of Cabot strait; and its waters there leave the gulf in the outflow of the Cape Breton current.

‘It also appears that the whole of the balance or compensation in the gulf currents takes place at the surface and in ordinary under-currents, which do not probably extend to a greater depth than some 50 or 60 fathoms. There is nothing, therefore, to show the necessity for any appreciable movement in the deep water from 60 to 80 fathoms downward, which lies in the deep channels of the gulf. Where direct observations have been obtained, this deep water appears to lie quiescent, without any movement that can be detected.’

But to the ordinary mind the outflow of such a vast river as the St. Lawrence, the largest river in North America, must appear to profoundly affect the gulf waters, both as to salinity, temperature, &c.; but Dr. Dawson has pointed out that the ‘volume discharged by the St. Lawrence has been measured above Lake St. Peter at different seasons; and with the addition of the Richelieu, St. Maurice, Saguenay, and other tributaries along its estuary, the total volume of fresh water discharge would probably amount in all to 340,000 cubic feet per second. This volume of fresh water will mingle with sea water for which we may assume a density of 1.0240; as this may be taken to represent either the mean density of Atlantic coast water to a moderate depth, or the density of the salter water in the gulf itself. Under these conditions, the fresh water of the St. Lawrence would be sufficient to furnish a stream of water reduced to the lower density of 1.0230 which would be twelve miles wide and 68 feet deep, and moving with a speed of one knot per hour. This would represent the average density of the Gaspé current, and would probably be an approximation to its average speed and its volume;’ but the outflow known as the Gaspé current is immensely greater than the volume of the St. Lawrence river outflow. As Dr. Dawson has estimated ‘such a current has a volume forty-three times greater than the St. Lawrence river. The volume of the Cape Breton current also, is probably much the same. These outflows must therefore be replaced by a return movement at the entrance to the lower St. Lawrence; somewhere in the Anticosti region, and also by a return flow from the ocean into the gulf area; as the discharge of the St. Lawrence furnishes less than 3 per cent of the amount required in either case.’

The north shore current as well as the current flowing direct from Cabot strait must be taken into account in explanation of this vast volume of outflow. Dr. Dawson, indeed has pointed out that while ‘the volume of fresh water from the St. Lawrence, as already explained, may be sufficient to dilute the sea water to the low density found in the Gaspé current or in the corresponding current flowing outward through Cabot strait, the total volume of water which actually leaves the gulf is vastly greater than the volume of fresh water which it receives from the St. Lawrence river. The volume so leaving the gulf must, therefore, be replaced by water which enters it from the ocean.

‘The current which usually makes inwards on the east side of Cabot strait, may be sufficient to compensate for the outflowing water of the Cape Breton current; although it is also possible that the outflow from the gulf may be partly made up for, by the difference of flow in the inward direction through Belle Isle strait; which in some years may be considerable in the early spring. The relation of the current in this strait to the gulf as a whole, has already been explained; as well as the probable amount of inflow at Cape Ray, in continuation of the general westward tendency of the water along the south coast of Newfoundland. The quiescence of the deep water in Cabot strait has also been pointed out, in this connection.’ The general result of these counter currents, as affecting the distribution of floating ova and young of cod, haddock and mackerel, would appear to be that the spawn is kept inside the gulf limits and not swept out into the open ocean, while the young fish are probably carried in circular courses in local areas, never very distant from the hatching areas.

I have the materials well advanced for a report on the results of this system of currents on the distribution of floating ova which vast schools of cod and

mackerel deposit in the surface waters. The movements of the early fry must of necessity be more complex and vastly less easy to ascertain than is the case on the north and west shores of Iceland or the corresponding Norse shores in both of which regions elaborate scientific results have been published.

It is well known that spawning fish refuse to readily take bait and the early schools of cod captured in June have already spawned, some of them probably a month or six weeks earlier, while the fall cod, especially the deep water fish, are undoubtedly the fish that have left the shallower waters and the surface waters to feed on the rich fauna on the floor of the sea. Nor is it very different with the mackerel which early in June are distended with ripe spawn, and refusing to take bait, as all spawning fish do, were mercilessly slaughtered by purse-seines, &c. By the end of July spawning is over, and the fish commence to feed up from that period, though their condition is not favourable for a month or more, or not until the first ten or twelve days of August. Such being the facts regarding the gulf mackerel and cod it is easy to see that both these fisheries can be restored where decayed, or preserved permanently when the abundance of fish has been maintained by as far as possible securing that the main fishery shall be after the spawning is over, and if possible after the fish have been feeding for three or four weeks and have recovered their condition. Inshore fishing for cod very early in the season is not to be encouraged, and early destruction of the spawning schools of mackerel is likewise unjustifiable. The millions of spawn produced by one female cod or mackerel indicates how easy restoration is, if only a sufficient number of spawners be allowed undisturbed to perform their spawning functions. The eggs and young are of course destroyed in quantity by their natural enemies, and these are, therefore produced on a large scale, but the balance of nature is such that if not too seriously disturbed by such exterminating instruments as the exhausting purse-seine, scooping in complete schools of spawning fish, there is no fear for the continued abundance of such marine fish. The aid of fish culture and the operation of marine fish hatcheries being too problematical and uncertain to solve the difficulty, the protection of the breeding schools when they migrate and reach their spawning areas is the only sure and safe step on which reliance can be placed.

APPENDIX No. 1.

FISHING BOUNTIES.

The payments made for this service are under the authority of the Revised Statutes, 1906, chap. 46, intituled: 'An Act to encourage the development of the sea fisheries and the building of fishing vessels,' which provides for the payment of the sum of \$160,000 annually, under regulations to be made from time to time by the Governor General in Council.

REGULATIONS.

The regulations governing the payment of fishing bounties were established by the following Order in Council:—

AT THE GOVERNMENT HOUSE AT OTTAWA,
TUESDAY, the 30th day of June, 1908.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

Whereas, in view of the Revision of the Statutes of Canada in 1906, it is necessary that the regulations governing the payment of fishing bounties which were adopted by Order in Council on the 10th December, 1897, be readopted under chapter 46 of Revised Statutes of Canada, 1906, "The Deep Sea Fisheries Act";

And whereas new conditions require certain changes in the existing regulations in order to establish a better interpretation of the bounty system;

Therefore His Excellency, the Governor General in Council is pleased to order that the Regulations established by the Order in Council of the 10th December, 1897, under the provisions of 'The Bounty Act, of 1891,' 54-55 Victoria, chapter 42, shall be, and the same are, hereby rescinded, and the following substituted therefor:—

1. Resident Canadian fishermen who have been engaged in deep sea fishing in Canadian vessels or boats for fish other than shell-fish, salmon and shad, or fish taken in rivers, or mouths of rivers, for at least three months, and have caught not less than 2,500 pounds of sea-fish, shall be entitled to a bounty: provided always, that no bounty shall be paid to men fishing in boats measuring less than 13 feet keel, and not more than 3 men (the owner included,) will be allowed as claimants in boats under 20 feet.

2. No bounty shall be paid upon fish caught in trap-nets, pound nets and weirs, nor upon the fish caught in gill-nets fished by persons who are pursuing other occupations than fishing, and who devote merely an hour or two daily to fishing these nets but are not, as fishermen, steadily engaged in fishing.

3. Only one claim will be allowed in each season, even though the claimant may have fished in two vessels, or in a vessel and a boat, or in two boats.

4. The owners of boats measuring not less than 13 feet keel, whether propelled by oars, sails or other motive power, which have been engaged during a period of not less than three months in deep sea fishing for fish other than shell-fish, salmon or shad, or fish taken in rivers or mouths of rivers, shall be entitled to a bounty on each such boat.

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5. Canadian registered vessels, owned and fitted out in Canada, of 10 tons and upwards (up to 80 tons), by whatever means propelled contained within themselves, which have been exclusively engaged during a period of not less than three months in the catch of sea-fish other than shell-fish, salmon or shad, or fish taken in rivers, or mouths of rivers, shall be entitled to a bounty to be calculated on the registered tonnage which shall be paid to the owner or owners.

6. Owners or masters of vessels intending to fish and claim bounty on their vessels must, before proceeding on a fishing voyage, procure a license from the nearest Collector of Customs or Fishery Overseer, said license to be attached to the claim when sent in for payment.

7. The date when a vessel's fishing operations shall be considered as having begun, shall be the day upon which she sails from port on her fishing voyage, after the license has been procured, and the date upon which her fishing season shall end, shall be the day upon which she arrives in port from her last fishing voyage prior to the 1st December. The three months during which vessel must have been engaged in fishing, to be entitled to the bounty, shall not include such periods as she may have been lying in port, provided that not more than three days may be permitted for the sale, transfer or discharge of her cargo of fish and refitting.

8. Dates and localities of fishing must be stated in the claim, as well as the quantity and kind of sea-fish caught.

9. Ages of men must be given. Boys under 14 years of age are not eligible as claimants.

10. Claims must be sworn to as true and correct in all their particulars.

11. Claims must be filed on or before the 30th November in each year.

12. Officers authorized to receive claims will supply the requisite blanks free of charge, and after certifying the same will transmit them to the Department of Marine and Fisheries.

13. No claim in which an error has been made by the claimant or claimants shall be amended after it has been signed and sworn to as correct.

14. Any person or persons detected making returns that are false or fraudulent in any particular may be debarred from any further participation in the bounty, and be liable to be prosecuted according to the utmost rigour of the law.

15. The amount of the bounty to be paid to fishermen and owners of boats and vessels will be fixed from time to time by the Governor in Council.

16. All vessels fishing under bounty license are required to carry a distinguishing flag, which must be shown at all times during the fishing voyage at the main top-mast head. The flag must be four feet square in equal parts of red and white, joined diagonally from corner to corner. Any case of neglect to carry out this regulation reported to the Department of Marine and Fisheries will entail the loss of the bounty, unless satisfactory reasons are given for its non-compliance.

RODOLPHE BOUDREAU,

Clerk of the Privy Council.

The bounty for the year 1907 was distributed on the basis authorized by the following Order in Council, approved by the Governor General on the 29th January, 1908.

His Excellency the Governor General in Council is pleased to order, and it is hereby ordered that the sum of one hundred and sixty thousand dollars, payable under the provisions of chapter 46 of the Revised Statutes, 1906, intituled: 'An Act to encourage the development of the Sea Fisheries and the building of fishing vessels,' be distributed for the year 1907-1908, upon the following basis:—

Vessels: The owners of the vessels entitled to receive bounty shall be paid one dollar (\$1) per registered ton, provided, however, that the payment to the owner of any one vessel shall not exceed the sum of eighty dollars (\$80), and all vessel fishermen entitled to receive bounty shall be paid the sum of seven dollars and forty cents (\$7.40) each.

Boats: Fishermen engaged in fishing in boats, who shall also have complied with

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the regulations entitling them to receive bounty, shall be paid the sum of four dollars each, and the owners of fishing boats shall be paid one dollar (\$1) per boat.

RODOLPHE BOUDREAU,

Clerk of the Privy Council.

There were received during the year 1907, 13,267 claims being a decrease of 266 as compared with 1906.

The number paid during the year was 13,193, a decrease of 310 as compared with the previous year.

The amount of bounty paid to vessels and their crews was \$61,785.60 and to boats and boat fishermen \$94,328.90 or a total of \$156,114.50 during the year.

Vessels to the number of 927 received the bounty, the aggregate tonnage being 21,831 tons, a decrease of 30 vessels and 2,801 tons, compared with 1906.

During the year bounty was paid to 12,266 boats and 20,520 boat fishermen, a decrease of 280 boats and 351 men.

DETAILED STATEMENT of Fishing Bounty Claims received and paid during the year 1907.

Province.	County.	NUMBER OF CLAIMS.		
		Received.	Rejected.	Paid.
Nova Scotia.....	Annapolis	172	1	171
	Antigonish	142		142
	Cape Breton	433	8	425
	Cumberland	2		2
	Digby	469	2	467
	Guysborough	955	2	953
	Halifax	1,341	1	1,340
	Hants			
	Inverness	355		355
	Kings	58	2	56
	Lunenburg	1,041	6	1,038
	Pictou	22		22
	Queens	201	11	190
	Richmond	729	4	725
	Shelburne	653		653
	Victoria	347		347
	Yarmouth	201		201
	Totals	7,124	37	7,087
New Brunswick.....	Charlotte	448	5	443
	Gloucester	375	3	372
	Kent	41		41
	Northumberland	6		6
	Restigouche	1		1
	St. John	33	1	32
	Totals	904	9	895
Prince Edward Island.....	Kings	585	9	576
	Prince	222	2	280
	Queens	153	5	128
	Totals	1,060	16	984
Quebec.....	Bonaventure	788	4	784
	Gaspé	2,489	7	2,482
	Rimouski	168		168
	Saguenay	854	1	853
	Totals	4,239	12	4,227
	Grand totals	13,267	74	13,193

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DETAILED STATEMENT of Fishing Bounties paid to Vessels in each County during the
Year 1907.

Province.	County.	Number of Vessels.	Tonnage.	Average Tonnage.	Number of Men.	Amount paid.
						\$ cts.
Nova Scotia	Annapolis	4	57	14 25	22	219 50
	Antigonish	3	45	15 00	9	111 60
	Cape Breton	15	268	17 86	77	837 86
	Cumberland	1	23	23 00	3	45 20
	Digby	48	1,220	25 42	297	3,417 80
	Guysborough	58	916	17 52	255	2,803 00
	Halifax	56	1,210	21 60	299	3,418 10
	Hants					
	Inverness	27	377	13 96	113	1,213 20
	Kings					
	Lunenburg	115	7,738	67 28	1,663	20,044 20
	Pictou	1	16	16 00	2	30 80
	Queens	2	24	12 00	9	90 60
	Richmond	52	1,095	21 06	278	3,152 20
	Shelburne	147	2,284	15 54	674	7,271 60
	Victoria	10	131	13 10	45	463 40
	Yarmouth	73	1,637	22 42	432	4,833 80
	Totals	612	17,041	27 84	4,178	47,952 80
New Brunswick	Charlotte	51	891	17 47	168	2,134 20
	Gloucester	207	2,711	13 09	822	8,793 80
	Kent					
	Northumberland	3	33	11 00	8	92 20
	Restigouche	1	26	26 00	3	48 20
	St. John	3	59	19 67	9	125 60
	Totals	265	3,720	14 04	1,010	11,194 00
Prince Edward Island ..	Kings	29	669	23 07	123	1,579 20
	Prince	6	157	26 17	31	386 40
	Queens	6	90	15 00	24	267 60
	Totals	41	916	22 34	178	2,233 20
Quebec	Bonaventure					
	Gaspé	7	106	15 14	29	320 60
	Rimouski					
	Saguenay	2	48	24 00	5	85 00
	Totals	9	154	17 11	34	405 60
	Grand totals ...	927	21,831	23 55	5,400	61,785 60

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DETAILED STATEMENT of Fishing Bounties paid to Boats in each County during the Year 1907, showing also total amount paid to Vessels and Boats for the Year.

Province.	County.	Number of Boats.	Number of Men.	Amount paid.	Total Bounty paid to Vessels and Boats in 1907.
				\$ cts.	\$ cts.
Nova Scotia.....	Annapolis.....	167	270	1,247 00	1,466 50
	Antigonish.....	139	208	971 00	1,082 60
	Cape Breton.....	410	748	3,402 00	4,239 80
	Cumberland.....	1	2	9 00	54 20
	Digby.....	419	714	3,275 00	6,692 80
	Guysborough.....	895	1,379	6,411 00	9,214 00
	Halifax.....	1,284	1,720	8,162 15	11,580 25
	Hants.....				
	Inverness.....	328	573	2,620 00	3,833 20
	Kings.....	56	83	388 00	388 00
	Lunenburg.....	923	1,137	5,471 00	25,515 20
	Pictou.....	21	29	137 00	167 80
	Queens.....	188	311	1,432 00	1,522 60
	Richmond.....	673	1,657	4,901 00	8,653 20
	Shelburne.....	506	789	3,662 00	10,933 60
	Victoria.....	337	517	2,404 75	2,868 15
	Yarmouth.....	128	202	936 00	5,769 80
	Totals.....	6,475	9,739	45,428 90	93,381 70
New Brunswick.....	Charlotte.....	392	610	2,832 00	4,966 20
	Gloucester.....	165	411	1,807 50	10,601 30
	Kent.....	41	74	337 00	337 00
	Northumberland.....	3	6	27 00	119 20
	Restigouche.....				48 20
	St. John.....	29	57	257 00	382 60
	Totals.....	630	1,158	5,260 50	16,454 50
Prince Edward Island.....	Kings.....	547	923	4,239 00	5,818 20
	Prince.....	274	568	2,545 75	2,932 15
	Queens.....	122	259	1,158 00	1,425 60
	Totals.....	943	1,750	7,942 75	10,175 95
Quebec.....	Bonaventure.....	784	1,343	6,154 50	6,154 50
	Gaspé.....	2,475	4,886	22,011 25	22,332 85
	Rimouski.....	108	178	820 00	820 00
	Saguenay.....	851	1,466	6,710 00	6,795 90
	Totals.....	4,218	7,873	35,695 75	36,162 35
	Grand totals..	12,266	20,520	94,327 90	156,114 80

GENERAL STATISTICS.

The fishing bounty was first paid in 1882.

The payments were made each year on the following basis :—

1882, vessels \$2 per ton, one half to the owner and the other half to the crew,
Boats at the rate of \$5 per man, one-fifth to the owner and four-fifths to the men.

1883, vessels \$2 per ton, and boats \$2.50 per man, distributed as in 1882.

1884, vessels \$2 per ton, as in 1882 and 1883.

Boats from 14 to 18 feet keel..... \$1 00

“ 18 to 25 “ 1 50

“ 25 feet keel upwards..... 2 00

Boat fishermen..... 3 00

1885, 1886 and 1887, vessels \$2 per ton as in previous years. Boats measuring 13 feet keel having been admitted in 1885, the rates were :—Boats from 13 to 18 feet keel, \$1 ; from 18 to 25 feet keel, \$1.50 ; from 25 feet keel upwards, \$2, and fishermen \$3 each.

1888, vessels \$1.50 per ton, one half each to owner and crew. Boats, the same as 1885, 1886 and 1887.

1889, 1890 and 1891, vessels \$1.50 per ton as in 1888. Boats \$1 each. Boat fishermen, \$3.

1892, vessels \$3 per ton, one-half each to owner and crew. Boats \$1 each. Boat fishermen \$3.

1893, vessels \$2.90 per ton, paid as formerly. Boats \$1 each. Boat fishermen \$3.

1894, vessels \$2.70 per ton, distributed as in previous years. Boats \$1 each. Boat fishermen \$3.

1895, vessels \$2.60 per ton, half each to owner and crew. Boats \$1 each. Boat fishermen \$3.

1896, vessels \$1 per ton, which was paid to the owners, and vessel fishermen \$5 each, clause No. 5 of the regulation having been amended accordingly. Boats \$1 each, and boat fishermen \$3.50 per man.

1897, vessels \$1 per ton, and vessel fishermen \$6 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1898, vessels \$1 per ton, and vessel fishermen \$6.50 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1899, vessels \$1 per ton, and vessel fishermen \$7 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1900, vessels \$1 per ton, and vessel fishermen \$6.50 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1901, vessels \$1 per ton, and vessel fishermen \$7 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1902, vessels \$1 per ton, and vessel fishermen \$7.25 each. Boats \$1 each, and boat fishermen \$3.80 per man.

1903, vessels \$1 per ton, and vessel fishermen \$7.30 each. Boats \$1 each, and boat fishermen \$3.90 per man.

1904, vessels \$1 per ton, and vessel fishermen \$7.15 each. Boats \$1 each, and boat fishermen \$3.75 per man.

1905, vessels \$1 per ton, and vessel fishermen \$7.10 each. Boats \$1 each and boat fishermen \$3.65 per man.

1906, vessels \$1 per ton, and vessel fishermen \$7.10 each. Boats \$1 each and boat fishermen \$3.75 per man.

1907, vessels \$1 per ton, vessel fishermen \$7.40 each. Boats \$1 each and fisherman \$4 per man.

Since 1882, 21,537 vessels, totalling a tonnage of 731,493 tons, have received the bounty. The total number of vessel fishermen which received bounty is 161,406, being an average of about 7 men per vessel.

The total number of boats to which bounty was paid since 1882 is 349,068, and the number of fishermen 633,546. Average number of men per boat about 2.

The highest bounty paid per head to vessel fishermen was \$21.75 in 1893 ; the lowest 83 cents, while the highest to boat fishermen was \$4, the lowest \$2.

The general average paid per head is \$6.42.

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COMPARATIVE STATEMENT by Provinces for the Years 1882 to 1907, inclusive, showing :—
 (1) Total number of Fishing Bounty Claims received and paid by the Department of Marine and Fisheries.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P. E. ISLAND.		QUEBEC.		TOTAL.	
	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.
1882...	6,730	6,613	1,257	1,142	1,169	1,100	3,162	3,117	12,318	11,972
1883...	7,171	7,076	1,693	1,579	1,138	1,106	3,602	3,325	13,604	13,086
1884...	7,007	6,930	1,252	1,224	923	885	3,470	3,429	12,652	12,463
1885...	7,646	7,599	1,609	1,588	1,117	1,025	3,943	3,912	14,315	14,124
1886...	7,639	7,702	1,767	1,763	1,131	1,080	4,275	4,355	14,812	14,900
1887...	8,262	8,227	1,975	1,958	1,201	1,126	4,138	4,105	15,576	15,416
1888...	8,481	8,429	2,065	2,026	1,153	834	4,328	4,310	16,027	15,599
1889...	8,816	8,523	2,428	2,392	1,211	1,511	4,664	4,652	17,119	17,078
1890...	9,337	9,429	2,522	2,469	1,352	1,257	4,860	4,804	18,071	17,959
1891...	10,242	10,063	2,831	2,084	1,482	1,446	5,108	4,913	19,663	18,506
1892...	8,272	8,186	1,067	1,001	1,065	1,051	4,425	4,204	14,829	14,442
1893...	7,926	7,844	967	881	1,027	1,012	4,059	3,898	13,979	13,635
1894...	8,640	8,600	925	911	983	963	3,948	3,876	14,496	14,350
1895...	8,835	8,825	979	975	1,009	1,025	3,904	3,955	14,727	14,780
1896...	8,597	8,562	1,137	1,064	1,111	1,120	4,366	4,229	15,211	14,975
1897...	8,450	8,418	1,042	991	1,175	1,171	4,180	4,149	14,847	14,729
1898...	8,446	8,347	934	917	1,143	1,145	4,156	4,092	14,679	14,501
1899...	7,894	7,754	849	825	1,016	947	4,134	4,102	13,893	13,628
1900...	7,484	7,452	904	904	1,119	1,169	4,264	4,251	13,771	13,776
1901...	7,346	7,344	829	826	941	937	4,277	4,267	13,393	13,374
1902...	6,710	6,671	802	794	913	912	4,371	4,346	12,796	12,723
1903...	6,297	6,284	832	830	978	974	4,110	4,090	12,217	12,178
1904...	6,750	6,732	879	866	1,027	994	4,095	4,079	12,751	12,671
1905...	7,034	7,018	881	873	921	921	4,350	4,329	13,186	13,141
1906...	7,434	7,415	930	923	918	916	4,251	4,249	13,533	13,503
1907...	7,124	7,087	904	895	1,000	984	4,239	4,227	13,267	13,193
Totals.	204,570	203,130	34,260	32,701	28,223	27,611	108,679	107,265	375,732	370,707

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(2) NUMBER of vessels, tonnage and number of men which received Bounty in each year.

YEAR.	NOVA SCOTIA.			NEW BRUNSWICK.			P. E. ISLAND.			QUEBEC.			TOTAL.		
	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.
1882....	588	22,841	5,343	120	2,171	531	15	389	74	63	2,210	538	786	27,611	6,486
1883....	700	29,788	6,238	126	2,102	496	16	450	66	62	2,236	443	904	34,576	7,243
1884....	700	29,828	6,327	139	2,289	560	16	582	92	56	1,965	382	911	34,664	7,361
1885....	629	27,709	5,897	128	2,120	496	19	597	113	55	1,791	317	831	32,217	6,823
1886....	562	25,375	5,022	145	2,628	520	32	1,071	215	52	1,730	320	791	30,804	6,077
1887....	566	24,520	4,900	154	2,889	563	38	1,677	338	54	1,883	334	812	30,969	6,135
1888....	589	26,008	5,450	150	2,545	544	37	1,245	249	51	1,842	388	827	31,640	6,631
1889....	597	27,123	5,684	153	2,590	565	35	1,274	239	48	1,729	330	833	32,716	6,818
1890....	540	23,955	4,935	133	2,129	447	32	1,002	203	34	1,182	220	739	28,268	5,805
1891....	527	22,780	4,618	124	2,051	411	27	778	155	27	924	168	705	26,533	5,352
1892....	507	22,279	4,611	108	1,683	343	30	983	139	23	803	159	668	25,748	5,252
1893....	536	23,195	4,780	210	2,922	634	27	910	151	32	952	179	805	27,979	5,744
1894....	602	24,735	5,077	238	3,189	721	21	594	114	38	1,066	178	899	29,584	6,090
1895....	603	25,018	5,184	238	3,107	764	27	769	129	39	1,262	173	907	30,156	6,250
1896....	553	23,415	4,607	250	3,337	800	23	656	114	36	1,143	144	862	28,551	5,665
1897....	507	21,323	4,829	239	3,079	816	20	490	109	24	833	116	790	25,725	5,870
1898....	505	20,868	4,840	239	3,155	859	24	561	125	16	524	77	784	25,108	5,901
1899....	519	22,538	5,323	238	3,131	885	15	373	76	17	497	78	789	26,539	6,362
1900....	525	22,474	5,352	234	2,969	890	29	737	153	14	459	76	802	26,639	6,471
1901....	508	21,469	5,158	242	3,229	872	23	541	115	13	366	69	786	25,605	6,214
1902....	505	21,248	5,126	249	3,293	972	28	630	135	13	350	51	795	25,521	6,284
1903....	546	21,992	5,173	259	3,454	971	36	765	169	10	290	48	851	26,501	6,361
1904....	552	21,285	5,040	257	3,429	981	30	594	126	15	382	73	854	25,690	6,220
1905....	620	21,240	5,238	264	3,600	1,035	28	587	125	10	259	56	922	25,686	6,454
1906....	644	20,008	4,891	273	3,753	1,066	32	732	147	8	139	33	957	24,632	6,137
1907...	612	17,041	4,178	265	3,720	1,010	41	916	178	9	154	34	927	21,831	5,400
Totals .	14,842	510,955	133,821	5,175	74,564	18,752	701	19,903	3,849	819	26,971	4,984	21,537	731,493	161,406

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(3) NUMBER of Boats and boat fishermen which received Bounty in each year.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P. E. ISLAND.		QUEBEC.		TOTAL.	
	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.
1882	6,043	12,130	1,024	2,530	1,087	3,070	3,071	5,716	11,225	23,446
1883	6,458	13,553	1,453	3,309	1,098	3,106	3,266	6,188	12,275	26,156
1884	6,257	12,669	1,086	2,505	869	2,346	3,344	6,416	11,556	23,936
1885	6,970	13,396	1,460	3,254	1,006	2,606	3,857	7,485	13,293	26,741
1886	7,140	13,351	1,618	3,567	1,048	2,547	4,303	7,981	14,109	27,446
1887	7,662	13,997	1,804	3,994	1,088	2,711	4,051	7,550	14,605	28,252
1888	7,840	14,115	1,876	4,148	797	2,141	4,259	7,852	14,772	28,256
1889	7,926	14,118	2,237	5,032	1,475	3,568	4,602	8,807	16,240	31,525
1890	8,886	15,738	2,324	5,242	1,192	3,024	4,766	9,241	17,168	33,245
1891	9,525	16,552	1,928	4,126	1,383	3,427	4,865	9,402	17,701	33,507
1892	7,679	12,307	893	1,765	1,021	2,047	4,181	7,693	13,774	23,812
1893	7,308	11,748	671	1,314	985	1,962	3,866	7,245	12,830	22,269
1894	7,956	12,899	661	1,281	913	1,813	3,821	7,139	13,351	23,132
1895	8,222	13,106	737	1,434	998	2,141	3,916	7,877	13,873	24,558
1896	8,008	12,454	814	1,553	1,095	2,126	4,189	7,688	14,106	23,821
1897	7,911	12,542	752	1,351	1,151	2,147	4,125	7,572	13,939	23,612
1898	7,872	12,438	678	1,237	1,121	2,199	4,076	7,627	13,747	23,501
1899	7,235	11,305	587	1,027	932	1,710	4,085	7,696	12,839	21,738
1900	6,927	10,645	670	1,184	1,140	2,198	4,237	8,004	12,974	22,031
1901	6,836	10,464	584	1,001	914	1,735	4,254	8,017	12,588	21,217
1902	6,166	9,442	545	966	884	1,638	4,333	8,180	11,928	20,226
1903	5,738	8,775	571	964	938	1,722	4,080	7,688	11,327	19,149
1904	6,180	9,556	609	1,082	964	1,792	4,064	7,648	11,817	20,078
1905	6,398	9,822	609	1,047	893	1,630	4,319	8,002	12,219	20,501
1906	6,771	10,138	650	1,139	884	1,648	4,241	7,946	12,546	20,871
1907	6,475	9,739	630	1,158	943	1,750	4,218	7,873	12,266	20,520
Totals	188,389	316,999	27,471	57,210	26,819	58,804	106,389	200,533	349,068	633,546

(4) TOTAL Number of men who received Bounty each year.

YEAR.	NOVA SCOTIA.	NEW BRUNSWICK.	P. E. ISLAND.	QUEBEC.	TOTAL.
	No. of Men.	No. of Men.	No. of Men.	No. of Men.	
1882.....	17,473	3,061	3,144	6,254	29,932
1883.....	19,791	3,805	3,172	6,631	33,399
1884.....	18,936	3,065	2,438	6,798	31,297
1885.....	19,293	3,750	2,719	7,802	33,564
1886.....	18,373	4,087	2,762	8,301	33,523
1887.....	18,897	4,557	3,049	7,834	34,387
1888.....	19,565	4,692	2,390	8,240	34,887
1889.....	19,802	5,597	3,807	9,137	38,343
1890.....	20,673	5,689	3,227	9,461	39,050
1891.....	21,170	4,537	3,582	9,570	38,859
1892.....	16,918	2,108	2,186	7,852	29,064
1893.....	16,528	1,948	2,113	7,424	28,013
1894.....	17,976	2,002	1,927	7,317	29,222
1895.....	18,290	2,198	2,270	8,050	30,808
1896.....	17,061	2,353	2,240	7,832	29,486
1897.....	17,371	2,167	2,256	7,688	29,482
1898.....	17,278	2,096	2,324	7,704	29,402
1899.....	16,628	1,912	1,786	7,774	28,100
1900.....	15,997	2,074	2,351	8,080	28,502
1901.....	15,622	1,873	1,850	8,086	27,431
1902.....	14,568	1,938	1,773	8,231	26,510
1903.....	13,948	1,935	1,891	7,736	25,510
1904.....	14,596	2,063	1,918	7,721	26,298
1905.....	15,060	2,082	1,755	8,058	26,955
1906.....	15,029	2,205	1,795	7,979	27,008
1907.....	13,917	2,168	1,928	7,907	25,920
Totals.....	450,820	75,962	62,653	205,517	794,952

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(5) TOTAL annual payments of fishing Bounty.

YEAR.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1882.....	106,098 72	16,997 00	16,137 00	33,052 75	172,285 47
1883.....	89,432 50	12,395 20	8,577 14	19,940 01	130,344 85
1884.....	104,934 09	13,576 00	9,203 96	28,004 93	155,718 98
1885.....	103,999 73	15,908 25	10,166 65	31,464 76	161,539 39
1886.....	98,789 54	17,894 57	10,935 87	33,283 61	160,903 59
1887.....	99,622 03	19,699 65	12,528 51	31,907 73	163,757 92
1888.....	89,778 90	18,454 92	9,092 96	32,858 75	150,185 53
1889.....	90,142 51	21,026 79	13,994 53	33,362 71	158,526 54
1890.....	91,235 64	21,108 33	11,686 32	34,210 72	158,241 01
1891.....	92,377 42	17,235 96	12,771 30	34,507 17	156,891 85
1892.....	100,410 39	10,864 61	9,782 79	29,694 35	159,752 14
1893.....	108,060 67	12,524 09	9,328 62	28,320 72	158,234 10
1894.....	111,460 03	12,690 80	7,875 79	28,040 18	160,066 80
1895.....	110,765 27	12,919 32	9,285 13	30,598 27	163,567 99
1896.....	98,048 95	13,602 88	9,745 50	32,992 44	154,389 77
1897.....	102,083 50	13,454 50	9,809 00	32,157 00	157,504 00
1898.....	103,730 00	13,746 00	10,188 00	31,795 00	159,459 00
1899.....	106,598 50	13,514 50	7,822 00	32,065 00	160,000 00
1900.....	101,418 00	13,562 50	10,589 00	33,203 00	158,802 50
1901.....	101,024 50	13,420 50	8,335 50	33,161 50	155,942 00
1902.....	100,455 70	14,555 80	8,716 55	36,125 45	159,853 50
1903.....	99,714 15	14,872 75	9,652 50	34,704 30	158,943 70
1904.....	99,286 44	15,110 80	9,179 35	33,651 65	157,228 24
1905.....	100,664 35	15,379 50	8,317 20	34,185 60	158,546 65
1906.....	99,518 80	16,247 55	8,839 40	34,410 00	159,015 75
1907.....	93,381 70	16,454 50	10,175 95	36,102 35	156,114 50
Totals.....	2,612,062 03	397,217 27	262,736 52	833,799 95	4,105,815 77

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List of Vessels which received Fishing Bounty in the Year 1907-1908.

PROVINCE OF NOVA SCOTIA.

ANNAPOLIS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. \$ cts.
103066	Eddie J.	Yarmouth . .	23	James W. Snow	Port Wade.	9	89 60
111998	Jessie K.	Annapolis. . . .	11	Thos. Milner.	Parker's Cove. . . .	3	33 20
85533	Minnie C.	Digby.	12	Stephen Haynes	Victoria Beach . . .	5	49 60
77969	Wave Queen. . . .	St. Andrews. . .	11	David Hayden	Port Wade.	3	33 20

ANTIGONISH COUNTY.

103542	Emma Brow.	Halifax.	17	John Brow.	Hbr. au Bouche. . .	3	39 20
116882	Fiona.	Arichat.	10	J. T. Crispo.	"	3	32 20
111798	Marie C.	Pt. Hawkesbury	18	Jno. Munro, et al. . . .	Auld's Cove	3	40 20

CAPE BRETON COUNTY.

100846	Albatross.	Lunenburg	26	Jno. Arsenaunt.	L. Bras d'Or.	5	63 00
100389	Annie F.	Sydney	13	Jno. Farrell	Mainadieu.	3	35 20
100372	Betsy Jane	"	11	Samuel Moore.	L. Bras d'Or.	4	40 60
90834	Diego.	Port Medway. . .	27	Thos. Peach.	Port Morien	7	78 80
88462	Fannie S.	Arichat.	28	J. N. Giovannetti. . . .	"	7	79 80
100383	Florence L.	Sydney	10	Jno. Campbell	Mainadieu.	4	39 60
116883	Grayling	Arichat.	25	Geo. Herridge	North Sydney. . . .	3	47 20
122026	Hy. D. Davis	Liverpool.	38	Frank Forward.	Lingan	12	128 80
121940	Manetto.	Halifax.	21	"	"	10	95 00
107375	Minnie B.	Sydney	10	Gabriel Billard	Louisburg	4	39 60
107376	Rozzie	"	17	R. Fudge.	North Sydney. . . .	4	46 60
111902	St. Thomas.	Arichat.	10	Alex. Lee.	L. Lorraine.	3	32 20
112386	Shamrock	Sydney.	11	Jacob Rogers.	North Sydney. . . .	3	33 20
107359	Victoria	"	11	Benj. Boon	Bateston.	4	40 60
107351	Wilfred Laurier. . .	"	10	Philip May.	North Sydney. . . .	3	32 20

CUMBERLAND COUNTY.

111425	Effie Howard. . . .	Halifax.	23	E. R. Heather.	Pugwash.	3	45 20
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DIGBY COUNTY.

112286	A. E. Moore.	Digby.	11	Jno. Thompson	Westport.	4	40 60
111523	Alart.	"	11	Benj. Doucette	Mavilette.	1	18 40
116235	Aleyone.	"	52	Howard Anderson	Digby	10	126 00
107807	America.	St. John.	16	Reuben Thurber.	Freeport.	5	53 00
112102	Ariadne.	"	48	H. D. Outhouse.	Tiverton.	13	144 20
100547	B and C.	Digby.	14	Edwin Hains.	Freeport.	5	51 00
100813	Blanche.	Barrington. . . .	24	N. Robbins.	Tiverton.	9	90 60
74331	Condor.	Yarmouth.	11	Howard Titus	Westport.	5	48 00
116236	Cora May.	Digby.	64	C. E. Finigan.	Freeport.	19	204 60
103181	Curlew.	"	63	Geo. Denton	Westport.	6	107 40
103749	Emerald.	"	29	Ansel Casey.	Digby.	9	95 60
116446	Emerson Faye. . . .	"	47	Edwin Hains.	Freeport.	12	135 80
121657	Emily C.	Yarmouth.	11	Alb't. Thompson.	Westport.	4	40 60

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List of Vessels which received Fishing Bounty, &c.—Nova Scotia—Con.

DIGBY COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							\$	cts.
107604	Emma D.	Weymouth	20	F. S. Doucette	Mavilette	5	57	00
111527	Etta H.	Digby	10	Warren Buckman	Westport	3	32	20
74329	Fairy Queen	Yarmouth	13	S. & F. Frost	Little River	4	42	60
112282	Florence H.	Digby	20	Jas. A. Moore	Westport	3	42	20
122249	Florence May	St. Andrews	14	Geo. Farnsworth	Tiverton	4	43	60
122097	George L.	Yarmouth	13	Jno. J. LeBlanc	Mavilette	4	42	60
111683	Greenwood	Shelburne	71	E. P. Greenwood	N. E. Harbour	12	159	80
111688	Hazelwood	"	29	Geo. C. Stevens	Freeport	9	95	60
111530	Island Girl	Digby	10	Esrom Thurber	"	4	39	60
116234	J. W.	"	14	Whale Cove Tr'd'g Co.	Whale Cove	4	43	60
111525	James W. Cousins	Digby	29	J. F. Milberry	Digby	3	102	20
111838	Lavina D.	"	21	Jas. Doucette	Mavilette	5	58	00
122571	Lita C.	Yarmouth	13	Michel Comeau	"	4	42	60
75851	Little Annie	Weymouth	16	Thomas Denton	Little River	2	30	80
122101	Lizzie B.	Yarmouth	18	L. Boudreau	Mavilette	4	47	60
122144	Lizzie D.	"	12	E. C. Deveau	Salmon River	3	34	20
122186	Loren B. Snow	Digby	85	Jos. E. Snow	Digby	18	213	20
116237	Maple Leaf	"	10	A. R. Bailey	Westport	4	39	60
122241	Margaret Leonard	St. Andrews	37	Wm. McGrath	Digby	11	118	40
103184	Mayflower	Digby	26	Jno. W. Snow	"	5	63	00
111896	May Queen	Weymouth	15	Moses Thibodeau	Church Point	3	37	20
116232	Nettie M.	Digby	12	Wm. McDormand	Westport	5	49	00
116660	Nora	Yarmouth	11	P. Doucette	Mavilette	5	48	00
111834	Rosana	Digby	11	F. J. Doucette	"	3	33	20
111835	Roxana	"	11	Wm. W. Gower	Westport	4	40	60
107610	St. Bernard	Weymouth	24	Jos. D. Weaver	St. Bernard	2	38	80
107334	Shamrock	Yarmouth	17	Rudolph Thurber	Freeport	5	54	00
111840	Sparrow	Digby	28	Moses Therrian	Meteghan	3	50	20
122184	Surge	"	17	Joseph D. White	Port Gilbert	2	31	80
103179	Trilby	"	31	F. S. Lent	Freeport	10	105	00
94694	Utah and Eunice	"	33	Edwin Hains	"	10	107	00
103716	Valkyrie	Yarmouth	11	Hilbert Garron	Westport	3	33	20
80630	Vanity	"	11	F. P. Titus	"	3	33	20
103711	Venite	Digby	24	J. A. Ellis	Mavilette	4	53	60
121812	Wilfrid L. Snow	"	36	Edward Keans	Digby	8	95	20

GUYSBORO COUNTY.

107992	Alice J. Davis	Canso	20	Edward Hearn	Canso	4	49	60
112021	Annie M.	"	29	John Leary	Queensport	4	58	60
112016	Blanche	"	13	Simon Williams	Canso	5	50	00
112020	Bonny Kate	"	14	Rory Sutherland	"	5	51	00
112375	C. G. Munroe	Arichat	14	Chas. A. Mosher	"	5	51	00
116734	Cora Lee	Halifax	16	Harvey Munroe	White Head	5	53	00
103328	Ella May	Pt. Hawkesbury	34	Hibbert Carr	Mulgrave	5	71	00
117054	Emma Jane	Canso	16	John George	Up. White Head	7	67	80
116347	Ethel	Arichat	11	J. R. Sinclair	Canso	4	40	60
116890	Ethel G.	"	12	Daniel George	Lr. White Head	5	49	00
117093	Florence D.	"	11	Wm. Diggdon	White Head	3	33	20
107993	Florence May	Canso	11	John Kennedy	Canso	5	48	00
112373	Flying Cloud	Arichat	13	Simon Manett	Larry's River	3	35	20
100818	Geneva Ethel	Barrington	29	Martin Meagher	Canso	4	58	60
107996	Green Linnet	Canso	12	Thos. Boudrot, Jr.	Dover	4	41	60
117091	Hazel Maud	Arichat	10	Jas. Rhynold, Jr.	"	3	32	20
116740	Hilda M. Horton	Halifax	29	E. F. C. Horton	Port Beckerton	4	58	60
103479	Ida M. Burke	Arichat	16	Joseph Fongere	Larry's River	5	53	00
112374	J. B. Saint	"	18	Robert Hendsbee	Half Isl'd Cove	6	62	40
111910	Lizzie J. Greenleaf	"	11	J. H. Richard	Charlo's Cove	6	55	40
117097	Lizzie May	"	12	B. L. Pelrine	Larry's River	4	41	60

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List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*GUYSBORO' COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No of Crew paid.	Amount of Bounty paid. \$ cts.
117078	Lottie M. Beatrice.	Arichat.....	17	Hiram Hendsbee, Sr.	Half Isl'd Cove..	6	61 40
117100	Louise Ellen.	".....	11	Daniel Casey.....	White Head.....	5	48 00
117094	Maggie Alice.....	".....	11	John D. Cashin.....	Port Felix.....	3	33 20
112018	Maggie Bell.....	Canso.....	26	Jas. W. Grady.....	St. Francis H'b'r	7	77 80
117056	Margaret.....	".....	16	Matthews & Scott.....	Canso.....	2	30 80
111909	Margaret May.....	Arichat.....	12	J. E. Sullivan.....	".....	5	49 00
112371	Mary A.....	".....	11	Daniel Pitts.....	Charlo's Cove... 4	4	40 60
116886	Mary J.....	".....	11	J. J. Berrigan.....	Canso.....	6	55 40
117053	Mary M. Bell.....	Canso.....	10	Jno. Belfontaine..	Port Felix.....	3	32 20
111475	Mary Matilda.....	Arichat.....	15	Fred. Pelrine.....	Larry's River... 4	4	44 60
106816	Mattie Morrissey..	Canso.....	24	Benj. David.....	Port Felix.....	7	75 80
107999	Maud S.....	".....	12	Havelock Munroe..	Canso.....	4	41 60
107757	Mayflower.....	Charlottetown..	18	J. J. Lumsden.....	".....	3	40 20
100446	Minnie May.....	Canso.....	11	C. H. Richard.....	Charlo's Cove.. 6	6	55 40
103547	Morning Glory.....	Halifax.....	11	J. J. Gerrior.....	Larry's River... 4	4	40 60
117051	Muriel G.....	Canso.....	21	Alden Munroe.....	L. White Head.. 4	4	50 60
89970	Orion.....	Halifax.....	24	Joseph Pelrine.....	Larry's River... 4	4	53 60
112024	Reta S.....	Canso.....	13	William Shrader..	Canso.....	3	35 20
112372	River Swan.....	Arichat.....	11	Geo. Berrigan.....	".....	1	18 40
103461	St. Lidwina.....	".....	11	A. J. Munroe.....	Cole Harbour... 3	3	33 20
108090	St. Patrick.....	Canso.....	18	G. L. Avery.....	Larry's River... 7	7	69 80
107318	St. Stephen.....	Halifax.....	19	Moses Cohoon.....	Canso.....	2	33 80
74139	Sadie.....	".....	44	Isaiah Fougere.....	Larry's River... 8	8	103 20
111413	Sigdrifa.....	Lunenburg.....	13	William Dort.....	Cole Harbour... 3	3	35 20
112023	Silver Bell.....	Canso.....	14	E. B. Pelrine.....	Larry's River... 4	4	43 60
116884	Silver Swan.....	Arichat.....	20	Joseph Bonvie.....	".....	4	49 60
112025	Squanto.....	Canso.....	13	F. H. Hawes.....	Canso.....	4	42 60
96962	Sunrise.....	Yarmouth.....	18	Thurlo Munroe.....	L. White Head.. 6	6	62 40
116885	T. Lilly.....	Arichat.....	10	William Peart.....	Tor Bay.....	3	32 20
117055	Thelma.....	Canso.....	15	A. M. Roberts.....	Canso.....	1	22 40
117052	Thrush.....	".....	10	David Myers.....	".....	3	32 20
116532	Togo.....	Lunenburg.....	14	James Lukeman.....	Hazel Hill.....	6	58 40
103199	Trilby.....	Canso.....	12	Edwd. Flaherty.....	Canso.....	2	26 80
107994	True Love.....	".....	10	David Walsh.....	".....	2	24 80
107991	Two Brothers.....	".....	14	Fredk. Jello.....	Port Felix.....	6	58 40
117057	Utowana.....	".....	15	Frank Lohnes.....	Canso.....	5	52 00
116887	Wenona.....	Arichat.....	10	John Uloth.....	Cole Harbour... 5	5	47 00

HALIFAX COUNTY.

94632	A. C. Greenwood..	Shelburne.....	15	Ernest Mason.....	Tangier.....	4	44 60
122301	Active.....	Lunenburg.....	35	Frank Young.....	Musquodoboit H	8	94 20
116526	Adelaide.....	".....	13	James F. Gray.....	Pennant.....	3	35 20
107313	Alice A.....	Halifax.....	16	Wm. McPherson.....	Tangier.....	4	45 60
122422	Annie G. W.....	".....	17	Jas. Westhaver.....	Sober Island.....	2	31 80
121933	Annie May.....	".....	24	J. A. Gerrard.....	Gerrard's Island	4	53 60
103858	B. & B. Holland...	".....	26	Richd. Holland.....	Duncan's Cove.. 7	7	77 80
117145	Dove.....	".....	10	Geo. Myria, et al..	Petpeswick H'b'r	4	39 60
111428	Duchess.....	".....	12	David Morash.....	West Dover.....	5	49 00
112280	Edith L.....	Digby.....	26	Maynard Young.....	".....	3	48 20
122010	Ena T.....	Lunenburg.....	17	William Hubley.....	Indian Harbour..	5	54 00
111434	Ermynthrude.....	Halifax.....	36	F. J. Darrach.....	Herring Cove... 10	10	110 00
117141	Etha May.....	".....	11	George Johnson.....	West Dover.....	4	40 60
100247	Fairy Queen.....	".....	11	G. H. Nickerson.....	Sambro.....	3	33 20
116290	Flora M. J.....	".....	78	John Julien, et al..	Grand Desert... 18	18	211 20
80829	Florence B.....	".....	32	G. L. Baker.....	West Jeddore... 4	4	61 60
100259	Florence G.....	".....	15	Caleb Gray.....	Sambro.....	4	44 60
111432	Glady's Elena.....	".....	16	C. W. Twohig.....	Pennant.....	3	38 20
103544	Grace D.....	".....	10	Geo. Slumwhite.....	Terence Bay.... 5	5	47 00

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List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*HALIFAX COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
116731	Grand Desert	Halifax	65	Martin Julien, et al.	Grand Desert	18	198 20
116738	Gretta	"	14	Alton Russell, et al.	Clam Harbour	3	36 20
116287	Handy Andy	"	15	J. P. Westhaver	Sober Island	5	52 00
112129	Hattie	Lunenburg	12	Arthur Jollymore	Indian Harbour	1	19 40
121934	Jeannie & Annie	Halifax	16	R. J. Mason	Tangier	5	53 00
116747	Jessie W.	"	12	Leander Hubley	Indian Harbour	3	34 20
100216	Katie M.	"	11	Charles Nelson	Halifax	2	25 80
103312	Laura	Pt. Hawkesbury	13	Reuben Cooper	Tangier	3	32 20
96797	Laura Phoebe	Halifax	18	Arthur Day	Jeddore	5	55 00
116203	Lancel	"	16	Geo. Pelham	Herring Cove	8	75 20
116513	Laurie H.	Lunenburg	16	Jer. Slaunwhite	Terence Bay	4	45 60
83402	Louisa Maud	Halifax	21	Harry Graves	East Dover	3	43 20
111440	M. A. Josey	"	17	L. M. Josey, et al.	Spry Bay	4	46 60
111424	Maggie M.	"	13	James Marryatt	Pennant	4	42 60
116733	Maggie May	"	17	F. J. Fleming	Ketch Harbour	6	61 40
111435	Maggie Wilson	"	36	Edward Denipsey	Herring Cove	12	124 80
111421	Maple Leaf	"	25	Eli Baker	East Jeddore	7	76 80
117150	Marie Stella	"	36	Simon Lupierre	Grand Desert	4	65 60
112387	Mary A. Dumphy	Sydney	18	Harry Gibbs	Halifax	6	62 40
117144	Mary E. Faulkner	Halifax	14	John Faulkner	West Jeddore	4	43 60
100227	May	"	10	M. Slaunwhite	Terence Bay	3	32 20
116736	Milo	"	23	J. W. Gorman	Herring Cove	5	60 00
116739	Minnie M. Dora	"	11	John Beaver	Spry Bay	3	36 20
116282	Monica A. Thomas	"	46	C. H. Thomas	Herring Cove	12	134 80
103539	Neva	"	11	Ephraim Marryatt	Pennant	2	25 80
116745	Perseverance	"	12	Rupert Shatford	Indian Hbr.	3	34 20
116749	Reliance	"	14	James Ruder	Boutillier's Cove	4	43 60
96806	Rising Sun	"	28	Richd. Christian	Prospect	8	87 20
116272	Rosie M. B.	"	75	Fred Bonang et al.	Grand Desert	9	141 60
103461	St. Patrick	"	27	Harris Corkum	East Jeddore	7	78 80
116746	Spindrift	"	15	C. Rhodenizer	Indian Hbr.	3	37 20
111438	Theresa M. Gray	"	30	Angus Gray	Pennant	9	96 60
96961	Tivoli	"	24	David Duggan	East Dover	5	61 00
117142	Valkiria	"	13	Harvey Covey	Indian Hbr.	4	42 60
104269	Violet	"	12	Jas. H. Smith	Sambro	3	34 20
116283	Vixen	"	15	Henry McKenzie	Gerrard's Island	4	44 60
85378	Zephyr	"	16	Robt. Slaunwhite	Terence Bay	7	67 80

INVERNESS COUNTY.

96778	Campania	Pt. Hawkesbury	11	C. Robin, Collas Co.	Eastern Hbr.	5	48 00
103313	Catherine	"	10	"	"	4	39 60
96825	Cecilia W.	Halifax	41	David Walker	Pt. Hawkesbury	1	48 40
103375	Elizabeth Ann	Pt. Hawkesbury	11	David Bourgeois	Belle Marche	4	40 60
83196	Ethel Blanche	Pictou	17	W. J. Malcolm	Pt. Hawkesbury	2	31 80
96774	Florence	Pt. Hawkesbury	11	S. Belfontaine	Eastern Hbr.	4	40 60
112380	Florence M.	Arichat	25	Patk. Chiasson	Little River	5	62 00
103317	Flying Star	Pt. Hawkesbury	11	S. Belfontaine	Eastern Hbr.	4	40 60
107397	Gertie Bell	Canso	15	C. Robin, Collas Co.	"	4	41 60
111795	Katie J.	Pt. Hawkesbury	11	John McNeil	Pt. Hawkesbury	3	33 20
103316	Laura	"	10	C. Robin, Collas Co.	Eastern Hbr.	4	39 60
103315	Lillie	"	12	Peter Fiset	"	4	41 60
96775	Louise	"	11	S. Belfontaine	"	5	48 00
103330	Lucy	"	11	Theophile Mallet	Little River	4	40 60
96779	Majestic	"	12	C. Robin, Collas Co.	Eastern Hbr.	4	41 60
96771	Marie	"	10	Fabien Desveaux et al.	"	4	39 60
96777	Marie Joseph	"	11	C. Robin, Collas Co.	"	4	40 00
103314	Mary	"	10	Peter Fiset	"	4	39 60

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List of Vessels which received Fishing Bounty, &c.—Nova Scotia.—*Con.*INVERNESS COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
69125	May Flower.....	Halifax.....	20	Hyac. Chiasson.....	Eastern Hbr....	6	64 40
111797	Mermaid.....	Pt. Hawkesbury	13	Thomas Harris.....	Plateau.....	4	42 60
103326	Mizpah.....	"	10	Thomas Lebrun.....	Grand Etang....	5	47 00
111792	St. Aubin.....	"	15	C. Robin, Collas Co..	Eastern Hbr....	4	44 60
103329	Saint Helier.....	"	12	"	"	4	41 60
100448	Surprise.....	Canso.....	15	Daniel McDonnell.....	Judique.....	6	59 40
96773	Virgin.....	Pt. Hawkesbury	10	C. Robin, Collas Co..	Eastern Hbr....	4	39 60
111783	Walla Walla.....	"	11	S. Belfontaine.....	"	4	40 60
96776	Willie B.....	"	21	"	"	6	65 40

LUNENBURG COUNTY.

111837	A. L. B.....	Lunenburg.....	22	Brenton Cleveland...	Lunenburg.....	3	44 20
112126	Acadia.....	"	91	Alex. Knickle.....	"	17	205 80
116517	Acme.....	"	91	Wm. C. Smith.....	"	17	205 80
111641	Aguadilla.....	"	100	Freeman Anderson...	"	18	213 20
122302	Albata.....	"	20	Obadiah Deal.....	Riverport.....	3	42 20
112115	Aldine.....	"	99	A. V. Conrad.....	Parks Creek.....	17	205 80
112107	Alexandra.....	"	93	Freeman Anderson...	Lunenburg.....	17	205 80
111647	Alhambra.....	"	90	A. R. Morash.....	"	15	191 00
112105	Alma Nelson.....	"	99	John B. Young.....	"	18	213 20
112101	Ambition.....	"	100	Willet Conrad.....	Rose Bay.....	19	220 60
116522	Anita.....	"	16	Solomon Winters.....	"	5	53 00
111750	Arabia.....	"	80	John B. Young.....	Lunenburg.....	18	213 20
112122	Atalaya.....	"	79	Wm. C. Smith.....	"	17	204 80
116468	Beatrice S. Mack..	"	99	"	"	17	205 80
111734	Blake.....	"	99	J. N. Rafuse.....	Conquerall Bank	20	228 00
111732	Calavera.....	"	90	Abraham Ernst.....	Mahone Bay.....	18	213 20
112128	Campania.....	"	90	Thomas Romkey.....	Riverport.....	17	205 80
112116	Cardinia.....	"	100	Freeman Anderson...	Lunenburg.....	17	205 80
116505	Cavalier.....	"	70	W. N. Reinhardt.....	La Have.....	17	195 80
121999	Cavalier.....	"	13	Leroy Boliver.....	Broad Cove.....	3	35 20
111702	Colonia.....	"	98	A. H. Zwicker.....	Lunenburg.....	18	213 20
121997	Confidence.....	"	35	Robert Walfield.....	La Have Islands	8	94 20
111743	Corean.....	"	70	J. N. Rafuse.....	Conquerall Bank	16	188 40
111736	Coronation.....	"	98	H. W. Adams.....	Lunenburg.....	18	213 20
111637	Cyril.....	"	100	W. N. Reinhardt.....	La Have.....	19	220 60
111711	Defender.....	"	98	Alex. Knickle.....	Lunenburg.....	17	205 80
122002	Dolly Grey.....	"	13	Samuel Knock.....	L. Kingsburg....	3	35 20
116540	Douglas Adams...	"	98	H. W. Adams.....	Lunenburg.....	17	205 80
116500	E. M. Zellars.....	"	84	Henry Moser.....	"	18	213 20
122009	Earl Grey.....	"	98	E. F. Zwicker.....	"	18	213 20
111730	Earle V. S.....	"	100	John B. Young.....	"	18	213 20
116528	Edith F. S.....	"	67	John Schmeisser.....	E. M. La Have..	15	178 00
121866	Eldora.....	"	79	Amiel Corkum.....	"	17	204 80
112099	Electro.....	"	88	Edmen Walters.....	Middle La Have	19	220 60
83308	Ella.....	Liverpool.....	10	J. C. Hanson.....	Mahone Bay.....	1	17 40
121994	Ella Mason.....	Lunenburg.....	74	Isaac Mason.....	Lunenburg.....	18	207 20
112987	Ethel.....	"	99	W. N. Reinhardt.....	La Have.....	17	205 80
116518	Eva June.....	"	93	Wm. C. Smith.....	Lunenburg.....	17	205 80
116520	Evelyn.....	"	18	Daniel Deal.....	Rose Bay.....	3	40 20
122304	Falcon.....	"	85	Edmen Walters.....	M. La Have.....	20	228 00
122004	Florence B.....	"	46	William Duff.....	Lunenburg.....	4	75 60
107350	Forrester.....	Shelburne.....	23	Chas. Mosher.....	Lower La Have..	5	60 00
116525	Gatherer.....	Lunenburg.....	15	Wm. C. Smith.....	Lunenburg.....	4	44 60
121851	Gladys B. Smith...	"	100	"	"	20	228 00
121867	Gladys F.....	"	72	J. N. Rafuse.....	Conquerall Bank	17	197 80
111742	Glenwood.....	"	99	J. E. Backman.....	Riverport.....	18	213 20

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List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*LUNENBURG COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. \$ cts.
116597	Golden Rod.....	Lunenburg.....	76	Adnah Burns.....	Dayspring.....	16	194 40
116527	Guide.....	".....	73	W. N. Reinhardt.....	La Have.....	16	191 40
121863	Hazel.....	".....	71	Jeffrey Publicover.....	Dublin Shore.....	14	174 60
116442	Helen C. Morse.....	".....	98	John Westhaver.....	Lunenburg.....	18	213 20
122005	Henry L. Montague.....	".....	96	Wm. C. Smith.....	".....	20	228 00
121857	Hiawatha.....	".....	99	".....	".....	18	213 20
112993	Hilda M. Baekman.....	".....	81	Willet Conrad.....	Rose Bay.....	17	205 80
112089	Iona W.....	".....	78	Abraham Ernst.....	Mahone Bay.....	15	189 00
107116	Ivy.....	".....	12	Samuel Zellars.....	Feltzen South.....	3	34 20
121858	J. A. McLean.....	".....	80	Aubrey Anderson.....	Lunenburg.....	15	191 08
107960	J. W. Mills.....	".....	76	J. W. Mills.....	Mahone Bay.....	13	172 20
111726	Juanita.....	".....	100	Wm. C. Smith.....	Lunenburg.....	17	205 80
111635	Latooka.....	".....	99	A. V. Conrad.....	Parks Creek.....	13	176 20
107660	Lila D. Young.....	".....	100	John B. Young.....	Lunenburg.....	18	213 20
107129	Lilla B. Hirtle.....	".....	99	Aubrey Anderson.....	".....	19	220 60
103760	Lillian.....	".....	84	A. R. Morash.....	".....	17	205 80
111634	Loyal.....	".....	99	Abraham Ernst.....	Mahone Bay.....	18	213 20
111735	Lucania.....	".....	99	Reuben Romkey.....	Riverport.....	17	205 80
112112	Mainie Dell.....	".....	98	C. U. Mader.....	Mahone Bay.....	17	205 80
116523	Mankato.....	".....	76	Edmen Walters.....	Middle La Have.....	16	194 40
116538	Maple Leaf.....	".....	26	J. M. Rhodnizer.....	Lunenburg.....	6	70 40
116519	Marg't E. Schwartz.....	".....	98	Wm. C. Smith.....	".....	18	213 20
121998	Margaret S.....	".....	63	John Schmeisser.....	E. M. La Have.....	16	63 00
121862	Marina.....	".....	78	A. V. Conrad.....	Parks Creek.....	16	196 40
111709	Mariner.....	".....	100	Cyrus W. Parks.....	".....	18	213 20
121855	Mary A. Duff.....	".....	90	William Duff.....	Lunenburg.....	17	205 80
121859	Mary W. S.....	".....	74	A. V. Conrad.....	Parks Creek.....	14	177 60
121854	Mattawa.....	".....	96	E. F. Zwickert.....	Lunenburg.....	18	213 20
107967	May Myree.....	".....	89	Elias Richard, sr.....	Getson's Point.....	21	235 40
121861	Medina A.....	".....	74	Amiel Corkum.....	E. M. La Have.....	17	199 80
121864	Mildred M. Bell.....	".....	54	William Richard.....	Getson's Point.....	15	165 00
121865	Millie Louise.....	".....	80	Abraham Ernst.....	Mahone Bay.....	16	198 40
107952	Minnie M. Cook.....	".....	84	J. E. Baekman.....	Riverport.....	16	198 40
116536	Minnie May.....	".....	29	Christian Geldert.....	Lunenburg.....	8	88 20
116593	Minnie Pearl.....	".....	97	William Thomas.....	West Indian Pt.....	17	205 80
111701	Mizpah.....	".....	100	John B. Young.....	Lunenburg.....	15	191 00
116535	Montana.....	".....	85	J. Alex. Silver.....	".....	15	191 00
122007	Muriel M. Young.....	".....	100	John B. Young.....	".....	19	220 60
116539	Nahada.....	".....	94	Howard Wynaht.....	".....	17	205 80
112104	Nina.....	".....	10	Thomas Knock.....	Kingsburg.....	3	32 20
116502	Oceanic.....	".....	99	Reuben Ritecy.....	Lunenburg.....	17	205 80
112106	Oregon.....	".....	99	Arthur Creaser.....	Riverport.....	17	205 80
111642	Palatia.....	".....	95	C. J. Silver.....	Lunenburg.....	17	205 80
112113	Parana.....	".....	99	Daniel Lohmes.....	Riverport.....	17	205 80
121869	Petite.....	".....	61	J. D. Sperry.....	Petite Rivière.....	11	61 00
111402	Protector.....	".....	95	J. N. Rafuse.....	Conquerall Bank.....	21	235 40
111648	Riviera.....	".....	96	Andrew Ross.....	E. M. La Have.....	19	220 60
107125	Roma.....	".....	99	J. D. Myra.....	Riverport.....	18	213 20
121856	Ronald G. Smith.....	".....	100	Wm. C. Smith.....	Lunenburg.....	19	220 60
121991	Rupert.....	".....	78	J. N. Rafuse.....	Conquerall Bank.....	17	203 80
122367	Sadie H.....	".....	17	Percy Publicover.....	Blandford.....	5	54 00
111741	Sargota.....	".....	92	C. U. Mader.....	Mahone Bay.....	15	191 60
116529	Scotia.....	".....	78	Adnah Burns.....	Dayspring.....	18	211 20
107963	Shamrock.....	".....	89	Freeman Anderson.....	Lunenburg.....	17	205 80
122303	Shannon.....	".....	63	James Bell.....	Dublin Shore.....	13	159 20
116746	Spindrift.....	Halifax.....	15	Albert Conrad.....	Rosebay.....	5	52 00
111636	Tasmania.....	Lunenburg.....	99	Wm. C. Smith.....	Lunenburg.....	17	205 80
111733	Transvaal.....	".....	79	".....	".....	17	204 80
112114	Tribune.....	".....	22	A. R. Morash.....	".....	4	51 60
122306	Undaunted.....	".....	15	Elijah Risser.....	La Have Islands.....	3	37 20
107957	Ungava.....	".....	88	Wm. Cleversey.....	Pleasantville.....	21	235 40
116516	Uranus.....	".....	90	Wm. C. Smith.....	Lunenburg.....	10	154 00

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LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*LUNENBURG COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							£ cts.
121868	Utowana.....	Lunenburg.....	71	J. N. Rafuse.....	Conquerall Bank	17	196 80
117143	Valmore.....	Halifax.....	11	Eldridge Conrad ...	Up. Rose Bay...	4	40 60
116504	W. C. Silver.....	Lunenburg.....	97	Kenneth Silver.....	Dayspring.....	20	228 00
111649	W. S. Wynot.....	".....	100	C. U. Mader.....	Mahone Bay.....	17	205 80
112127	Yamaska.....	".....	98	P. B. Zwicker.....	".....	14	183 60
111419	Yukon.....	".....	97	Elijah Ritcey.....	Lunenburg.....	18	213 20
122000	Zoraya.....	".....	16	John Spindler.....	Rose Bay.....	5	53 00

PICTOU COUNTY.

107330	Gertie M. Star.....	Halifax.....	16	Peter Roberts.....	Pictou.....	2	30 80
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QUEEN'S COUNTY.

116583	Louisa A.	Liverpool.....	10	Walter Fraser.....	Port Mouton...	4	39 60
100608	Vesper.....	Shelburne.....	14	Robert Williams.....	S. W. P. Mouton	5	51 00

RICHMOND COUNTY.

116657	Alice M.	Yarmouth.....	26	R. T. Boudrot.....	Petit de Grat...	7	77 80
116344	Annie B. M.....	Arichat.....	18	Hilaire Sampson.....	".....	6	62 40
103463	Annie May.....	".....	11	J. J. Langley.....	Strait of Canso...	2	25 80
111472	Annie May.....	".....	17	Peter Landry.....	Petit de Grat...	5	54 00
75561	Boreas.....	Lunenburg.....	41	J. A. Colford.....	Port Malcolm...	3	63 20
72061	C. P. M.....	Arichat.....	22	Alex. Burke.....	River Bourgeois.	6	66 40
74100	Candid.....	".....	23	Desiré Burke.....	".....	6	67 40
96799	Catherine.....	Halifax.....	17	Victor Poirier.....	Descousse.....	6	61 40
116343	Eva May.....	Arichat.....	11	T. A. Boudrot.....	Petit de Grat...	5	48 00
116348	Florence M.....	".....	16	Wm. J. Martell.....	".....	5	53 00
88599	Guide.....	".....	38	Edward Poirier.....	Goulet.....	12	126 60
117049	H. C. Phillips.....	Barrington.....	11	James Kehoe.....	Arichat.....	4	40 60
100161	Hilda Maud.....	Pt. Hawkesbury	46	J. D. Malcolm.....	Port Malcolm...	8	105 20
111476	Indiana.....	Arichat.....	11	Thos. Hureau.....	Cape Augnet.....	2	33 20
100490	Irene M. B.....	Lunenburg.....	66	Frederick Poirier.....	Descousse.....	15	177 00
122183	Justina.....	Arichat.....	10	Isaiah Boudrot.....	River Bourgeois.	2	24 80
103458	K. McKenzie.....	".....	17	Wm. P. Groom.....	Grand Grave.....	4	46 60
103469	Katie B.....	".....	16	John Burke.....	River Bourgeois.	5	53 00
111480	Lady Laurier.....	".....	12	S. A. Boudrot.....	Petit de Grat...	3	34 20
117092	Lass of Gowrie.....	".....	14	Joseph Petitpas.....	Arichat.....	4	43 60
107374	Leah Hardy.....	Sydney.....	20	Peter Landry.....	St. Peters.....	6	64 40
111905	Lena Jane.....	Arichat.....	11	Dom. Boudrot.....	Petit de Grat...	4	40 60
111901	Lillian Louise.....	".....	12	C. P. Boudrot.....	".....	4	41 60
103467	Lizzie May.....	".....	12	Alfred Boudrot.....	".....	6	56 40
72071	Lunen Diei.....	".....	20	Urban Sampson.....	River Bourgeois.	4	49 60
112377	Lilly May.....	".....	18	Amédée Poirier.....	Goulet.....	4	47 60
116350	Maggie F.....	".....	15	Patrick Fongere.....	River Bourgeois.	5	52 00
107995	Maggie M. F.....	Canso.....	15	Daniel Paté.....	Petit de Grat...	6	59 40
103532	Maria A.....	Halifax.....	22	John Walker.....	Basin R. I.....	2	36 80
116345	Mary Alice.....	Arichat.....	10	P. E. Sampson.....	Lardoise.....	3	32 20
122182	Mary Elizabeth.....	".....	11	Placide Burke.....	River Bourgeois.	3	33 20
117099	Mary J.....	".....	33	Henry Sampson.....	".....	8	92 20
116881	Mary M.....	".....	21	Alex. Martell.....	Lardoise.....	6	65 40
112379	Mary S.....	".....	18	Paschal Sampson.....	Lardoise East...	5	55 00
103462	Maud.....	".....	20	Henry Duon.....	Arichat.....	3	42 20
72067	Minnie.....	Pt. Hawkesbury	26	John Pelham.....	Janvrin Island..	6	70 40

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LIST OF Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*RICHMOND COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							% cts.
111907	Minnie A.	Arichat.	46	Anselm Sampson.	River Bourgeois.	12	134 80
111904	Minnie L.	"	15	Elias Bois.	Petit de Grat.	3	37 20
64018	Ocean Bride.	Halifax.	23	Henry Richard.	Arichat.	2	37 80
85562	Oresa.	"	14	J. F. Proctor.	Port Malcolm.	2	28 80
100231	Pearl.	"	17	Remi Dugas.	West Arichat.	12	31 80
92571	Primrose.	"	14	Elias V. Landry.	Petit de Grat.	7	65 80
88594	Quick Step.	Sydney.	15	James Wilkie.	Arichat.	6	59 40
117035	Rodrid Grace.	Arichat.	17	Hubert Birette.	Lardoise.	5	54 00
116889	Saint Dominique.	"	21	Thos. Marchand.	Petit de Grat.	7	72 80
116888	Swanhild.	"	52	Wm. L. Le Vesconte.	River Bourgeois.	10	126 00
92599	Thistle.	Sydney.	11	C. G. Boudrot.	Petit de Grat.	3	33 20
103460	Two Brothers.	Arichat.	18	Maurice Peters.	Lardoise.	7	69 80
100575	Tyler.	"	54	Chas. Boudrot.	River Bourgeois.	13	150 20
57662	Village Bride.	Halifax.	24	Ephraim Gerard.	West Arichat.	2	38 80
111794	Volunteer.	Pt. Hawkesbury	14	Alex. Boudrot.	Petit de Grat.	6	58 40
116292	Wilena Fraser.	Charlottetown.	13	Wm. W. Carrigan.	Janvrin Island.	3	35 20

SHELBURNE COUNTY.

121808	Abbie.	Barrington.	10	Judah Cunningham.	Cape Sable Isl'd.	3	32 20
121802	Abbie May.	"	10	Chas. E. Rapp.	McNutt's Island	2	24 80
116900	Ada & Pearl.	Yarmouth.	13	J. T. Duncan.	Clark's Harbour	3	35 20
122096	Alfreda.	"	11	Peter Nickerson.	"	4	40 60
121801	Alice M. Atwood.	"	10	D. M. Atwood.	Hawk.	4	39 60
122133	Alter C.	"	10	John Y. Smith.	Baccaro.	4	39 60
100617	Altona.	Shelburne.	28	Wm. McMillan.	Lockeport.	8	87 20
122149	Alva.	Yarmouth.	11	Geo. H. Lyle.	Up. Port La Tour	2	25 80
117134	Annie Lue.	"	10	J. M. Crowell.	Smithville.	4	39 60
121890	Annie Smith.	"	13	Wm. H. Smith.	Baccaro.	4	42 60
100612	Ardella.	Shelburne.	10	Eleazar Crowe.	Sandy Point.	4	39 60
116824	Avis Pauline.	Barrington.	12	Washington Penny.	Clark's Harbour.	4	41 60
116818	Beatrice.	"	12	Frank Swim.	"	4	41 60
122102	Bernice N.	Yarmouth.	10	J. C. Nickerson.	Woods Harbour.	3	32 20
122453	Bertha A.	"	12	Thomas Ross.	Up. Port La Tour	4	41 60
116855	Blanche.	Shelburne.	12	Churchill Locke.	Lockeport.	4	41 60
121806	Blanche.	Yarmouth.	10	Alex. Nickerson.	C. Woods H'br.	2	24 80
103186	Brittania.	Shelburne.	11	Ross Enslow.	W. Green H'br.	6	55 40
121886	Carrie D.	Yarmouth.	10	Thomas Duncan.	Clark's H'br.	2	24 80
121654	Charles E.	"	13	Ephraim Larkin.	Emerald Isle.	3	35 20
116826	Claremont A.	Barrington.	11	J. G. Nickerson.	Clark's H'br.	4	40 60
121681	Claymore.	Yarmouth.	10	D. A. Gardiner.	"	4	29 60
121683	D. E. Nickerson.	"	10	Ralph McKenzie.	East Jordan.	3	32 20
122462	Daniel S.	"	10	A. P. Ross.	Stoney Island.	3	32 20
121910	Defender.	Barrington.	53	P. E. Crowell.	Barrington.	12	141 80
107057	Dollie Varden.	"	10	Freeman Atwood.	Atwood's Brook.	3	32 20
121791	Eddie C.	Yarmouth.	10	C. D. Cooke.	Up. Port La Tour	3	32 20
116830	Edith Pauline.	Barrington.	10	Reuben Swim.	Clark's H'br.	1	17 40
122570	Edna M.	Yarmouth.	11	W. J. Halliday.	Bear Point.	4	40 60
122470	Elva Bell.	"	11	Josiah Thomas.	Cape Negro.	5	48 00
121884	Emma B.	"	10	Walter Ross.	Stoney Island.	2	24 80
121909	Emmie G.	Barrington.	10	Seth Nickerson.	Clark's H'br.	4	39 60
122235	Ena A.	"	12	Jethro Newell.	Newellton.	4	41 60
122467	Enterprise.	Yarmouth.	10	D. O. Gardner.	Port La Tour.	4	39 60
107332	Estelle.	"	15	A. H. Matheson.	Up. Woods H'br.	5	52 00
121688	Ethel May.	"	10	Smith Messenger Jr.	West Head.	5	47 00
122137	Etta M.	"	10	Clifford Kendrick.	Shag H'br.	2	24 80
121796	Etta N.	"	10	Austin Messenger.	Newellton.	3	32 20
103795	Etta Vaughan.	Shelburne.	98	B. P. Thorbourn.	Sandy Point.	20	228 00
122461	Eva E.	Yarmouth.	10	Moses Penny.	South Side.	2	24 80

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*SHELBURNE COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. \$ cts.
121901	Eva M.	Barrington.	11	Byron Swim.	Clark's Hbr.	5	48 00
117048	Evangeline	"	11	Foster Crowell.	"	4	40 60
107054	Favorite	"	28	P. E. Crowell.	Barrington.	8	87 20
121804	Fish Hawk	Yarmouth.	10	G. A. Swim.	Clark's Hbr.	4	39 60
122106	Florence M.	"	10	J. E. Nickerson.	West Head.	3	32 20
122575	Fly	"	10	H. H. Brannen.	Stoney Island.	4	39 60
117045	Fred C.	Barrington.	12	M. G. Smith.	West Head.	4	41 60
121907	Freda N. Nickerson	"	12	P. W. Nickerson.	Clam Point.	5	49 00
121697	Freddie M.	Yarmouth.	10	Nath. Crowell.	Clark's Hbr.	4	39 60
121793	Fredena.	"	10	Samuel Hopkins.	"	4	39 60
122282	G. M. Stephens.	Shelburne	12	Herbert R. Swim.	Lockeport.	3	34 20
117041	Genevive.	Barrington.	11	C. A. Goreham.	Woods Hbr.	3	33 20
122142	Gertrude.	Yarmouth.	10	G. M. Forbes.	Forbes Point.	3	32 20
122468	Gladys.	"	11	C. M. Wickens.	Shag Hbr.	4	40 60
116827	Gladys.	Barrington.	12	B. L. Goodwin.	N. E. Point.	3	34 20
122463	Gladys M.	Yarmouth.	10	J. C. Ross.	Up Port La Tour	3	32 20
122574	Gladys Oia.	"	10	Daniel Penney.	South Side.	4	39 60
121797	Hattie & Ina	"	10	Arthur Perry.	N. W. Harbour.	2	24 80
121805	Hattie Quinlan	"	10	Edward Nickerson.	Hawk	4	39 60
80799	Hattie T.	Barrington.	16	Dayson Kendrick.	Shag Hbr.	4	45 60
122139	Hazel.	Yarmouth.	10	David Watkins.	Atwood's Brook.	3	32 20
122100	Helen C.	"	10	Nehemiah Crowell.	Woods Hbr.	4	39 60
122232	Helen Davis.	Barrington.	12	Floyd Ross.	Stoney Island.	3	34 20
122237	Helena Maud.	"	11	B. H. Smith.	West Head.	5	48 00
107060	Herald.	"	42	P. E. Crowell.	Barrington.	12	130 80
90879	Hope	"	22	G. L. Banks.	Barrington Pas.	4	51 60
111687	Ida M. Clark.	Shelburne	93	Wm. McMillan.	Lockeport.	21	235 40
117131	Iona & Ida.	Yarmouth.	13	J. I. Madden.	Port La Tour.	4	42 60
122454	Industry.	"	11	S. S. Atwood.	Oak Park.	5	48 00
121904	Iona & Maggie.	Barrington.	11	Whitman Ross.	Stoney Island.	4	40 60
116853	J. J. Cox	Shelburne	65	R. L. McCarthy.	Shelburne	10	139 00
116822	Jennet	Barrington.	11	T. A. Kenny.	Clark's Hbr.	2	25 80
122138	Jennie L.	Yarmouth.	10	J. A. Smith.	Port La Tour.	3	32 20
117133	Jennie Roy.	"	10	Leslie Smith.	Baccaro.	3	32 20
116823	Jessie Roy.	Barrington.	12	J. A. Crowell.	Clark's Hbr.	5	49 00
121692	Josephine.	Yarmouth.	10	Edmund Atkinson.	West Head.	3	32 20
122131	Katie M.	"	10	Clifford Reynolds.	Baccaro.	3	32 20
121798	Kenneth S.	"	10	G. H. Smith.	Clark's Hbr.	3	32 20
107981	Kestrel	Shelburne	99	Geo. A. Cox.	Shelburne	19	220 60
121889	Kuroki.	Yarmouth.	10	J. A. Newell.	Newellton.	4	39 60
94661	L. C. Tough.	Shelburne	12	K. T. Swaine.	Blanche.	6	56 40
100329	La Rose.	Yarmouth.	13	Noah Abbott.	Forbes Point.	5	50 00
171136	Laura B.	Barrington.	10	Millage Atkinson.	Clam Point.	5	47 00
171140	Laura E.	Yarmouth.	10	O. T. Reynolds.	Up Port La Tour	3	32 20
121887	Lena.	"	11	Avert Smith.	Newellton.	3	33 20
122458	Lila A.	"	10	H. H. Atkinson.	Stoney Island.	3	32 20
122105	Lottie G.	"	10	Vincent Brannen.	Woods Hbr.	2	24 80
122098	Louise.	"	10	Dason Langthorn.	C. Woods Hbr.	3	32 20
121880	Mabel C.	Yarmouth.	10	Angus Nickerson.	Stoney Island.	3	32 20
103796	Mabel Denvers.	Shelburne	14	J. H. Reynolds.	Up Port La Tour	6	58 40
122140	Mabel L.	Yarmouth.	10	Harry Banks.	Shag Harbour.	3	33 20
121799	Mabel V.	"	10	D. V. Smith.	Clark's Harbour.	3	32 20
116829	Maple Leaf.	Barrington.	11	H. A. Penney.	South Side.	4	40 60
116854	Mariana.	Shelburne.	33	Austin Swansburg.	Little Harbour.	9	99 60
121803	Mary J.	Yarmouth.	10	Clifford Atwood.	Hawk	4	39 60
83434	Mary May.	Shelburne	20	A. J. Firth.	Shelburne	8	79 20
121879	Matilda.	Yarmouth.	10	Stillman Perry.	Cape Negro Is'd	4	39 60
117043	Mattie and Charlie.	Barrington.	10	Cyrus Nickerson.	Clark's Harbour.	3	32 20
103057	Mayflower.	Yarmouth.	12	Albert Crowell.	Lockeport.	5	49 00
122234	Minnie Laura	Barrington.	11	Joseph Brown.	Clark's Harbour	3	33 20
122231	Minola.	"	13	J. E. Nickerson.	"	4	42 60

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LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*SHELBURNE COUNTY—*Con.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							£ cts.
121905	Mira L. Smith	Yarmouth	14	T. F. Smith	Port La Tour	3	36 20
121687	Monitor	"	10	Lewis Crowell	"	3	32 20
121794	Mooweena	"	10	B. C. Crowell	"	3	32 20
122103	Muriel S.	"	10	T. L. Symonds	Clark's Harbour	4	39 60
103800	Nellie I. King	Shelburne	99	Geo. H. King	Sandy Point	18	213 20
122457	Nema & Millie	Yarmouth	11	Knowles Thomas	Cape Negro	4	40 60
117132	Nema D.	"	10	J. C. Brannen	Baccaro	4	39 60
122136	Nyctia	"	10	Edgar Adams	Shag Harbour	3	32 20
121689	Ocean Belle	"	10	Alex. Phillips	Clark's Harbour	4	39 60
122104	Ocean Spray	"	11	Allan Atkinson	Newellton	2	25 80
122451	Olga A.	"	10	Robert Lowe	Clark's Harbour	3	32 20
117050	Olive R.	Barrington	12	Herbert Swinn	Lockeport	4	41 60
121893	Orinoco	Shelburne	15	Hugh McAlpine	"	3	37 20
121682	Quick Step	Yarmouth	10	R. C. Maxwell	Clark's Harbour	4	39 60
121881	R. G. Hervey	"	10	Alex. Phillips	"	2	27 80
122233	R. H. Milford	Barrington	13	Isaiah Newell	West Head	5	50 00
122469	Raymond C.	Yarmouth	11	R. L. Newell	"	3	33 20
107059	Reginald R.	Barrington	16	T. E. Worthen	Barrington	2	30 80
122466	Rilla May	Yarmouth	12	L. J. Nickerson	West Head	4	41 60
117044	S. B. Millard	Barrington	20	M. G. Nickerson	Clark's Harbour	6	64 40
121684	Seaton L.	Yarmouth	12	Nehemiah Smith, Jr.	"	4	41 60
122108	Seretha	"	10	Samuel Atkinson	Newellton	3	32 20
103783	Springwood	Shelburne	98	William McMillan	Lockeport	19	220 60
116860	Stella	"	77	Churchill Locke	"	16	195 40
90648	Stranger	Barrington	20	L. J. Penney	Newellton	8	79 20
117139	Thalia D.	Yarmouth	10	Andrew Duncan	Clark's Harbour	4	39 60
122236	Thelma B.	Barrington	12	B. F. Cunningham	South Side	4	41 60
116895	Thelma E.	Yarmouth	11	E. W. Perry	Black Point	3	33 20
90894	Theresa	Barrington	18	D. E. Cunningham	Hawk	5	55 00
122091	Thistle	"	10	R. H. Brannen	Stoney Island	4	39 60
117046	Three Brothers	"	13	T. J. Newell	West Head	3	35 20
116825	Three Sisters	"	11	Wallace Penney	N. E. Point	4	40 60
116444	Togo	Shelburne	18	E. C. Locke	Lockeport	6	62 40
121875	Toronto	Yarmouth	13	B. C. Smith	Port La Tour	4	42 60
122107	Two Sisters	"	10	Bert Chetwynd	Woods Harbour	3	32 20
121699	Una	"	10	Randall McKinnon	Clark's Harbour	4	39 60
121894	Vice Reine	Shelburne	12	P. W. Penney	South Side	3	34 25
122452	Virginia	Yarmouth	17	Win. E. Atkinson	N. E. Point	3	39 20
77744	Whip-poor-will	Shelburne	17	Howard Chetwynd	Port Saxon	5	54 00
117042	White Eagle	Barrington	10	Daniel Nickerson	Clam Point	4	39 60
122150	Wilfrid H.	Yarmouth	11	Durkee Chetwynd	Up Port La Tour	4	40 60
122464	Willie M.	"	14	Foster Salisbury	Port La Tour	4	43 60
121690	Winnifred	"	10	Allan Nickerson	Clark's Harbour	3	32 20
103183	Wren	Shelburne	22	A. P. Hamilton	Carleton Village	3	44 20
116449	Zephyr	"	11	Samuel Greenwood	Port Saxon	4	40 60
121656	Zilpha	Yarmouth	10	Martin Penney	South Side	3	32 20

VICTORIA COUNTY.

117028	Anna F.	Sydney	14	J. G. Brewer	South Ingonish	6	58 40
112388	Annie Amelia	"	13	Matth-w Hawley	"	5	50 00
112115	Evangeline	"	10	J. J. Hines	North Ingonish	3	32 20
117030	Gertrude W.	"	16	C. J. Williams	South Ingonish	5	53 00
122130	Julia F. C.	"	12	T. A. Young	"	5	49 00
107377	Maggie Ella	"	11	W. T. Donovan	"	5	48 00
107355	Mary E.	"	10	Allan McIntyre	Ingonish Ferry	4	39 60
117026	*Mary E. Daisley	"	16	Avery Daisley	Dingwall	2	30 20
100444	Stella May	Canso	12	S. P. Hawley	Ingonish Ferry	5	49 00
117029	Two Brothers	Sydney	17	Vincent Williams	South Ingonish	5	54 00

* For 1906.

8-9 EDWARD VII., A. 1903

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

YARMOUTH COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. % cts.
121876	Adoriam.	Yarmouth.	15	A. G. LeBlanc.	Plymouth.	4	44 60
116898	Agnes M.	"	11	Isiah Doucette.	Tusket Wedge.	4	40 60
112287	Alda.	Digby.	11	Bruce McCormack.	Yarmouth.	6	55 40
107344	Amanda.	Yarmouth.	15	Luxime D'Entremont.	West Pubnico.	4	44 60
122093	Anita.	"	11	Augustus Bourque.	Sluice Point.	2	25 80
111879	Annie B.	"	20	Theo. D'Entremont.	West Pubnico.	8	79 20
121652	Arabia.	"	10	E. J. LeBlanc.	Tusket Wedge.	3	32 20
121698	Argo.	"	10	J. C. Clements.	Comeau's Hill.	3	32 20
121695	Aroma S.	"	10	Augustin LeBlanc.	M. E. Pubnico.	1	17 40
121685	Augusta.	"	11	L. D. Boudreau.	Tusket Wedge.	3	33 20
122109	Bella.	"	18	William Pothier.	"	5	55 00
103187	Ben Bolt.	"	91	Henry Lewis.	Yarmouth.	13	176 20
122573	Bohemia.	"	10	W. F. Doucette.	Tusket Wedge.	2	24 80
107033	Bonnie Lin.	"	10	Edgar Landers.	Sandford.	2	24 80
107346	Caddie.	"	10	J. E. Perry.	Pt. Maitland.	3	32 20
122145	Cerita.	"	10	J. C. Doucette.	Tusket Wedge.	3	32 20
116652	Champion.	"	29	J. A. Crocker.	Yarmouth.	10	103 00
111836	Chevalier.	Digby.	11	W. S. Sollows.	Pt. Maitland.	4	40 60
121694	Columbia.	Yarmouth.	10	N. S. Boudreau.	Tusket Wedge.	3	32 20
121882	Dorothy.	"	10	L. H. Smith.	Yarmouth.	2	24 80
116205	Eddie James.	"	79	David D'Entremont.	West Pubnico.	19	219 60
121800	Edessa.	"	15	George Michael.	Sandford.	1	22 40
122572	Eva.	"	12	Thomas Amiro.	M. E. Pubnico.	2	26 80
121883	Fanny Rose.	"	15	Mande Pothier.	Tusket Wedge.	6	59 40
122005	Felton C.	"	16	R. B. Wyman.	Arcadia.	3	38 20
121874	Finettie May.	"	12	J. A. Crocker.	Yarmouth.	5	49 00
122146	Flirt.	"	16	Nar. Boudreau.	Tusket Wedge.	3	38 20
94972	Florence.	"	19	Eugene Harris.	Short Beach.	5	56 00
121877	Florence C.	"	15	J. A. Surette.	Pinkney Point.	5	52 00
121872	Francis A.	"	93	D. A. D'Entremont.	West Pubnico.	21	235 40
116207	Gabriel A.	"	17	Judah Kenny.	Rockville.	7	68 80
111876	Geneva May.	"	72	Leander Amiro.	L. E. Pubnico.	17	197 80
90885	Georgiana.	"	90	Henry Lewis.	Yarmouth.	21	235 40
122092	George N. Smith.	"	13	T. E. Smith.	"	5	50 00
117137	Glorianna.	"	10	Alex. Boudreau.	Tusket Wedge.	1	17 40
107342	Harry C. Ellis.	"	16	A. W. Smith.	Yarmouth.	5	53 00
116743	Hattie D.	"	62	N. J. B. Tooker.	"	16	180 40
103717	Henry L.	"	10	A. C. D'Entremont.	West Pubnico.	3	32 20
116894	Henry M. Johnson.	"	14	Bradford Lowe.	Deep Cove.	1	21 40
122009	Hilda.	"	17	James Boudreau.	Tusket Wedge.	4	46 60
121655	Indiana.	"	10	M. D. Boudreau.	"	2	24 80
121795	John L.	"	11	F. L. Pothier.	"	2	25 80
116204	Laurie J.	"	65	E. J. D'Entremont.	West Pubnico.	18	198 20
122459	Lena A.	"	11	J. W. Flemmings.	Deep Cove.	3	33 20
122455	Lizzie A.	"	33	E. M. D'Entremont.	West Pubnico.	12	121 80
103709	Lizzie E.	"	19	E. J. Ellis.	Pt. Maitland.	5	56 00
103718	Lucy.	"	10	A. F. D'Entremont.	West Pubnico.	5	47 00
116899	Lydia L.	"	14	Norman LeBlanc.	Plymouth.	5	51 00
121903	M. F. Atwood.	Barrington.	15	John Surette.	Lower Argyle.	2	29 80
116658	Mabel A.	Yarmouth.	15	Eben Frost.	Lit. River H'b'r.	6	59 40
107605	Mabel M.	Weymouth.	20	Lyman Sollows.	Pt. Maitland.	5	57 00
121691	Maccabee.	Yarmouth.	10	Joseph Atkins.	Darling Lake.	3	32 20
103712	Marguerite.	"	10	Hypolite Surette.	Tusket Wedge.	4	39 60
107337	Marguerite.	"	57	L. P. D'Entremont.	West Pubnico.	17	182 80
111525	Mildred P.	"	11	Hugh McManus.	Yarmouth.	3	33 20
111875	Nelson A.	"	72	C. L. D'Entremont.	West Pubnico.	13	168 20
103706	Regine.	"	10	T. A. D'Entremont.	Pubnico.	4	39 60
111521	Retta E.	Digby.	10	Cereno Johnson.	Yarmouth.	4	39 60
121653	Royal.	Yarmouth.	10	Geo. Boudreau.	Tusket Wedge.	3	32 20
88589	Sandford.	"	20	Wm. A. Killam.	Yarmouth.	3	42 20
121878	Selma.	"	14	Leo Coteau.	Tusket Wedge.	1	21 40

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List of Vessels which received Fishing Bounty, &c.—Nova Scotia.—*Concluded.*YARMOUTH COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. \$ cts.
100323	Senora	Yarmouth	85	M. A. Surette	West Pubnico ..	21	235 40
116656	Silver Spray	"	11	C. O. Nickerson.	Yarmouth	5	48 00
100313	Souvenir.	"	71	S. D. D'Entremont.	West Pubnico ..	20	219 00
121660	Squanto	"	11	Alex. Surette.	Tusket Wedge.	4	40 60
122135	10 U. S.	"	16	Wilson Rankin.	Arcadia	3	38 20
116893	Togo	"	12	Leander Amiro.	L. E. Pubnico ..	3	34 20
117138	Two Brothers	"	11	J. L. Surette.	Pinkney Point.	4	40 60
122134	Venus.	"	10	Louis Surette.	Tusket Wedge.	3	32 20
116159	Viola	"	10	Joshua LeBlanc.	"	12	24 80
121873	Viola S.	"	16	Samuel Surette.	Surette Island ..	5	53 00
107542	W. E. Gladstone.	St. John.	19	Alexander Shaw.	Sandford	4	48 60
122465	White Wing.	Yarmouth	11	Frank Harris.	Short Beach	3	33 20

PROVINCE OF NEW BRUNSWICK.

CHARLOTTE COUNTY.

107913	Arnold B.	St. Andrews.	10	H. H. Cheney.	White Head ..	2	24 80
107603	Augusta Evelyn.	"	31	James Scovil.	North Head.	5	68 00
94727	Aurelia	St. John.	22	Wm. S. Cronk.	St. Andrews.	3	44 20
83469	Austin P.	St. Andrews.	12	A. R. Phillips.	Wilson's Beach.	2	26 80
107903	Ava M.	"	17	G. A. Johnson.	Woodward's Cove	5	54 00
122250	Bonita	"	15	Benj. Carter.	Seeley's Cove.	3	37 20
111503	Bonnie Jean.	St. John.	12	Frank Ingersoll.	North Head.	3	34 20
116939	Cassie Bell.	St. Andrews.	14	D. E. Cheney.	White Head.	2	28 80
82523	E. B. Colwell.	St. John.	19	John Barry.	Beaver Harbour.	4	48 60
103114	Edward Morse.	St. Andrews.	32	Alex. Calder.	Campobello.	4	61 60
103789	Effie B. Nickerson.	Shelburne.	22	Alfred Stanley.	North Head.	2	36 80
111522	Elizabeth.	Digby.	21	W. M. Kent.	Woodward's Cove	4	50 60
80882	Ella Mabel.	St. Andrews.	14	E. G. Lee.	Beaver Harbour.	1	21 40
116675	Evangeline.	"	15	Arthur Green.	Seal Cove.	2	29 80
80803	Exenia	Windsor.	18	Milton Cronk.	North Head.	6	62 40
100535	Fair Play.	Yarmouth.	11	Luke Holmes.	Black's Harbour.	1	18 40
103120	Falmouth.	St. Andrews.	10	A. B. Small.	Woodward's Cove	4	39 60
111552	Flora B.	"	13	Nelson Ingersoll.	"	4	12 60
116968	Florence.	"	18	George Hutton.	Beaver Harbour.	4	47 60
122247	Frances L.	"	11	Spencer Cheney.	White Head.	2	25 80
97146	Free Trade.	"	10	Alvery Green.	Two Islands.	3	32 20
107910	Grace & Ethel.	"	16	Robt. Ingersoll.	Woodward's Cove	4	45 60
111839	Harry C.	Digby.	16	Lewis Matthews.	Let-ete.	3	38 20
122248	Hattie B.	St. Andrews.	10	Wilnot Benson.	Seal Cove.	4	39 60
107437	Hattie L.	"	12	Edward Benson.	"	4	41 60
83463	Havlock.	"	33	William James.	Campobello.	1	40 40
122590	Helen and Beatrice.	"	29	Gordon Calder.	"	5	66 00
122244	Hilda E.	"	12	Jos. Morehouse.	White Head.	2	26 80
122591	Jennie T.	"	31	James Nesbitt.	North Head.	7	82 80
103997	Jessie James.	"	11	Josephine Frankland.	White Head.	3	33 20
59321	Little Nell.	"	21	William McLellan.	Campobello.	1	28 40
122042	Lyla H.	"	11	Owen Frankland.	White Head.	4	40 60
107438	Minnie F.	"	11	Wm. Gupstill.	Seal Cove.	3	33 20
88402	Mizpah.	Digby.	53	J. E. Gaskill.	Grand Manan.	5	53 00
103705	Nebula.	Yarmouth.	24	Nathaniel Beal.	North Head.	6	68 40
122044	Olive C.	St. Andrews.	25	Thomas Carter.	Seeley's Cove.	4	54 60
112311	Oronhyatekha.	"	21	Jas. McLeese.	Back Bay.	5	58 00
92518	Peril.	St. Andrews.	18	Martin Eldridge.	Beaver H'd'r.	2	32 80
103993	Pythian Knight.	"	19	Frank Ingersoll.	North Head.	3	41 20
107806	Rena F.	St. John.	12	John Ingersoll.	Woodward's Cove	3	31 20

8-9 EDWARD VII., A. 1909

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*CHARLOTTE COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
122043	Sea Foam	St. Andrews....	14	M. C. Kent.....	Seal Cove.....	3	36 20
107433	Sir John	"	11	Hiram Morse.....	White Head....	3	33 20
116964	Tethys	"	20	Geo. L. Johnson...	Leonardville...	2	34 80
107440	Three Links	"	12	R. A. Main	Woodward's Cove	4	41 60
88414	Trumpet	St. John	20	G. U. Wright.....	Beaver H'b'r...	2	34 80
103993	Try Again	St. Andrews....	15	A. W. Ingersoll...	Woodward's Cove	3	37 20
111555	Valkyrie.....	"	16	L. C. Watt.....	Grand Manan...	4	45 60
116970	Vigilant.....	"	12	Webster Cossaboom	White Head....	2	26 80
100548	Violetta	Digby	11	Albert Tucker...	Letete	3	33 20
111560	W. C. Clark	St. Andrews....	16	Arlington Joy.....	Seal Cove	4	45 60
97149	Winnie.....	"	12	Jos. Holland	Seeley's Cove...	3	34 20

CLOUCESTER COUNTY.

72099	Adelina	Chatham	12	Clement Lanteigne	Lameque.....	5	49 00
103009	Adeline Gladys ..	"	12	P. D. Blanchard...	Caraquet.....	4	41 60
103081	Albatross.....	"	13	Wm. Fruing & Co...	"	5	50 00
112156	Albert W.....	"	10	Philorome Chiasson	"	4	39 60
122057	Alice.....	"	15	Severe Duguay	Lit. Lameque ..	5	52 00
97194	Alika.....	"	12	Lang. Paulin.....	Lameque.....	5	49 00
112162	Alma.....	"	12	Agapit Duguay.....	"	5	49 00
103763	Alouette.....	"	10	Wm. Fruing & Co...	Caraquet.....	4	39 60
92419	Anna.....	"	12	J. A. Chiasson.....	Lameque.....	5	49 00
100960	Annie M.....	"	11	W. S. Loggie Co....	Chatham.....	4	40 60
96739	Argeline.....	"	14	Germain Lanteigne	Caraquet.....	6	58 40
103085	Argentina.....	"	12	C. Robin, Collas Co.	"	4	41 60
100983	Bee.....	"	10	James Doucet.....	"	3	32 20
103072	Ben Hur.....	"	11	John Leclerc.....	"	5	48 00
100975	Big Bear.....	"	10	F. T. B. Young.....	"	4	39 60
116474	Blanchard.....	"	12	Michael John.....	"	4	41 60
100299	Blanchard.....	"	12	C. Robin, Collas Co.	"	3	34 20
103589	Blenheim.....	"	13	C. Robin, Collas Co.	"	4	42 60
103780	Britannia.....	"	13	Wm. Fruing & Co...	"	4	42 60
100780	Britannic.....	"	12	W. S. Loggie Co....	Chatham.....	4	41 60
111465	C. R. C.....	"	13	C. Robin, Collas Co.	Caraquet.....	4	42 60
100908	Caesar.....	"	10	Philip Rive.....	"	4	39 60
103271	Celia.....	"	11	P. J. Frigot.....	"	4	40 60
103585	Cerdric.....	"	14	Philip Rive.....	"	3	36 20
100784	Charlotte.....	"	13	F. T. B. Young.....	"	3	35 20
100789	Chazalie.....	"	11	"	"	3	33 20
96730	Christina.....	"	11	C. Robin, Collas Co.	"	4	40 60
101000	Condor.....	"	10	Wm. Fruing & Co...	"	5	47 00
103083	Corsair.....	"	10	"	"	3	32 20
100971	Cyprian.....	"	10	J. O. LeBouthillier	"	5	47 00
100913	Daffodil.....	"	10	Wm. Fruing & Co...	"	4	39 60
100915	Dawn.....	"	12	C. Robin, Collas Co.	"	4	41 60
103076	Dipper.....	"	12	W. S. Loggie Co....	Chatham.....	4	41 60
103948	Dora.....	"	12	C. Robin, Collas Co.	Caraquet.....	4	41 60
112155	Dora.....	"	10	Seraphin Doiron...	Miscou.....	3	32 20
122053	Dorie.....	"	10	Fabien Chiasson, Jr.	Island River...	5	47 00
100999	Dove.....	"	11	Wm. Fruing & Co...	Caraquet.....	4	40 60
100938	Eagle.....	"	10	"	"	3	32 20
116979	Elie Anne.....	"	17	Jos. J. Doiron.....	"	4	46 60
103590	Eliza.....	"	13	C. Robin, Collas Co.	"	4	42 60
100293	Eliza.....	"	15	F. T. B. Young.....	"	4	44 60
92585	Emma.....	Gaspe.....	19	Sydney DesBrisay...	Petit Rocher...	1	26 40
100911	Emperor.....	Chatham.....	10	Wm. Fruing & Co...	Caraquet.....	3	32 20
100786	Empress.....	"	12	F. T. B. Young.....	"	3	34 20
103776	Esk.....	"	14	"	"	4	43 60

SESSIONAL PAPER No. 22

List of Vessels which received Fishing Bounty, &c.—New Brunswick.—*Con.*GLOUCESTER COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
100772	Estelle	Chatham	13	Philip Rive	Caraquet	3	35 20
100787	Ethel	"	11	F. T. B. Young	"	4	40 60
122058	Evangeline	"	10	Vilas Frigault	Mizzonette	4	39 60
100905	Evangeline	"	10	P. A. Lanteigne	Caraquet	4	39 60
92417	Evangeline	"	11	Maximin Paulin	L. Lamaque	5	48 00
103001	Falcon	"	10	Wm. Fruing & Co	Caraquet	4	39 60
103077	Fame	"	10	Geo. G. Mallet	Shippegan	4	39 60
121900	Fannie W. Freeman	Shelburne	79	F. T. B. Young	Caraquet	6	123 40
100298	Fisher	Chatham	12	Hubert Paulin	L. Lamaque	5	49 00
61445	Flavie	"	13	Wm. Fruing & Co	Caraquet	3	35 20
111468	Fleetwing	"	14	"	"	4	43 60
112165	Flying Cloud	"	13	John Robichaud	Shippegan	5	50 00
112151	Flying Foam	"	18	C. Robin, Collas Co.	Caraquet	4	47 60
100782	Flying Foam	"	12	F. T. B. Young	"	4	41 60
116479	Fortuna	"	10	Prosper Boudreau	Mizzonette	3	32 20
111467	Four Brothers	"	13	Henri Albert	Caraquet	4	42 60
100778	Gambetta	"	13	W. S. Loggie Co.	Chatham	4	42 60
111464	Gazelle	"	13	C. Robin, Collas Co.	Caraquet	5	50 00
100954	Gazelle	"	10	W. S. Loggie Co.	Chatham	5	47 00
100968	Gem	"	11	C. Robin, Collas Co.	Caraquet	3	33 20
96733	Gem	"	12	Wm. Fruing Co.	"	3	34 20
103766	Genesta	"	12	Theotime Poirier	"	4	41 60
116980	Georgia	"	15	Gilbert Duguay	L. Lamaque	4	41 60
111848	Gipsy	"	15	Wm. Fruing & Co	Caraquet	4	44 60
103086	Gipsy	"	20	W. S. Loggie Co.	Chatham	5	57 00
100964	Gladstone	"	10	Isaie Lanteigne	Caraquet	4	39 60
100910	Gleaner	"	13	Luke Lanteigne	"	4	42 60
107775	Goldseeker	"	13	C. Robin, Collas Co.	"	3	35 20
122491	Good Intent	"	10	Jas. W. Nixon	"	3	32 20
112157	Grasshopper	"	16	Philip Rive	"	5	53 00
92418	Grip	"	12	Gustave Chenard	"	4	41 60
100790	Guiding Star	"	11	F. T. B. Young	"	1	18 40
111849	Happy Home	"	16	H. Le Boutillier, jr.	"	4	45 60
100956	Harold N	"	12	Philias Mallet	Shippegan	5	49 00
100994	Hercules	"	10	P. M. Lanteigne	Caraquet	4	39 60
107771	Heron	"	13	Wm. Fruing & Co	"	3	35 20
103765	Hironelle	"	11	Agapit Leclerc	"	4	40 60
61425	Hope	New Carlisle	13	P. M. Lanteigne	"	4	42 60
92400	Hope	Chatham	18	Philip Rive	"	4	47 60
100903	Hope	"	12	F. T. B. Young	"	2	26 80
103939	Hope	"	11	Chas. Rail	Lamaque	4	40 60
100906	Hotspur	"	10	Philip Rive	Caraquet	3	32 20
117181	Ida	"	16	Jos. J. Savoy	Lamaque	5	53 00
103931	Irene	"	12	Wm. Fruing & Co.	Caraquet	3	34 20
96724	Isabel	"	11	J. B. Hebert	"	5	48 00
103289	Jersey Lily	"	12	Wm. Fruing & Co.	"	4	41 60
100958	John B	"	11	W. S. Loggie Co	Chatham	4	40 60
100965	Josephine	"	11	Philip Rive	Caraquet	3	33 20
116509	Kasaga	Lunenburg	59	F. T. B. Young	"	-	59 00
112169	Kathleen	Chatham	15	Wm. Fruing & Co.	"	4	44 60
111466	King Edward	"	14	C. Robin, Collas Co.	"	3	36 20
103949	Kingfisher	"	13	Wm. Fruing & Co.	"	3	35 20
103288	Kite	"	10	Patrick Lanteigne	"	4	39 60
107774	Klondyke	"	14	C. Robin, Collas Co.	"	3	36 20
103283	Koh-i-noor	"	13	Philip Rive	"	3	35 20
111461	Ladysmith	"	17	Hyrolite Chiasson	L. Lamaque	5	54 00
103003	Lark	"	10	Wm. Fruing & Co	Caraquet	4	39 60
107773	L'Etoile	"	15	Prudent Gallien	"	5	52 00
122659	Letta Jane	"	15	John McWard	Miscou	5	52 00
112152	Lillian	"	15	C. Rolan Collas Co.	Caraquet	3	37 20
100972	Lizzie D.	"	11	F. T. B. Young	"	2	25 80

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List of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*GLOUCESTER COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
116977	Mabel.....	Chatham.....	16	W. S. Loggie Co.....	Chatham.....	5	53 00
116480	Maggie.....	".....	10	John Paulin.....	Caraquet.....	2	24 80
100955	Majestic.....	".....	10	W. S. Loggie Co.....	Chatham.....	4	39 60
112158	Maple Leaf.....	".....	13	Wm. Fruing & Co.....	Caraquet.....	4	42 60
116978	Margaret.....	".....	16	W. S. Loggie Co.....	Chatham.....	5	53 00
112163	Margaret Ann.....	".....	13	John James.....	L. Lameque.....	5	50 00
107779	Marie.....	".....	15	Gaspard Savoie.....	Shippegan.....	4	44 60
72100	Marie.....	".....	11	Eugene Gauvin.....	Lameque.....	4	44 60
103278	Marie Celia.....	".....	13	C. Robin, Collas Co.....	Caraquet.....	5	50 00
117182	Marie Etoile.....	".....	20	J. A. Doiron.....	".....	5	57 00
100292	Marie Joseph.....	".....	12	Lazare Gauvin.....	L. Lameque.....	5	49 00
100295	Marie Louisa.....	".....	18	J. A. Paulin.....	Caraquet.....	4	47 60
116471	Marie Louise.....	".....	10	Gustave Chiasson.....	".....	4	39 60
111847	Mary.....	".....	14	David Albert.....	".....	4	43 60
103084	Mary Emma.....	".....	11	Wm. Fruing & Co.....	".....	3	33 20
92413	Mary Jane.....	".....	14	P. C. Doiron.....	".....	5	51 00
116478	Mary O.....	".....	11	J. O. Cormier.....	Mizzounette.....	4	40 60
100957	Mary R.....	".....	12	W. S. Loggie Co.....	Chatham.....	5	49 00
116475	Mary Rose.....	".....	17	William Cormier.....	Caraquet.....	5	54 00
112161	Mary Star.....	".....	15	H. Le Bouthillier, sr.....	".....	4	44 60
111844	Mary Star of the Sea.....	".....	14	C. Robin, Collas Co.....	".....	4	43 60
112150	Mary Star of the Sea.....	".....	15	Luke Friolet.....	".....	6	59 40
116477	Mary Star of the Sea.....	".....	20	Ferdinand Savoy.....	Shippegan.....	4	49 60
103768	Mayflower.....	".....	13	C. Robin, Collas Co.....	Caraquet.....	3	35 20
111462	Mayflower.....	".....	10	Geo. Vibert.....	Miscou.....	4	39 60
107777	May Flower.....	".....	11	R. J. Noel.....	L. Shippegan.....	5	48 00
100779	Mermaid.....	".....	11	W. S. Loggie Co.....	Chatham.....	5	48 00
112164	Merry Christmas.....	".....	13	Celestin Jean.....	L. Lameque.....	5	50 00
100300	Mikado.....	".....	13	C. Robin, Collas Co.....	Caraquet.....	4	42 60
117188	Morning Star.....	".....	14	Romain Noel.....	Lameque.....	5	51 00
88669	Morning Star.....	".....	12	Gustave Gionet.....	Pokenouche.....	2	26 80
122035	Olive.....	".....	14	Amede Duguay.....	L. Lameque.....	5	51 00
122052	Opal.....	".....	10	Pierre Chiasson.....	Island River.....	5	47 00
103004	Oriole.....	".....	11	Wm. Fruing & Co.....	Caraquet.....	4	40 60
103005	Osprey.....	".....	10	".....	".....	4	39 60
100904	P. T. S.....	".....	11	Hugh Lanteigne.....	".....	4	40 60
100297	Palma.....	".....	14	A. F. Aché.....	Lameque.....	4	43 60
100776	Patrick.....	".....	11	Philip Rive.....	Caraquet.....	3	33 20
103778	Pelican.....	".....	13	Wm. Fruing & Co.....	".....	4	42 60
103761	Petrel.....	".....	12	".....	".....	3	34 20
116974	Providence.....	".....	18	Michel Lanteigne.....	".....	4	47 60
96740	Providence.....	".....	13	T. Le Bouthillier.....	".....	4	42 60
96732	Providence.....	".....	11	Wm. Fruing & Co.....	".....	4	40 60
100775	Red Gauntlet.....	".....	11	Philip Rive.....	".....	4	40 60
103586	Remus.....	".....	17	W. S. Loggie Co.....	Chatham.....	5	54 00
100952	Replevin.....	".....	10	C. Robin, Collas Co.....	Caraquet.....	3	32 20
103978	Reward.....	".....	13	James De Grace.....	Shippegan.....	4	42 60
97191	Rita.....	".....	12	C. Robin, Collas Co.....	Caraquet.....	4	41 60
111470	River Branch.....	".....	11	Wm. Fruing & Co.....	".....	3	33 20
103946	Robin.....	".....	12	C. Robin, Collas Co.....	".....	4	41 60
103587	Romulus.....	".....	19	W. S. Loggie Co.....	Chatham.....	5	56 00
92404	Rosa.....	".....	17	Fabien O. Aché.....	Lameque.....	4	46 60
100908	Rosalie.....	".....	10	Philip Rive.....	Caraquet.....	3	32 20
100773	Rupert.....	".....	12	".....	".....	3	34 20
116972	St. André.....	".....	15	André A. Aché.....	Lameque.....	4	44 60
111469	St. John.....	".....	13	John Aché.....	".....	4	42 60
112167	St. Joseph.....	".....	10	Raphael Gionet.....	Caraquet.....	4	39 60
103008	St. Joseph.....	".....	12	Adolphe Aché.....	Lameque.....	5	49 60
107776	St. Peter.....	".....	12	".....	".....	4	41 60
116473	Ste. Anne.....	".....	14	Onesime Chiasson.....	".....	4	43 60
117187	Ste. Anne.....	".....	13	Jean P. Noel.....	".....	4	42 60

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LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*GLOUCESTER COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. \$ cts.
117189	Ste. Cecelia.....	Chatham.....	13	Gelas Aché.....	L. Lameque.....	5	50 00
122051	Ste. Julie.....	".....	12	Marguerite Noel.....	Lameque.....	4	41 60
74401	Sara.....	".....	11	William Doucet.....	Caraquet.....	5	48 00
100907	Sarah.....	".....	10	F. T. B. Young.....	".....	3	32 20
103010	Sarah B.....	".....	10	A. S. Lanteigne.....	".....	4	39 60
117190	Saturn.....	".....	10	Dom. Blanchard.....	Mizzonnette.....	5	47 00
103584	Saxon.....	".....	13	Philip Rive.....	Caraquet.....	3	35 20
100950	Sea Bird.....	".....	10	W. S. Loggie Co.....	Chatham.....	5	47 00
100914	Sea Flower.....	".....	11	C. Robin, Collas Co.....	Caraquet.....	3	33 20
100901	Sea Flower.....	".....	12	F. T. B. Young.....	".....	3	34 20
96926	Sea Foam.....	".....	15	J. B. Sewell.....	".....	4	44 60
96731	Sea Star.....	".....	13	Joseph Savoy.....	Shippegan.....	4	12 60
100961	Silver Moon.....	".....	14	W. S. Loggie Co.....	Chatham.....	4	43 60
100788	Sir Charles.....	".....	11	F. T. B. Young.....	Caraquet.....	4	40 60
122060	Spark.....	".....	10	Wm. Fruing & Co.....	".....	4	39 60
100963	Stanley.....	".....	10	A. D. Gionet.....	".....	3	32 20
103087	Stanley.....	".....	10	Adam Silva, sr.....	Miscou.....	5	47 00
103767	Stella Maris.....	".....	19	C. Robin, Collas Co.....	Caraquet.....	4	48 60
122056	Sunbeam.....	".....	14	Wm. Fruing & Co.....	".....	4	43 60
111845	Superior.....	".....	14	C. Robin, Collas Co.....	".....	4	43 60
103772	Surprise.....	".....	10	Isaie Godin.....	Mizzonnette.....	3	32 20
103947	Swallow.....	".....	13	C. Robin, Collas Co.....	Caraquet.....	3	35 20
103762	Swan.....	".....	14	Wm. Fruing & Co.....	".....	4	43 60
100986	Swift.....	".....	11	F. J. Chiasson.....	Island River.....	5	48 00
100777	Teutonic.....	".....	11	W. S. Loggie Co.....	Chatham.....	4	40 60
96738	Three Brothers.....	".....	12	J. S. Albert.....	Caraquet.....	4	41 60
117184	Three Brothers.....	".....	15	Docithé Chiasson.....	Shippegan Isl'd.....	5	52 00
100918	Tickler.....	".....	12	C. Robin, Collas Co.....	Caraquet.....	3	34 20
112159	United Empire.....	".....	17	F. T. B. Young.....	".....	3	39 20
103285	Valkyrie.....	".....	12	Philip Rive.....	".....	3	34 20
103775	Victoria.....	".....	16	W. S. Loggie Co.....	Chatham.....	4	45 60
117183	Vina.....	".....	14	Jacques Noel.....	Lameque.....	4	43 60
100995	Voltaire.....	".....	10	P. M. Lanteigne.....	Caraquet.....	3	32 20
100966	Von Moltke.....	".....	11	P. J. Frigot.....	".....	5	48 00
103588	Vulture.....	".....	13	W. S. Loggie Co.....	Chatham.....	4	42 60
122054	White Fish.....	".....	13	Eutrope Chiasson.....	Lameque.....	5	50 00
100953	White Wings.....	".....	10	F. T. B. Young.....	Caraquet.....	3	32 20
100973	World's Fair.....	".....	11	".....	".....	3	33 20
103079	Wren.....	".....	11	Wm. Fruing & Co.....	".....	3	33 20
100920	Zephyr.....	".....	12	C. Robin, Collas Co.....	".....	3	34 20

NORTHUMBERLAND COUNTY.

100969	John Bull.....	Chatham.....	10	Honoré Albert.....	Neguae.....	3	32 20
92420	Mary Louise.....	".....	13	Donald Loggie.....	Burnt Church.....	3	35 20
122495	Victory.....	".....	10	Luther Lewis, et al.....	Escuminac.....	2	24 80

RESTIGOUCHE COUNTY.

94959	Winnie G. S.....	Lunenburg.....	26	Donald McGregor.....	Dalhousie.....	3	18 20
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ST. JOHN COUNTY.

59388	Letitia.....	St. Andrews.....	10	Mark Shannon.....	St. John.....	3	32 20
116724	Walter C.....	St. John.....	18	J. L. Belding.....	Chance Harbour.....	3	40 20
103704	Whisper.....	Yarmouth.....	31	William Harkins.....	Dipper Harbour.....	3	53 20

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LIST of Vessels which received Fishing Bounty, &c.—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND.

KINGS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
71302	Alice	Charlottetown..	10	John Gerrior.	Georgetown....	4	39 60
116303	Bella Rose.....	"	21	Mathew Rose.....	Priest Pond	4	50 60
74141	Belle.....	Guysboro	21	J. W. Jenkins.....	Point Pleasant..	4	60 60
71310	Black Watch	Charlottetown..	23	Pius Cheverie.....	Souris.....	5	60 00
100445	Carrie O.....	Canso.....	12	Edward Colbert.....	Beach Point....	3	34 20
116294	Charlotte S	Charlottetown..	14	Reuben Penny.....	Murray H'br S ..	3	36 20
116278	Christie Belle	"	13	Frank McDonald....	Souris.....	3	35 20
66679	Diploma	Yarmouth.....	62	John Dicks.....	Georgetown	7	113 80
75904	Empress	Charlottetown..	26	John Gosbee.....	Murray River....	5	63 00
122086	Florence.....	"	14	Lot Graham.....	Beach Point....	3	36 20
75835	Four Brothers	Halifax.....	26	Thomas Gosbee.....	Gurnsey Cove ..	6	70 40
116308	Francis D. Cook...	Charlottetown..	47	Reuben Cohoon.....	Beach Point....	4	76 60
122081	Frank.....	"	10	J. M. Cheverie.....	Souris.....	5	47 00
107759	Hustler.....	"	13	Lauchlin McNeill....	Beach Point....	4	42 60
122087	Janet.....	"	14	Wilfred Cheverie ..	Souris.....	4	43 60
83097	Joseph Ann	Pt. Hawkesbury	22	Joseph Dorion.....	"	4	51 60
100696	Marion Emerson ..	Pictou.....	30	Wallace White.....	Beach Point....	5	67 00
113022	Miantoamiah.....	Charlottetown..	72	Edward Dicks.....	Georgetown....	7	123 80
107751	Minnie Laura.....	"	31	Joseph White.....	Beach Point....	4	60 60
107985	Muriel.....	Shelburne	25	Silas Sencabaugh ..	"	5	62 00
96770	O. L. B	Pt. Hawkesbury	12	Chas. Gillam.....	Souris.....	3	34 20
112378	Olive S	Arichat	17	Alex. Jackson	Pt. Pleasant....	3	39 20
116296	Outlook	Charlottetown..	21	Hugh Jackson	Beach Point....	5	58 00
112125	Pearl.....	Lunenburg	14	J. A. McKenzie	"	4	43 60
96727	Ryse.....	Charlottetown..	11	Wm. J. Poole	Souris.....	4	40 60
64869	Sarah L. Oxner.....	Halifax.....	34	Edward Delorie.....	Georgetown....	4	63 60
122085	Silver Spray	Charlottetown..	16	Wm. Johnston	Montague	3	38 20
116750	Stella R.....	Halifax.....	13	Z. Beaver.....	Souris.....	3	35 20
107770	Success	Charlottetown..	15	Robt. McKenzie	Cable Head.....	4	44 60

PRINCE COUNTY.

103507	Annie.....	Halifax.....	16	Joshua Hutt.....	Alberton	4	45 60
107758	Daisy.....	Charlottetown..	13	Daniel Fraser.....	"	5	50 00
94670	Katie A. Burns....	"	36	John Agnew.....	"	6	80 40
103592	Rosamond.....	"	18	D. O. Champion....	Baltic	4	47 60
94992	Sarah P. Ayer.....	"	64	John Champion....	Alberton	10	138 00
107760	Western Prince....	"	10	Wallace Richard	"	2	24 80

QUEENS COUNTY.

107763	Guinea	Charlottetown..	10	Boyce Harding	French River...	4	39 60
100580	Maggie E. C.....	Lunenburg	20	J. H. McLeod.....	"	4	49 60
100474	R. Beatrice.....	Charlottetown..	19	Jonathan Delaney ..	"	3	41 20
122082	Sea View	"	13	S. Pickering.....	Sea View.....	3	35 20
92745	Surprise	"	18	Frank Pidgeon.....	French River...	4	47 60
88518	W. F. Elizabeth...	Sydney.....	10	Thos. Doyle	North Rustico..	6	54 40

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LIST of Vessels which received Fishing Bounty, &c.—*Concluded.*

PROVINCE OF QUEBEC.

GASPE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
103318	Little Heir	Pt. Hawkesbury	19	Timothé Larade	Grand Entry . . .	4	48 60
88464	Mary E	Arichat	10	Nectaire Boudreau . . .	Amherst	4	47 00
85400	Minnie M	Magdalen Islds.	13	Honoré Cormier	"	4	42 60
85399	Minnie May	Amherst, M.I.	10	Wm. Boudreau	"	4	39 60
111439	Shamrock	Halifax	23	Alfred Vigneau	"	5	60 00
107188	Stella	Charlottetown . .	15	Alibé Lafrance	Pointe Basse . . .	4	44 60
94675	Success	Halifax	16	R. J. Leslie & Co. . . .	Amherst	3	38 20

SAGUENAY COUNTY.

103060	Edith M.	Quebec	20	Zoel Jomphe	Seven Islands . . .	3	42 20
75445	Phoenix	Gaspé	28	Ulric Gagné	Caribou Islands	2	42 80

APPENDIX No. 2.

EXPENDITURE AND REVENUE.

The total expenditure for all Fisheries services, except Civil Government, for the fiscal year ending 31st March, 1908, including Fishing Bounty, amounted to \$956,196.23 being within the appropriation by over \$400,000.

The total net fisheries revenue, during the same period, for rents, license fees, fines and sales, including the *modus vivendi* licenses to United States vessels, amounted to \$91,574.

Service.	Expenditure.	Vote.
	\$ cts.	\$ cts.
Fisheries.....	157,874 13	157,900 00
Fish-breeding	235,660 26	252,300 00
Fisheries protection service.....	225,279 96	225,260 00
Fishing bounty.....	156,114 50	160,000 00
Miscellaneous expenditure.....	181,267 38	560,846 00
Total	956,196 23	1,356,306 00

The details of the above will be found in the Auditor General's report under the proper headings.

In addition to the above, the following summary shows the salaries and disbursements of fishery officers in the several provinces, together with the expenses for maintenance of the different fish-breeding establishments throughout the Dominion.

Service.	\$ cts.
Fisheries, Ontario.....	4,857 23
" Quebec.....	8,200 02
" New Brunswick.....	36,445 88
" Nova Scotia.....	45,241 50
" Prince Edward Island	9,455 80
" Manitoba.....	4,638 51
" Alberta.....	5,440 66
" Saskatchewan	7,277 49
" British Columbia.....	31,954 83
" Yukon.....	1,226 30
General account.....	3,135 91
Total.....	157,874 13

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FISHERIES, 1907-08.

The expenditure by provinces is subdivided as follows:—

	Amount.	Total.
<i>Ontario.</i>	\$ ct.	\$ cts.
Salaries of officers.....	3,600 00	
Disbursements of officers.....	1,257 23	
Wages, Special Guardians.....		
Expenses, Special Guardians.....		
Miscellaneous.....		
Total.....		4,857 23
<i>Quebec.</i>		
Salaries of officers.....	3,600 37	
Disbursements of officers.....	4,170 21	
Wages, Special Guardians.....	418 00	
Expenses, Special Guardians.....		
Miscellaneous.....	11 44	
Total.....		8,200 02
<i>New Brunswick.</i>		
Salaries of officers.....	6,445 00	
Disbursements of officers.....	9,659 94	
Wages, Special Guardians.....	18,490 41	
Expenses, Special Guardians.....	707 68	
Miscellaneous.....	1,142 85	
Total.....		36,445 88
<i>Nova Scotia.</i>		
Salaries of officers.....	9,026 33	
Disbursements of officers.....	16,754 63	
Wages, Special Guardians.....	19,326 53	
Expenses, Special Guardians.....		
Miscellaneous.....	134 01	
Total.....		45,241 50
<i>Prince Edward Island.</i>		
Salaries of officers.....	3,150 00	
Disbursements of officers.....	2,205 36	
Wages, Special Guardians.....	4,000 57	
Expenses, Special Guardians.....	21 27	
Miscellaneous.....	78 60	
Total.....		9,455 80
<i>Manitoba.</i>		
Salaries of officers.....	1,500 00	
Disbursements of officers.....	655 28	
Wages, Special Guardians.....	1,495 84	
Expenses, Special Guardians.....	820 05	
Miscellaneous.....	137 34	
Total.....		4,608 51
<i>Saskatchewan.</i>		
Salaries of officers.....	2,297 49	
Disbursements of officers.....	2,593 60	
Wages, Special Guardians.....	1,273 50	
Expenses, Special Guardians.....	1,112 90	
Miscellaneous.....		
Total.....		7,277 49

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	Amount.	Total.
	\$ cts.	\$ cts.
<i>Alberta.</i>		
Salaries of officers.....	527 50	
Disbursements of officers.....		
Wages, Special Guardians.....	1,662 70	
Expenses, Special Guardians.....	2,937 40	
Miscellaneous.....	293 06	
Total.....		5,440 66
<i>British Columbia.</i>		
Salaries of officers.....	6,406 92	
Disbursements of officers.....	4,349 59	
Wages, Special Guardians.....	13,827 46	
Expenses, Special Guardians.....	3,589 72	
Miscellaneous.....	3,790 14	
Total.....		
<i>Yukon.</i>		
Salaries of officers.....	1,000 00	
Disbursements of officers.....	148 30	
Wages, Special Guardians.....	78 00	
Expenses, Special Guardians.....		
Miscellaneous.....		
Total.....		1,226 30
General account.....		3,135 91
Grand total.....		157,874 13

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FISHERIES GENERAL EXPENDITURE—*Continued.*

FISH-BREEDING.

Service.	Expenditure.		Total.	
	\$	cts.	\$	cts.
Fish-breeding, Ottawa hatchery, Ontario.....	2,786	64		
" Newcastle " "	3,934	30		
" Sandwich " "	14,354	55		
" Wiarton " "	5,031	63		
" Quinte Bass Pond hatchery.....	910	38		
			27,017	50
" Tadoussac hatchery, Quebec	5,273	41		
" Gaspé " "	2,097	61		
" Magog " "	2,564	91		
" St. Alexis " "	1,329	74		
" Mont Tremblant " "	796	85		
" Chelsea " "	126	59		
" Lake Lester " "	1,435	98		
			13,625	09
" Restigouche hatchery, N. B.	4,987	77		
" Miramichi " "	10,588	49		
" St. John River " "	1,713	50		
" Shemogue " "	2,192	35		
" Shippegan " "	2,705	31		
" St. John Pond " "	6,921	93		
			29,109	35
" Bedford hatchery, N. S.	2,254	01		
" Margaree " "	3,668	63		
" Bay View " "	2,875	58		
" Canso " "	1,953	92		
" Windsor " "	1,855	89		
" Fourchu " "	7,413	06		
			20,021	09
" Selkirk hatchery, Man	4,689	85		
" Berens " "	7,909	19		
" Winnipegosis " "	12,684	42		
			25,283	46
" Fraser River hatchery, B.C.	8,137	09		
" Granite Creek " "	7,928	52		
" Skeena " "	6,910	34		
" Babine " "	24,997	01		
" Pemberton " "	10,970	95		
" Harrison Lake " "	10,777	35		
" Rivers Inlet " "	7,338	76		
" Stuart Lake " "	27,005	12		
			104,065	14
" Kelley's Pond hatchery, P.E., Id.	2,011	57		
" Charlottetown " "	2,135	06		
			4,146	63
General account.....	12,392	00		
			12,392	00
			235,660	26

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FISHERIES GENERAL EXPENDITURE—*Continued.*FISH-BREEDING—*Continued.*

SALARIES, ETC.		\$	cts.	\$	cts.
General Account—					
Salaries		5,353	00		
Miscellaneous.....		7,039	00		
Total.....				12,392	00
<i>British Columbia.</i>					
Babine hatchery—					
Salaries		833	33		
Miscellaneous expenditure.....		24,163	68		
Total.....				24,997	01
Fraser River hatchery—					
Salaries		962	51		
Miscellaneous.....		7,174	58		
Total.....				8,137	09
Granite Creek hatchery—					
Salaries		991	68		
Miscellaneous.....		6,936	84		
Total				7,928	52
Harrison Lake hatchery—					
Salaries		1,200	00		
Miscellaneous.....		9,577	35		
Total.....				10,777	35
Pemberton hatchery—					
Salaries.....		1,100	00		
Miscellaneous.....		9,870	95		
Total				10,970	95
River's Inlet hatchery—					
Salaries.....		1,012	49		
Miscellaneous.....		6,326	27		
Total.....				7,338	76
Skeena River hatchery—					
Salaries		1,295	00		
Miscellaneous.....		5,615	34		
Total.....				6,910	34
Stuart Lake hatchery—					
Salaries		1,075	00		
Miscellaneous.....		25,930	12		
Total.....				27,005	12
<i>Manitoba.</i>					
Berens River hatchery—					
Salaries					
Miscellaneous.....		7,909	19		
Total				7,909	19
Selkirk hatchery—					
Salaries		1,200	00		
Miscellaneous.....		3,489	85		
Total				4,689	85
Winnipegosis hatchery—					
Salaries					
Miscellaneous.....		12,684	42		
Total				12,684	42
<i>New Brunswick.</i>					
Miramichi hatchery—					
Salaries		1,000	00		
Miscellaneous		9,588	49		
Total				10,588	49

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FISHERIES GENERAL EXPENDITURE—*Continued.*FISH-BREEDING—*Continued.*

SALARIES, ETC.— <i>Continued.</i>		\$	cts.	\$	cts.
<i>New Brunswick—Continued.</i>					
Restigouche hatchery—					
Salaries		1,108	34		
Miscellaneous		3,879	43		
Total				4,987	77
Shippegan hatchery—					
Salaries					
Miscellaneous		2,705	31		
Total				2,705	31
Shemogue hatchery—					
Salaries					
Miscellaneous		2,192	35		
Total				2,192	35
St. John's Pond					
Salaries					
Miscellaneous		6,921	93		
Total				6,921	93
St. John's River hatchery—					
Salaries		940	00		
Miscellaneous		773	50		
Total				1,713	50
<i>Nova Scotia.</i>					
Bay View hatchery—					
Salaries					
Miscellaneous		2,875	58		
Total				2,875	58
Bedford hatchery—					
Salaries		1,500	00		
Miscellaneous		754	01		
Total				2,254	01
Canso hatchery—					
Salaries					
Miscellaneous		1,953	92		
Total				1,953	92
Fourchu Pond hatchery—					
Salaries					
Miscellaneous		7,413	06		
Total				7,413	06
Margaree hatchery—					
Salaries		920	00		
Miscellaneous		2,748	63		
Total				3,668	63
Windsor hatchery—					
Salaries		800	00		
Miscellaneous		1,055	89		
Total				1,855	89
<i>Ontario.</i>					
Newcastle hatchery—					
Salaries		1,481	50		
Miscellaneous		2,452	80		
Total				3,934	30
Ottawa hatchery—					
Salaries		1,682	00		
Miscellaneous		1,104	64		
Total				2,786	64

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FISHERIES GENERAL EXPENDITURE—*Continued.*FISH-BREEDING—*Continued.*

SALARIES, ETC.— <i>Continued.</i>		\$	cts.	\$	cts.
<i>Ontario—Continued.</i>					
Quinte Pond—					
Salaries			125 00		
Miscellaneous			785 38		
Total				910	38
Sandwich hatchery—					
Salaries			1,050 00		
Miscellaneous			13,304 55		
Total				14,354	55
Wiarton hatchery—					
Salaries			1,395 00		
Miscellaneous			3,636 63		
Total				5,031	63
<i>Prince Edward Island.</i>					
Charlottetown hatchery—					
Salaries					
Miscellaneous			2,135 06		
Total				2,135	06
Kelly's Pond—					
Salaries			950 00		
Miscellaneous			1,061 57		
Total				2,011	57
<i>Quebec.</i>					
Chelsea Trout Pond—					
Salaries					
Miscellaneous			126 59		
Total				126	59
Gaspé hatchery—					
Salaries			1,041 66		
Miscellaneous			1,055 95		
Total				2,097	61
Lac Tremblant hatchery—					
Salaries			450 00		
Miscellaneous			346 85		
Total				796	85
Lake Lester—					
Salaries			666 66		
Miscellaneous			769 32		
Total				1,435	98
Magog hatchery—					
Salaries			750 00		
Miscellaneous			1,814 91		
Total				2,564	91
St. Alexis hatchery—					
Salaries			400 00		
Miscellaneous			929 74		
Total				1,329	74
Tadoussac hatchery—					
Salaries			900 00		
Miscellaneous			4,373 41		
Total				5,273	41

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FISHERIES GENERAL EXPENDITURE—Continued.

FISHERIES PROTECTION SERVICE.

	\$ cts.	\$ cts.
General Account.....	10,247 92	10,247 92
<i>Steamer 'Princess.'</i>		
Wages of officers and men.....	9,748 97	
Provisions.....	3,471 34	
Fuel.....	4,439 41	
Repairs and supplies.....	8,855 92	
Miscellaneous expenditure.....	6,039 52	
Clothing.....	668 50	
Total.....		33,233 66
<i>Steamer 'Curlew.'</i>		
Wages of officers and men.....	5,715 95	
Provisions.....	1,742 29	
Fuel.....	1,126 71	
Repairs and supplies.....	5,356 14	
Miscellaneous expenditure.....	717 07	
Clothing.....	291 75	
Total.....		14,949 91
<i>'Steamer 'Petrel.'</i>		
Wages of officers and men.....	7,968 56	
Provisions.....	4,040 38	
Fuel.....	1,618 37	
Repairs and supplies.....	4,724 76	
Miscellaneous expenditure.....	1,552 10	
Clothing.....	755 90	
Total.....		20,660 07
<i>Steamer 'Constance.'</i>		
Wages of officers and men.....	8,204 73	
Provisions.....	2,509 72	
Fuel.....	5,433 65	
Repairs and supplies.....	6,808 54	
Miscellaneous expenditure.....	1,557 25	
Clothing.....	564 65	
Total.....		25,078 54
<i>Schooner 'Osprey.'</i>		
Wages of officers and men.....	3,929 93	
Provisions.....	2,023 75	
Fuel.....	19 88	
Repairs and supplies.....	1,205 91	
Miscellaneous expenditure.....	581 47	
Clothing.....	489 15	
Total.....		8,250 09
<i>'Lady of Lake.'</i>		
Wages.....	3,137 92	
Provisions.....	469 03	
Fuel.....	344 49	
Repairs and supplies.....	1,378 82	
Miscellaneous expenditure.....	551 33	
Clothing.....		
Total.....		5,881 59
Carried forward.....		118,291 78

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FISHERIES GENERAL EXPENDITURE—*Continued.*FISHERIES PROTECTION SERVICE—*Continued.*

	\$ cts.	\$ cts.
Brought forward.....		118,291 78
<i>'Georgia'</i>		
Wages of officers and men	3,896 46	
Provisions.....	770 76	
Fuel.....	631 65	
Repairs and supplies.....	1,442 26	
Miscellaneous.....	353 49	
Clothing.....	185 50	
Total.....		7,280 12
<i>'Swan'</i>		
Wages of officers and men.....	1,800 00	
Provisions.....	76 60	
Fuel.....	157 15	
Repairs and supplies.....	307 78	
Miscellaneous.....	403 79	
Clothing.....		
Total.....		2,745 32
<i>'Kestrel'</i>		
Wages and men.....	15,742 96	
Provisions.....	6,363 89	
Fuel.....	4,863 00	
Repairs and supplies.....	3,211 66	
Miscellaneous.....	730 89	
Clothing.....	1,146 33	
Total.....		32,058 73
<i>'Falcon'</i>		
Wages of officers and men.....	4,703 56	
Provisions.....	1,843 34	
Fuel.....	2,025 10	
Repairs and supplies.....	1,976 94	
Miscellaneous.....	700 75	
Clothing.....	105 00	
Total.....		11,354 69
<i>'Vigilant'</i>		
Wages of officers and men.....	11,788 88	
Provisions.....	4,803 17	
Fuel.....	4,274 15	
Repairs and supplies.....	3,556 45	
Miscellaneous.....	2,257 54	
Clothing.....	692 90	
Total.....		27,373 09
<i>'Canada.'</i>		
Wages of officers and men.....	13,274 22	
Provisions.....	13,851 28	
Fuel.....	3,866 85	
Repairs and supplies.....	10,235 73	
Clothing.....	1,351 50	
Miscellaneous.....	5,296 36	
Charter.....		47,875 94
Fisheries Intelligence Bureau.....		3,378 83
Grand total.....		250,358 50
Less amount paid by Customs Department for St'r. 'Constance'.....		25,078 54
Total.....	\$	225,279 96

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FISHERIES GENERAL EXPENDITURE—*Concluded.*

MISCELLANEOUS.	\$	cts.	\$	cts.
Building fishways.....	7,760	61		
Legal and incidental expenses.....	542	43		
Canadian fisheries exhibit.....	6,853	60		
Expenditure in connection with the distribution of fishing bounties.....	5,004	98		
Surveys of oyster beds.....	3,511	93		
Issuing licenses to United States fishing vessels.....	546	00		
Cold storage.....	44,112	02		
Georgian Bay biological laboratory.....	825	97		
Fishery Commission.....	14,947	68		
Disposal of Dogfish.....	40,671	50		
Fish drier, Souris, P.E.I.....	8,572	55		
Claims of Provincial Governments.....	1,207	34		
Marine Biological Stations.....	15,003	33		
Transportation fresh fish.....	361	86		
Fish Breeding Est. Great Lakes—				
Warton \$4,663.00.....			8,799	70
Sarnia \$4,136.70.....				
Steamer for Lake Winnipeg (Lady of Lake).....	8,022	36		
F.P.S. Cruiser B.C. (Plans).....	237	04		
Purchases Launches B.C.....	2,750	00		
Reconstruction Steamer North.....	8,536	48		
Expenses <i>re</i> Seizures.....	3,000	00		
Total.....			\$	181,267 38

STATEMENT of Fisheries Revenue paid to the Credit of the Receiver General of Canada
for the fiscal year ended March 31, 1908.

Provinces.	Amount collected.	Refunds.	Net Amount.
	\$	\$	\$
	cts.	cts.	cts.
Ontario.....	480 25	22 25	458 00
Quebec.....	6,185 63		6,185 63
Nova Scotia.....	4,487 28	16 83	4,470 45
New Brunswick.....	11,561 20	20 00	11,541 20
Prince Edward Island.....	3,013 85		3,013 85
Manitoba.....	3,529 05	2 00	3,527 05
Northwest Territories.....	200 00		200 00
Saskatchewan.....	958 60	10 00	948 60
Alberta.....	2 50		2 50
British Columbia.....	49,537 55	800 00	48,737 55
Hudson Bay.....	360 00		360 00
Franklin District.....	398 15		398 15
Yukon.....	274 00		274 00
Total.....	80,988 06	871 08	80,116 98
Licenses to U. S. fishing vessels.....	10,574 00	4 50	10,569 50
Net Total.....			\$ 90,686 48

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COMPARATIVE STATEMENT of Expenditure and Revenue of the

Number.		1890-91.		1891-92.		1892-93.	
		Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	General account Fisheries.....						
2	Ontario.....	15,540 30	26,517 70	15,155 83	25,368 90	20,116 91	30,623 09
3	Quebec.....	10,666 98	3,642 14	10,917 36	4,742 76	11,761 34	7,471 70
4	New Brunswick.....	16,082 77	7,193 69	15,707 98	6,334 83	15,721 05	7,831 53
5	Nova Scotia.....	17,844 19	5,582 65	18,755 86	3,357 42	19,444 22	6,782 02
6	Prince Edward Island.....	3,242 25	667 00	1,835 65	166 00	2,847 60	304 10
7	Manitoba and N. W. Terr....	3,609 03	1,234 00	3,593 43	1,079 00	3,932 96	1,661 68
8	British Columbia.....	4,220 53	12,859 02	6,158 17	8,192 48	5,490 60	40,264 00
9	Fish-breeding and fishways....	39,496 45	1,286 50	43,957 74	178 00	47,322 49	.....
10	Fisheries Protection Service..	83,050 16	1,934 49	93,397 40	.....	106,805 39	.....
11	Miscellaneous.....	13,382 28	.....	17,449 06	.....	100,602 14	.....
	Totals.....	207,234 94	60,917 19	226,928 48	49,719 39	334,044 70	94,938 12
	Fishing bounties.....	165,967 22	.....	156,892 25	.....	159,752 15	.....
		1897-98.		1898-99.		1899-00.	
12	General Account Fisheries....	2,389 66	.....	2,632 12	.....	652 41	.....
13	Ontario.....	19,239 34	30,574 57	11,784 22	5,830 85	3,804 94	794 12
14	Quebec.....	11,140 16	7,571 15	11,350 27	6,287 71	5,452 41	2,543 04
15	New Brunswick.....	17,063 58	5,317 08	22,922 50	10,430 08	21,659 94	12,015 27
16	Nova Scotia.....	21,683 91	11,511 85	25,348 11	6,668 22	27,461 91	5,494 49
17	Prince Edward Island.....	6,775 78	2,707 57	6,832 85	2,242 24	7,364 30	2,207 12
18	Manitoba.....	1,206 26	1,515 00	1,883 37	1,537 85	1,723 59	2,028 00
19	N. W. Territories.....	2,324 66	393 87	4,065 68	150 50	3,848 25	1,522 50
20	British Columbia.....	8,568 79	47,864 75	8,459 47	45,801 75	13,662 17	53,195 35
21	Yukon.....	.....	.....	.....	.....	.....	.....
22	Hudson Bay Territory.....	.....	.....	.....	.....	.....	.....
23	Fish-breeding.....	28,002 32	.....	34,522 57	.....	38,070 12	.....
24	Fisheries Protection Service..	101,807 96	.....	105,133 27	.....	97,370 11	.....
25	Miscellaneous.....	59,919 56	.....	23,207 73	.....	31,125 67	.....
	Totals.....	280,061 98	107,455 84	427,599 16	75,949 20	411,717 35	79,799 89
	Fishing bounties.....	157,504 00	.....	159,459 00	.....	160,000 06	.....
		1904-05.		1905-06.		1906-07.	
26	General Account Fisheries....	1,314 75	.....	2,261 66	.....	1,437 28	.....
27	Ontario.....	4,294 60	1,471 51	4,949 67	499 15	3,188 34	349 10
28	Quebec.....	6,769 16	4,648 86	8,123 04	7,564 39	5,590 94	8,145 97
29	New Brunswick.....	25,253 16	11,887 19	35,856 38	11,395 84	24,987 70	9,153 08
30	Nova Scotia.....	32,619 85	6,448 88	49,351 10	4,934 43	24,989 09	.....
31	Prince Edward Island.....	6,879 05	2,046 50	9,351 81	2,206 25	5,792 32	3,118 73
32	Manitoba.....	2,800 64	4,875 70	3,687 07	4,148 00	2,173 33	1,300 94
33	N. W. Territories.....	7,003 55	1,151 50	11,124 22	868 97	6,359 22	969 50
34	British Columbia.....	16,631 37	47,436 00	30,141 33	51,532 50	20,381 97	29,903 95
35	Yukon.....	1,400 00	340 00	1,083 31	282 00	1,030 35	173 00
36	Hudson Bay Territory.....	.....	10 00	.....	10 00	.....	10 00
37	Fish-breeding.....	149,419 24	.....	209,279 78	.....	118,681 62	.....
38	Fisheries Protection Service..	462,082 12	.....	249,876 37	.....	204,837 82	.....
39	Miscellaneous.....	105,892 97	10,472 00	194,993 61	14,568 16	115,219 92	4,134 00
	Totals.....	822,360 46	90,988 14	968,626 00	98,009 69	534,669 90	59,544 25
	Fishing bounties.....	157,228 24	158,546 65	159,015 75

NOTE—Miscellaneous Revenue consists of U. S. *Modus vivendi* License.

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Fisheries Department from July 1, 1890, to March 31, 1908.

1893-94.		1894-95.		1895-96.		1896-97.		Number.
Expenditure.	Revenue	Expenditure.	Revenue	Expenditure.	Revenue	Expenditure.	Revenue	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
						2,198 47		1
22,634 37	28,632 82	21,938 56	33,211 60	24,917 48	35,681 68	21,592 40	32,814 66	2
11,692 82	7,211 82	12,459 34	8,836 18	11,879 43	8,160 98	12,910 80	7,876 12	3
18,522 94	8,333 24	21,370 94	11,170 36	20,526 56	10,696 88	21,671 92	10,110 77	4
20,420 81	5,296 27	23,555 38	7,075 07	23,049 41	6,180 93	23,682 33	5,239 55	5
3,078 55	980 15	3,796 58	3,312 30	3,555 87	2,161 85	3,744 36	2,032 25	6
5,331 29	926 99	6,178 71	2,458 80	6,915 20	2,256 69	1,908 14	1,719 00	7
5,283 21	25,337 90	6,218 74	23,517 25	6,226 77	26,410 75	2,181 58	344 13	8
45,024 67		39,730 93		38,050 41		27,330 73	39,888 82	9
115,147 59		100,207 29		102,021 72		99,357 01		10
34,892 19		24,619 86		20,203 25		62,777 30		11
282,028 44	76,719 19	260,076 33	89,581 56	257,237 10	91,549 76	289,197 01	100,025 30	
158,794 54		160,089 42		163,567 99		154,389 77		
1900-01.		1901-02.		1902-03.		1903-04.		
1,117 49		765 78		402 97		1,362 11		12
3,819 57	717 35	4,445 93	373 42	4,650 53	1,818 83	4,500 43	2,578 48	13
7,934 03	4,738 92	6,242 58	2,498 85	6,785 86	4,379 15	7,619 67	4,670 64	14
28,452 51	10,150 40	23,813 62	11,658 34	27,132 84	11,188 02	27,664 34	10,593 20	15
35,760 39	6,595 94	32,618 00	6,084 65	39,118 79	3,962 45	30,003 01	3,685 75	16
7,934 03	1,525 30	7,814 02	1,843 45	7,081 60	2,007 35	7,320 96	1,983 42	17
2,669 74	1,103 00	2,624 87	2,279 00	3,129 70	1,784 00	2,789 74	4,002 70	18
6,251 39	1,222 55	5,928 22	950 07	7,076 26	1,350 50	7,317 49	922 50	19
17,886 36	52,960 35	18,560 73	41,178 65	17,898 45	43,015 02	15,133 65	56,904 34	20
		2,066 66	1,130 00	1,522 00	320 00	1,400 00	240 00	21
							10 00	22
68,961 40		79,891 85		77,330 86		109,286 07		23
124,211 21		152,723 69		145,137 49		204,654 66		24
27,833 79	9,178 50	56,131 26	11,223 65	30,903 27	8,925 40	56,828 18	10,165 50	25
332,767 07	88,145 11	393,627 21	79,169 58	368,091 12	78,635 82	475,880 31	95,756 53	
158,802 50		155,942 00		159,853 50		158,943 70		
1907-08.								
3,135 91								
4,857 23	458 00							
8,200 02	6,185 63							
36,445 88	11,541 20							
45,241 50	4,479 45							
9,455 80	3,013 85							
4,638 51	3,527 05							
12,718 15	1,151 10							
31,964 83	48,737 55							
1,226 30	274 00							
	360 00							
235,660 26								
225,279 96								
181,267 38	395 15							
956,196 23								
156,114 50								

APPENDIX No. 3.

NEW BRUNSWICK.

District No. 1, comprising the counties of Charlotte and St. John. *Inspector John F. Calder, Campobello.*

District No. 2, comprising the counties of Albert, Westmorland, Kent, Northumberland, Gloucester and Restigouche. *Inspector R. A. Chapman, Moncton.*

District No. 3, comprising the counties of Kings, Queens, Sunbury, York, Carleton and Victoria. *Inspector H. E. Harrison, Fredericton.*

DISTRICT No. 1.

REPORT ON THE FISHERIES OF DISTRICT No. 1, NEW BRUNSWICK,
FOR THE SEASON 1907.

CAMPOBELLO, April 25, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my second annual report on the fisheries of District No. 1, New Brunswick, for the fiscal year ending on the 31st day of March, 1908, with the statistics of the different sub-divisions and synopses of the reports of their officers.

I am pleased to be able to report a very large increase in the value of the catch for this year, compared with 1906. The value of the yield for that year was \$1,364,690. This year the value is \$1,554,601; an increase of \$189,910. I have carefully gone over all the different officers' returns, and in all cases where there was a doubt as to their being correct, I have taken the matter up with the respective officers and whenever we found errors we made the necessary corrections, and the return I am sending you, is in strict accordance with the facts. A late and boisterous spring handicapped the fishermen, particularly those engaged in the lobster fishery and the salmon fishermen of St. John county, but very high prices were paid for these fish and the men engaged did as well as usual.

HERRING.

I have to report a large decrease in the amount of large herring salted in barrels. There were only 2,460 barrels of these cured during this year, against 8,384 barrels in 1906. This decrease is due to the failure of the 'Ripplings' fishing ground in the vicinity of the Old Proprietor Lodge, off Grand Manan. The large herring on their way to the spawning grounds, Grand Manan Island, generally 'school' in abundance on the 'Ripplings' during June and July, and the fishermen have only to throw their nets into them during the day time and get all they can cure. The windy weather this year made operations there very difficult, and even when the fishermen could get out the herring acted peculiarly. One day they would be extremely plentiful, and excellent catches would be made but probably no more would be taken for a week. There was also a large falling off in the quantity of herring smoked at Grand Manan. I mention

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Grand Manan in particular, because nearly all the herring smoked in this district are the product of that place. The total output of herring smoked and marketed without any further preparation, was 3,995,700 pounds against 6,345,665 pounds in 1906, but there were 119,540 pounds more prepared and sold as "boneless" herring than in the previous year. The boneless herring industry is assuming large proportions and is already an important factor in the industrial life of several of the divisions of this district. I am at a loss for a satisfactory reason for the failure of the herring suitable for smoking purposes at Grand Manan. It cannot be attributed to a general diminution of the fishery, for the reason that the previous year was a banner one for that industry. The fishermen claim that the excessive amount of easterly winds that prevailed during last spring prevented the shrimps, upon which the herring feed, from entering the Bay of Fundy, and on that account the usual abundant supply of these fish did not put in an appearance. The enormous catches of herring made on the western coast of the state of Maine this year is corroborative of this contention.

SARDINES.

I have to report a gratifying increase of 24,744 barrels, in the catch of sardine herring over the previous year. In 1906 the catch was 227,525 barrels, this year it is 252,269 barrels. Generally speaking, this has been a highly satisfactory season for this important fishery. The newly formed Weir-men's union mentioned in my report for last year, certainly proved itself master of the situation in dealing with the American sardine packers. At first the canners refused to pay the price, \$8 per hoghead, which the weir-men demanded for the run of 'spring herring', but by loyally standing by each other, and their union as well, the factory-men were obliged to come to terms and pass the union schedule of prices. I am sorry that a breach now exists in the union. Owing to difference of opinions regarding the schedule of prices for the coming season, the Deer Island weir owners have left the parent body and formed a local organization to act independently of the older body. The original union has established a flat price of \$6 per hoghead during the whole season, while the Deer Island union has adopted a graduated schedule of prices, dividing the season into four periods, and asking \$9 per hoghead for the first period, \$6 for the second, \$5 for the third and \$4 for the last period.

SALMON.

I have to report a decrease of the catch of salmon for this year compared with 1906 of 232,600 pounds. The weather was so bad during the greater portion of the time the fishermen were engaged in this branch, that operations were almost impossible. Sometimes they could not get out in the bay for three or four days at a time. Very high prices were paid and the fishermen did as well as they usually do. One fisherman at Dipper Harbour told me his catch averaged \$1.75 each fish, and a buyer at Lorneville stated that his supply averaged \$2 each.

LOBSTERS.

You will notice a slight decrease in the yield of this fishery from the previous year. In 1906 the aggregate catch was 8,764 cwt., sold in the shell and the output of the canneries was 80,236 cans. This year there were 8,701 cwt., sold in the shell, and the pack of the canneries fell off to 54,412 cans.

COD.

There was a large increase in the quantity of dried cod over last year. In 1906 there was 3,538 cwts. for this district, while the yield for this year is 5,042, cwts., but there is a corresponding decrease in the quantity of cod sold fresh and frozen, and taken as a whole there is very little difference in the catch of the two years.

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HAKE AND HADDOCK.

As pointed out in my preliminary report the season of 1907 will be long remembered as the most profitable one ever experienced. As this fishery does not commence until about the middle of June, the bad weather of the spring which proved so disastrous to some of the other branches did not have any effect upon this. There were 15,560 cwts., of dried hake sold in 1906, and 38,032 cwts. this year. An increase of 250 per cent. The fishermen derived from the sale of their hake and hake-sounds in 1906 \$42,162. This year the proceeds of this fishery amounted to \$113,272. This increase extended to the quantity of haddock sold fresh; 199,925 lbs., were sold in 1906, and 1,486,200 pounds in 1907. While hake were in abundance all over the Bay of Fundy this year, the fishermen of Beaver Harbour, Charlotte county, did the best of any. Several of the small trawl boats, with two men in a boat, stocked upwards of \$2,000 during the summer season at this branch alone.

POLLOCK.

There was a decrease of 3,272 cwts. this year in the total catch of pollock. The shortage is due to weirs at Campobello not taking any this year. The hand line fishermen of Passamaquoddy caught fully as many as last year and received a slightly increased price.

CLAMS.

There was a tremendous increase in the output of clams, this year compared with any other year. Last year there were 7,703 barrels exported in the shell. This year the export of shelled clams reached a total of 47,943 barrels. In 1906, there were 556,350 cans of clams packed, and 649,864 cans during this year. The total value of the clam industry for 1906 was \$65,506. The value of the output for this year is \$138,920. An increase of over 200 per cent.

ALEWIVES.

The catch this year was 15 per cent less than in 1906. Overseer Belyea recommends that fishing through the ice be prohibited.

SHAD.

The yield of this fishery dropped from 810 barrels in 1906 to 668 barrels this year. A decrease of 17 per cent.

DOGFISH.

Fortunately for our fishermen these pests were not very plentiful this season. They seem to be very erratic in their movements, and have not visited this district to any extent for the past two years.

VIOLATIONS.

Owing to the existing regulations in the neighbouring state of Maine, which allow the purchase of lobsters during every month, it is very difficult to keep some of the fishermen from violating our close time regulation. I had complaints against two offenders, convicted them and imposed fines and am positive that the lobsters received better protection this year than they have for the last ten years. The most serious thing we have to contend with is the contemptible practice of destroying the pollock by the use of dynamite. These law breakers have two grounds on which they operate. One is in the waters contiguous to the American boundary, and the other off Whitehead, Grand Manan. It has been very difficult to break up this business at Whitehead. For the fishermen will not complain on the offenders. Whenever the *Curlew* is around they simply will not operate, but find numerous opportunities to pursue their nefarious practice

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during her absence. It appeared to me that the only effective method to extirpate this evil was to appoint an officer from one of their fellowmen. A man who would be out among them every day and know all that was transpiring. Acting upon my recommendation your department gave me permission to engage such an officer. I was very fortunate in getting Mr. I. D. Harvey to accept this position. I am pleased to report that the appointment of this man sounded the death knell of dynamiting at Whitehead for 1907. I sincerely hope that your department can see it's way clear to supply Mr. Harvey with a motor-boat. Acting upon your advice, I arranged with Mr. Jas. Donahue, Commissioner of Fisheries for the state of Maine, for him to pay a visit to Campobello and go out with our patrolmen and watch the dynamiters perform on the American side of the boundary, I have already reported to you the great success that attended this manœuvre. How we went out in the launch belonging to the *Curlew* and gave an opportunity to see how they were carrying on wholesale dynamiting operations on their side. Suffice it to say here, that he rounded up the offenders in the courts of his state, and by the imposition of heavy fines, and imprisonment in one case, succeeded in effectually stopping this business for this year. On the 9th day of July while cruising with patrolman Mitchell in the launch belonging to the *Curlew*, accompanied by acting Captain Robinson, we captured a young Canadian fisherman, with dynamite in his boat. He acknowledged that he had it for the purpose of killing pollock. A fine of \$100 was imposed. After that we had no more trouble with the dynamiters.

IMPROVEMENTS.

While there are many improvements to record in the quality of the boats used by our fishermen, and while the value of the material used in their occupation has increased from \$815,988 in 1906, to \$961,132 in 1907, showing the permanency of the industry, and the energy of our fishermen, as well, yet the one great improvement that strikes the observer is the large number of gasoline boats that are now in use. In the village of Wilson's Beach, alone, there will be between eighty and ninety gasoline boats used this summer. The great increase in the catch of hake is in a measure due to so many fishermen being supplied with these boats.

SYNOPSIS OF FISHERY OFFICERS' REPORTS.

Overseer Frazer, Grand Manan, reports a large falling off in the value of the catch of that place, due to the great decrease in the quantity of 'smoked herring.' He reports the regulations as being generally well observed: regrets he is not supplied with a motor boat by the department, but has built one at his own expense during this winter.

Overseer Savage, Campobello, reports very little change from last year. The great increase in the catch of hake was the only noticeable change.

Guardian McNeill, West Isles, reports an increased catch for the year; states the close time regulation on the lobster fishery was better enforced than in any previous year. This he attributes to the good work done by the two patrolmen in the launch from the *Curlew*.

Overseer Belyea, St. John, reports a fair year for the fishing industry at his place. There was an average catch and exceptionally high prices. No branches are being over fished. Recommends that the artificial propagation of shad be introduced on the St. John River. Also recommends that some effort be made to compel the packers of pickled fish to put them in air tight barrels.

I desire to express my appreciation of the courteous treatment accorded me by the officials of your department.

I have the honour to be, sir,

Your obedient servant,

JOHN F. CALDER,

Inspector of Fisheries.

DISTRICT No. 2.

MONCTON, N. B., June 2nd, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my report of the Fisheries in District No. 2 of the province of New Brunswick, consisting in the counties of Restigouche, Gloucester, Northumberland, Kent, Westmorland and Albert, together with the parish of Stanley, in the county of York, and the parish of Aberdeen in the county of Carleton, for the fiscal year 1907-08, and returns giving the products and values by districts and counties, also an estimate of the capital employed in the prosecution of the Fisheries.

These returns show aggregate values of \$3,715,871 which is the largest, I believe, ever recorded, though prices are much higher than they were some years ago. I will now refer briefly to the several principal kinds of fish caught.

SALMON.

Were a good average catch, though rough weather interfered very much especially in exposed places, and the fishermen of the Restigouche River believe the large number of white whales there last summer helped to keep the salmon out.

SHAD.

Were fully up to last few years, but what is required to restore this fishery in the head waters of the Bay of Fundy is a close time during spawning season; this in a few years would make them as plentiful as ever. I do trust the proposed commission will have the effect of again making this the important fishery it once was.

HERRING.

The big run of spring herring came as usual and large quantities were netted for food, smoking, bait, &c. The fall run was good on the Caraquet banks, but they were not so plentiful on those off Miscou.

MACKEREL.

These fish appear to be erratic in their movements but a fair catch was made notwithstanding stormy weather.

COD.

Were nearly an average catch and prices high, many more would have been taken only for the exceedingly bad weather both for fishing and curing during the entire season.

SMELTS.

More were taken than ever before, the increase being principally in the Miramichi districts. Overseer Abbott, who kept a close record of all shipments, says that over 6,000,000 lbs. (3,000 tons) of fresh fish were handled at and sent away from the Miramichi River last winter.

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LOBSTERS.

As stated in my preliminary report there was a very large increase in the pack of lobsters and prices were enormously high ; there has been improvement in this fishery for past three years, which appears to show they are not being fished out as was feared some time ago. Hatcheries and more attention to the preservation of spawned lobsters is also helping the supply.

OYSTERS.

The quantity raked has been up to the average, notwithstanding the much shorter time for fishing given by the new regulations.

CLAMS.

Not quite so many taken, owing to the close season established, which gives much less time to fish in midsummer when there is little else to do, and the fishermen not being allowed to take them in the fall when raking oysters, under which conditions large areas amongst and around the oyster beds under present regulations cannot be fished at all, as to go amongst these oyster beds fishing quahogs during close season for oysters would be ruinous to the finest beds in New Brunswick.

Fully the usual quantity of soft shell clams were canned by Messrs. A. & R. Loggie, at Inkerman, Gloucester county.

Of the many other kinds of fish in our waters a fair average quantity was taken.

I have the honour to be, sir,

Your obedient servant,

R. A. CHAPMAN,
Inspector of Fisheries.

DISTRICT No. 3

COMPRISING THE COUNTIES OF KINGS, QUEENS, SUNBURY, YORK,
CARLETON AND VICTORIA, IN NEW BRUNSWICK.

FREDERICTON, N. B., May 19, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa

SIR, — I have the honour to submit my annual report on the state of the fisheries in District No. 3 (inland), in the province of New Brunswick, for the fiscal year ending March 31st, 1908, with statistics showing the quantity and value of fish taken, also the quantity and value of materials used in connection with the prosecution of the fishing industry in my district.

A comparative statement of the value of fish taken and materials used in the years 1906-07 and 1907-08, is herewith given, viz. :—

	Value of fish.	Value of materials.
1906-07	\$42,646	\$47,004
1907-08	30,092	44,848
	<hr/> \$12,554	<hr/> \$2,156

showing a considerably less valuable catch of fish than my previous report. However, there are two matters of some importance to be observed in connection with the general result as shown above, viz., the statistics for 1906-07 were for fifteen months, whereas those for 1907-08 are for twelve months, and a difference of 5c. per pound on the price of salmon in favour of the former season, probably accounting for one-half of the difference in the two reports. Notwithstanding, the fact remains that there was a less quantity of nearly every kind of fish in this district taken last season.

The most unpleasant feature about it is the decreasing catch of shad from year to year. Some fishermen tell us that they believe shad are moving to some other waters, that they do not come to the Bay of Fundy and tributary waters as plentifully as formerly. True it certainly is, they do not come this way as formerly, but I do not think they are going anywhere else. I believe it can be charged to overfishing and, I trust, the forthcoming inquiry by those entrusted to make it, will be the means of having matters arranged so that shad will have a better chance to propagate, and still give fishermen fair treatment.

Considering the fishing season from opening to closing, respecting weather and water conditions, it was quite unfavourable. There was much cold and rainy weather and the St. John river and tributaries were at a high pitch during the whole season. Possibly, these conditions affected the catch of salmon and trout to a greater extent than other kinds of fish, although it probably affected the catch of alewives also.

The surface fly-fishing on the Tobique river was the least satisfactory in a number of years. The superintendent of the Tobique Salmon Club seems satisfied that the causes were poor conditions of weather and water and not a scarcity of salmon. The fishway in the dam on that river was kept in good condition and hundreds of salmon pass through it each year.

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Through York and part of Carleton counties there is great difficulty in enforcing the fishery law in respect to the taking of salmon, and if regulations could be made allowing these people some privileges for fishing salmon with nets, it would be very much appreciated by a great majority of the people, and I have no doubt would conserve a sufficient supply of parent salmon. Two small fines were imposed in the past season for fishing with nets on Sunday.

Regarding salmon, it is the opinion of all who have anything to do with handling them, that they are not decreasing but rather growing in numbers in the St. John river and tributaries, but that the reason for the smaller catch last season was the water being very high in the rivers, allowing the fish a better chance to reach the spawning beds, which will return good results in the future. Probably a little better protection, made possible by the Forest, Fish and Game Protective Association of New Brunswick placing two men on the river, in conjunction with the special guardians of your department, had something to do with the total catch for the season.

SHAD.

As referred to above, it is with great regret the fishermen, as well as all classes of our people, find these excellent table fishes becoming scarcer from year to year.

I think the real explanation is overfishing, and fishermen along the St. John and Washademoak rivers at least, realise the necessity for action of some kind at once, and are quite willing that greater restriction be placed on the taking of them.

Shad in good condition, caught in or near salt water, is preferred to the salmon, by many people.

ALEWIVES.

There are less of these fish taken now than a few years ago and it is possible that some greater restrictions, other than the present weekly close time, will need to be placed on the catching of them.

There is usually a good market for all the alewives taken in my district, and as shad have become scarcer and higher in price, these fish in the fresh state are to some extent replacing them.

TROUT.

The catch of trout was somewhat less last season, than formerly, probably on account of the bad conditions, cold, dark weather and high water in the streams.

There is an increasing number of foreigners coming to the province every year and many of them are erecting expensive cottages near the different lakes and with their families spend two or three months about the water, and I find that where the best trout fishing is to be had, the most foreigners are located.

PICKEREL.

The catch of these fish is less than formerly, probably because of the diminished size of the fish. If it is desirable to have them in our waters it might be advisable to forbid the use of the very small meshed nets.

BASS.

While the catch of bass does not amount to much, comparatively, still there is something gratifying in the report of the catch last winter. The reported catch is ten

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times greater than in 1906-07. In former years fishermen made much money fishing bass in the Belleisle bay, Kings county, but in late years the catch has been insignificant and it is pleasing to note the improvement and I trust it will be permanent.

STURGEON.

The catch of sturgeon is also somewhat less than that of 1906 and seems to have been very much less in Kings county, where all the sturgeon fishing in late years, in my district, has been carried on. Last season two parties fished in Queens county waters, one in the St. John river and the other at the head of Grand lake, and both seem to have been fairly successful, regarding the number of fish taken, but the amount of roe, or caviare, got from them was very little, indicating small fish. This, of course, makes the financial result less satisfactory as the caviare is of so much more value than the fish itself. I would very much like to see the time when these fish are again as numerous in the St. John river as they were years ago. They would be a very valuable asset to our fishermen.

SYNOPSIS OF REPORTS FROM FISHERY OFFICERS.

KINGS COUNTY.

Special Guardian Jenkins, Belleisle bay, reports fishing fairly good in his district. A gratifying increase in the catch of bass.

Special Guardian Coggan, Trout creek, etc., says surface fly fishing was very poor, he thinks on account of high water.

Special Guardian Myers, Kennebecasis, thinks the fishing was fully as good in his district as in 1906. The sawdust nuisance was very much curtailed last season.

Special Guardian Dunham, St. John river, says the fishing was not nearly so profitable as in 1906. The water was very high, which he considers had a good deal to do with the result.

Special Guardian Belyea, St. John river, reports fishing nearly a failure in his district. He recommends prohibiting sturgeon fishing for some years.

QUEENS COUNTY.

Overseer Belyea (Queens West), reports that fishermen in his district have the impression that shad and alewives are going to some other waters, judging from the reports from other counties. Not many salmon caught in his district. One party fished for sturgeon with fair result.

Special guardians attended well to their duties and fishermen are law-abiding.

Overseer Hetherington, (Queen East), reports salmon not much fished for, increasing yearly. Shad decreasing from year to year, overfishing the cause, he says. Alewives abundant, not much fished for on account of the low price and scarcity of help. Pickerel overfished with too small meshed nets. Only one party fished for sturgeon part of the season, and had satisfactory catch. He says there are not any whitefish in our waters. Lake Ontario herring placed here under the name of whitefish but never exceed one pound in weight and grow very slowly.

Overseer McLean, Sunbury county, reports salmon running much earlier than formerly, and the water being very high in the river, fishermen are unable to get their nets set, consequently the catch is not so heavy as it used to be. Shad fishery being depleted. Alewives not so abundant, probably on account of high winds and roily condition of the water.

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Overseer McKay, York county, reports fewer salmon taken than in 1906. He considers the excessively high water in the St. John river throughout the season responsible for this. Many fishermen were unable to set their nets with satisfactory results. The high water also interfered with illegal fishing to a great extent and helped the special guardians in their duties. He strongly urges that six inches mesh be made the minimum size allowed, also four pounds salmon be the minimum weight allowed on the market, and that every property holder, who applies be granted a license, instead of only renewal licenses. Shad fishing quite unsatisfactory, most of the fish taken in July. Trout fishing was fairly good, but too many small fish caught. He urges that more trout fry be placed in the lakes and streams near railways, where they could be conveniently handled. Good trout fishing is a great inducement to one class of sportsmen and they are coming in increasing numbers each year to spend a whole season about the lakes. As they bring their families and employ boatmen they spend much money. In Carleton county the protection of salmon was better than formerly, on the St John river. Trout fishing was fair.

Overseer Leclair, Victoria county, reports many less salmon caught in his district than in the previous year, although there were plenty of fish in the Tobique waters. The season was very unfavourable for surface fly-fishing. The Fishery Regulations were very well respected and guardians faithful.

Overseer Gagnon, Victoria county, reports the fisheries in his district about as usual. All fish caught used for home consumption, and that the special guardians attended well to their duties, with no infractions reported.

Mr. Thos. F. Allen, Superintendent of the Tobique Salmon Club, wrote me that 1907 was another off-year. He partly lays the result to the amount of net fishing along the St. John river, and to the immense numbers of small salmon destroyed in the small meshed weirs in St. John harbour which are allowed to remain out after the herring fishing season is past. (I may say this same statement was made to me, a few days ago, by a fisherman living near the harbour.) Mr. Allen, however, reports that there were a great many spawn fish on the beds and that the club had twenty one men employed to protect them until they were ready to return to the salt water. I must say that too much credit cannot be given this club for the very great service they are doing our people along the St. John river and tributaries, and the bay fishermen for the splendid protection they are giving the salmon on the Tobique river.

As reported to your department some time ago, a movement has been set on foot to establish a pulp mill at a place called the 'Narrows,' on the Tobique river, and dam said river. Such an act would, without doubt, destroy the salmon fishery of the whole St. John river district, including the bay salmon fishery. I trust the provincial authorities will not entertain such a proposition.

In conclusion, I may say that the suggestion of Overseer McKay, regarding trout fry, would be moving in the right direction. With regulations better governing the catching of shad, I think that part of the fishery will improve, and I see nothing discouraging regarding the future supply of salmon, but with good care, it will rapidly increase.

I have the honour to be, sir,

Your obedient servant,

H. E. HARRISON,
Inspector of Fisheries.

NEW BRUNSWICK--

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the
John, Province of New

Number.	FISHING DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						LOBSTER		
		Vessels.				Boats.		Gill nets.			Seines.			Canneries		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
	<i>Charlotte County.</i>			\$			\$			\$			\$		\$	
1	Lepreau to Red Head...	9	149	3450	29	120	4000	158	95	3075	700	70	2220	3700	1	4000
2	Red Head to L'Etang...	5	72	1400	20	210	3900	140	106	3490	1272	76	2280	4560		
3	L'Etang to St. George...	1	22	300	3	261	6525	174				87	3045	5655		
4	St. George to St. Stephen	57	1030	36500	180	142	28500	230	935	28450	10320	42	1480	5400	2	5000
5	Grand Manan.....	11	237	7300	22	267	18400	284	84	2505	1079	31	1045	2400	1	2500
6	Campobello.....	2	31	1800	8	283	44100	343	40	1250	477	86	2040	4695		
7	West Isles.....															
8	St. George and vicinity.															
	Totals.....	85	1541	50750	262	1348	106625	1399	1294	40970	14498	409	12680	27420	4	11500
	<i>St. John County.</i>															
1	St. John Harbour.....	3	60	400	7	106	5300	246	415	103750	10075	9	450	900		
2	Lepreau to Chance Har-	4	82	1450	35	30	1700	36	94	12300	1290	3	180	100		
3	bour.....															
3	Chance Harbour to Mis-	6	83	2050	30	178	11078	176	910	92800	11130	13	625	815		
4	spec.....															
4	Mispec to Tynemouth	3	40	3000	6	22	176	22								
5	Creek.....															
5	Tynemouth Creek to Al-	1	20	600	2	22	440	22	25	1250	350					
	bert Co.....															
	Totals.....	17	285	7500	80	358	18694	502	1444	110108	22845	25	1255	1815		
	Grand totals.....	102	1826	58250	342	1706	125319	1901	2738	151070	37343	434	13935	29235	4	11500

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No. 3—Continued.

DISTRICT No. 1.

Quantity and Value of all Fishing Materials in the Counties of **Charlotte** and **St. Brunswick**, for the Year 1907-8.

PLANT.		KINDS OF FISH.														
Traps.																
Number.	Value.	Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Herring, boneless or kippered, lb.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, fresh, lb.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, finnan haddies, lb.	Hake, dried, cwt.	Hake, sounds, lb.
	¢															Number.
1200	1200	7000						1000							2090	1500
2280	2280			25		2500		4300	2090	599		81600		4500	11768	10600
1365	682								512	480	57000	56900			895	428
475	403					57000	3190		335	363		380000		85500	579	536
11600	11600			2025		1388500	110000	33888	2601	1814		24100	500	300	6000	6000
1526	1144			160		1200	150000	16224	239	1457		732000	179	18000	8680	10090
1300	600								390	331		82900			370	330
																7
19746	17909	7000		2216		3945700	263190	54512	7077	4984	57000	1357500	686	108300	30382	29484
		208000	8000		20000	50000										1
640	480	39600							179	58	17100	36700			4800	3900
1625	1380	174900		245					438		128700	92000			2850	3000
1540	1155								497							4
800	1200	500		5					510							5
4605	4215	423000	8000	250	20900	50000			1624	58	145800	128700			7650	6900
24351	22124	430000	8000	2460	20000	3995700	263190	54412	8701	5042	202800	1486200	686	108300	32032	36384

* These are really the product of Grand Manan. Having been caught and smoked there and brought to Campobello to be finished as boneless herring.

† There were 150,000 pounds more smoked at Grand Manan, but were skinned and prepared as boneless herring at Campobello and appear as the catch of that place.

RETURN showing the Kinds and Quantities of Fish Products in the Counties of Charlotte and St. John, Province of New Brunswick, for the Year 1907-08.

FISHING DISTRICTS.	KINDS OF FISH.													TOTAL VALUE OF ALL FISH.	Number.										
	Pollock, cwt.	Hallbut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alwives or gaspereau, brls.	Scallops in shell, brls.	Canned, scallops, cans.	Eels, brls.	Sardines, brls.	Sardines canned, cans.	Clams, br's	Flounders, lb.			Clams, canned, cans.	Squid, brls.	Clams, shelled, galls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Cockles, brls.	Dulse, lb.		
<i>Charlotte County.</i>																									
1 Lepreau to Red Head.....	210				6000		300			8800		15400		94600		4040	2000	7000					76,985 00	1	
2 Red Head to L'Etang.....	4145				700		1450	43680		31050	5300000	21000		336000		8500	2000	1740					453,817 00	2	
3 L'Etang to St. George.....	55	1850			4800		120			50125		2534				750	450						106,630 50	3	
4 St. George to St. Stephen.....	3408	950			2750					103525		3662	4000	189264		480	6500	200	695				219,105 40	4	
5 Grand Manan.....	14880	10800			2400					9750						2000	5485					68300	229,256 90	5	
6 Campobello.....	3072									2880		672		30000		324	14400	2138					140,632 70	6	
7 West Isles.....					30000					40514	400000	4475				300	3000	500	100				110,701 50	7	
8 St. George and vicinity.....												400											3,480 00	8	
Totals.....	25770	13600	4000		46650		1870	43680		240614	5700000	47943	4000	649864	354	4040	31130	24073	2040	695	68300		1,350,669 00		
<i>St. John County.</i>																									
1 St. John Harbour.....					600	5000	12350		200	4000													112,150 00	1	
2 Lepreau to Chance Harbour.....					68		783			1625							1720	250					24,646 00	2	
3 Chance Harbour to Mispec.....	40																2025	232	415				56,821 00	3	
4 Mispec to Tynemouth Creek.....	50																						3,120 00	4	
5 Tynemouth Creek to Albert Co.....																							5,195 00	5	
Totals.....	90				668	5000	13133		200	5625							3745	482	415				203,432 00		
Grand totals.....	25860	13600	4000		668	51650	13133	1870	43680	200	252269	5700000	47943	4000	649864	354	4040	34873	24555	2455	695	68300		1,554,601 00	

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RECAPITULATION

OF the Yield and Value of the Fisheries in District No. 1, New Brunswick, comprising the Counties of St. John and Charlotte, for the Fiscal year 1907-8.

Kinds of Fish.		Quantity.	Price.		Value.
			\$	cts.	\$ cts.
Salmon, fresh	Lb.	430,000	0	15	64,500 00
" smoked	"	8,000	0	20	1,600 00
Herring, salted	Brls.	2,460	4	00	9,840 00
" fresh	Lb.	20,000	0	01	200 00
" smoked	"	3,995,700	0	03	119,871 00
" boneless	"	263,190	0	10	26,319 00
Lobsters, preserved	Cans.	54,412	0	30	16,323 60
" fresh in shell	Cwt.	8,701	10	00	87,010 00
Cod, dried	"	5,042	5	00	25,210 00
" fresh and frozen	Lb.	202,800	0	04	8,112 00
Haddock, fresh	"	1,486,200	0	03	44,586 00
" dried	Cwt.	686	3	50	2,401 00
" finnan haddies	Lb.	108,300	0	06	6,498 00
Hake, dried	Cwt.	38,032	2	50	95,080 00
" sounds	Lb.	33,384	0	50	18,192 00
Pollock, dried	Cwt.	25,860	3	00	77,580 00
Halibut, fresh	Lb.	13,600	0	10	1,360 00
Trout	"	4,000	0	12	480 00
Shad	Brls.	668	12	50	8,350 00
Smelts, fresh	Lb.	51,650	0	08	4,132 00
Alewives	Brls.	13,133	5	00	65,665 00
Scallops, in shell	"	1,870	2	00	3,740 00
" canned	Cans.	43,680	0	10	4,368 00
Eels	Brls.	200	10	00	2,000 00
Sardines, fresh	"	252,269	1	50	378,403 50
" canned	Cans.	5,700,000	0	05	285,000 00
Clams, in shell	Brls.	47,943	1	50	71,914 50
" canned	Cans.	649,864	0	10	64,986 40
" shelled	Galls.	4,040	0	50	2,020 00
Flounders	Lb.	4,000	0	03	120 00
Squid	Brls.	354	4	00	1,416 00
Fish Oil	"	34,875	0	30	10,462 50
" used as bait	Brls.	24,555	1	50	36,832 50
" " fertilizer	"	2,455	1	00	2,455 00
Cockles	"	695	5	00	3,475 00
Dulse	Lb.	68,300	0	06	4,098 00
Total value of catch for 1907					1,554,601 00
" " 1906					1,364,690 51
Amount of increase for 1907					189,910 49

RECAPITULATION

OF the Number and Value of Vessels, Boats, Weirs, Fish houses, &c., used in the Fisheries of District No. 1, New Brunswick, comprising the Counties of St. John and Charlotte, for the fiscal year of 1907-8.

No.	Material.	Value.	No.	Material.	Value.
		\$ cts.			\$ cts.
102	Fishing vessels (1826 tons)	58,250 00	4	Lobster canneries	11,500 00
1,706	" boats	125,319 00	24,351	" traps	22,124 00
2,738	Gill-nets (fathoms 151,070)	37,343 00	8	Freezers and ice houses	62,650 00
434	Seines (fathoms 13,935)	29,235 00	777	Smoke and fish houses	166,685 00
251	Pile-drivers and scows	5,640 00	281	Piers and wharfs	94,010 00
472	Trawls	6,701 00	33	Tugs and steamers	31,195 00
404	Weirs	264,600 00			
13	Fish and Clam Factories	43,500 00		Total value of material	961,132 00
3,186	Hand lines	2,380 00			

8-9 EDWARD VII., A. 1909

NEW BRUNSWICK—

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity for the fiscal year

Number.	FISHING DISTRICTS — NAME	FISHING VESSELS AND BOATS.						FISHING GEAR					
		Vessels.				Boats.		Gill Nets.			Trawls.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.
	<i>Restigouche County.</i>			\$		\$				\$		\$	
1	Above Dalhousie.....					23	400	30	23	6200	5000		
2	Below Dalhousie	1	26	500	4	210	3200	380	140	20100	20000		
	Totals.....	1	26	500	4	233	3600	410	163	26300	25000		
	<i>Gloucester County.</i>												
3	Beresford and part of Bathurst....	2	29	2200	10	450	10500	900	530	40700	21600	2	40
4	Caraquet, New Bandon and part of Bathurst.....	138	1640	57000	540	502	17500	1040	2100	70000	43000	250	1400
5	Saumarez, Inkerman and Shippi- gan mainland	23	270	9500	98	280	8000	560	4800	91000	13000	50	240
6	Shippigan and Miscou islands....	70	915	39000	290	520	24000	1300	1300	46000	18000	150	750
	Totals....	233	2854	107700	938	1752	60000	3800	8730	247700	95600	452	2436
	<i>Northumberland County.</i>												
7	Neguac and vicinity.....	1	13	520	3	210	7000	350	580	42000	40000	4	75
8	Bay du Vin and vicinity.....	4	55	1800	14	208	9000	550	800	80000	70000		
9	Chatham and vicinity.....					150	4000	300	420	30000	25000		
10	Southwest and Northwest Mirami- chi rivers.....					140	2500	160	370	22000	12000		
	Totals	5	68	2320	17	708	22500	1360	2170	174000	147000	4	75
	<i>Kent County.</i>												
11	Richibucto, St. Louis, &c.....					250	16200	411	4800	76300	23800	10	280
12	Buctouche and vicinity.....					600	18'00	1000	2100	46000	12000		
13	Cocagne and vicinity.....					394	7200	600	1120	27000	8000		
	Totals					1244	41400	2011	8020	149300	43800	10	280
	<i>Westmorland County.</i>												
14	Shediac, Moncton, &c					465	15000	860	850	41000	17000		
15	Botsford					500	19000	900	700	19000	7000		
16	Sackville and Westmorland.....					260	5200	360	500	1'000	3000		
17	Dorchester.....					28	1500	55	160	6000	2500		
	Totals.....					1253	40700	2175	2210	76000	29500		
18	Albert County.....					18	650	30	30	3600	2000		
	Grand totals.....	239	2948	110520	959	5208	168850	9786	21323	676900	342900	466	2785

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District No. 2.

tity and Value of all Fishing Materials, District No. 2, Province of New Brunswick, 1907-1908.

OR MATERIALS.				LOBSTER PLANT.				KINDS OF FISH.								
Smelt-nets.		Hand Lines.		Canneries.		Traps.		Salmon.			Herring.		Mackerel.			
Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Fresh.	Preserved in cans.	Smoked.	Salted.	Fresh.	Smoked.	Fresh.	Salted.	Number
	£		£		£		£	Lb.	Lb.	Lb.	Brl.	Lb.	Lb.	Lb.	Brls	
100	5000	60	10			100	100	94400								1
23	1800			2	2600	5000	4500	142000	1000		1380	450000	226000			2
123	6800	60	10	2	2600	5100	4600	236400	1000		1380	450000	226000			
....		320	300	5	2600	8500	8000	105000	600	1000	13000	170000	50000	5000		5 3
80	3800	2300	1700	18	16000	26000	24000	282000			32000	300000		21000		20 4
145	6500	650	400	9	12000	18000	16000	85000			15000	75000		25000		10 5
68	3400	1300	900	37	31000	61000	58000		1800	1200	20000	80000		35000		10 6
293	13700	4570	3300	69	55600	113500	106000	472000	2400	2200	80000	625000	50000	86000		45
172	15000	180	150	9	6000	9000	8000	86000			11000	15000	4000	4000		7
400	25000			3	4000	8000	8000	195000			3000	80000	1000	40000		20 8
493	40000	25	35					124000			160	2000		500		9
....								115000		4000						10
1063	80000	205	185	12	10000	17000	16000	520000		4000	14160	97000	5000	44500		20
298	12000	620	210	10	4500	13500	12800	123000	1200	1000	6620	236000		192000		290 11
260	11000	1000	300	23	10000	17000	16000				20000	130000		2000		12
67	2700	150	60	6	3400	4200	4000				4000	26000		2500		13
625	25700	1770	570	39	17900	34700	32800	123000	1200	1000	30620	392000		196500		290
143	7000	100	40	26	6000	25000	24000	3000			16000	420000	480000	3000		14
68	2400	100	30	32	11000	70000	60000				13000	100000		3500		15
40	1100	100	35					1200			1500	70000	800000	1200		16
....								11000			120					17
251	10800	300	105	58	17000	95000	84000	15200			30620	590000	1380000	7700		
....						300	300	5000			320	12000				18
2357	137000	6905	4170	180	103100	265600	243700	1371600	4600	7200	157100	2166000	1561000	334700		355

8-9 EDWARD VII., A. 1909

RETURN showing the Kinds and Quantities of Fish and Fish Products

Number.	FISHING DISTRICTS — NAME.	KINDS OF FISH										
		Lobsters.		Cod.		Haddock, dried.	Hake.		Halibut.	Trout.	Shad.	Smelts.
		Preserved in cans.	Fresh in shell.	Dried.	Tongues and sounds.		Dried.	Sounds.				
	<i>Restigouche County.</i>	Lb.	Cwt	Cwt.	Brls	Cwt	Cwt	Lb.	Lb.	Lb.	Brl.	Lb.
1	Above Dalhousie.		100							5000		174500
2	Below Dalhousie.	38800	210				80			4500		75000
	Totals.	38800	310				80			9500		249500
	<i>Gloucester County.</i>											
3	Beresford and part of Bathurst.	22300	150	3500			200			10000		6000
4	Caraquet, New Bandon and part of Bathurst.	207000	550	38000	200	1000	2400	3000	70000	11000	45	350000
5	Saumarez, Inkerman and Shippigan mainland.	117500	200	8600	30	400	800	500	14000	6000	65	420000
6	Shippigan and Miscou islands.	602000	150	22000	100	320	1800	2000	46000	600		310000
	Totals.	948800	1050	72100	330	1720	5200	5500	130000	27600	110	1086000
	<i>Northumberland County.</i>											
7	Negouac and vicinity.	110000	125	1300		2000	200		3000	7500	300	800000
8	Bay du Vin and vicinity.	90000	125	590			600	1000	2000	1000	125	1500000
9	Chatham and vicinity.			180		200	20			5000	175	2300000
10	Southwest and Northwest Miramichi rivers.									22000	500	20000
	Totals.	200000	250	1980		2200	820	1000	5000	35500	1100	4620000
	<i>Kent County.</i>											
11	Richibucto, St. Louis, &c.	255000	220	1380	6	300	1780	2800	4650	5700	122	816000
12	Buctouche and vicinity.	170000	120	100			200	100		2200		500000
13	Cocagne and vicinity.	63500	100	110			70			2500		210000
	Totals.	488500	440	1590	6	300	2050	2900	4650	10400	122	1526000
	<i>Westmorland County.</i>											
14	Shediac, Moncton, &c.	277500	250	100			60			11000	50	410000
15	Botsford.	718000	1000	100						7000	35	300000
16	Sackville and Westmorland.	5000	200							2200	175	100000
17	Dorchester.			10						3000	1225	
	Totals.	1000500	1450	210			60			23200	1485	810000
18	<i>Albert County.</i>		200							9500	120	6000
	Grand totals.	2676680	3700	75880	336	4220	8210	9400	139650	115700	2937	8297500

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i n District No. 2, Province of **New Brunswick**, for the Year 1907-08.

AND FISH PRODUCTS.

Alewives or Gaspe- rean.	Bass.	Eels.	Oysters.	Flounders.	Tom Cod or frost fish.	Squid.	Coarse and mixed fish.	Fish oil.	Fish as bait.	Fish as manure.	Seal skins.	Clams.	TOTAL VALUE OF ALL FISH.		Number.
Brls.	Lb.	Brls.	Brls.	Lb.	Lb.	Brls.	Brls.	Galls.	Brls.	Brls.	No.	Brls.	\$	cts.	
.....	.....	17	.....	50000	15000	.....	45	.....	10	40	.....	.....	36,185	00	1
.....	.....	45	.....	18000	20000	.....	50	.....	200	500	.....	.....	65,570	00	2
.....	.....	.62	.....	68000	35000	.....	95	.....	210	540	.....	.....	101,755	00	
.....	1200	24	.....	15000	14000	12	380	200	1800	15000	8	1800	129,743	00	3
.....	8600	180	900	50000	130000	400	700	14000	11000	30000	16	4000	578,600	00	4
160	6000	500	30	20000	30000	80	500	1200	3000	6000	20	7500	255,050	00	5
.....	7200	100	40	15000	12000	220	600	7200	15000	20000	24	3000	475,280	00	6
160	23000	804	970	100000	186000	712	2180	22600	30800	71000	68	16300	1,438,673	00	
200	15000	180	1400	30000	50000	.....	.....	100	2000	1000	.....	400	203,240	00	7
500	5000	200	7000	60000	100000	.....	3000	.....	5000	25000	.....	300	290,470	00	8
350	3500	60	200	350000	1000000	.....	.....	20	50	200	.....	.....	257,731	00	9
650	70000	600	.....	.....	70000	.....	.....	.....	.....	.....	.....	.....	50,300	00	10
1700	93500	1040	8600	440000	1220000	.....	3000	120	7050	26200	.....	700	801,741	00	
1585	13500	510	565	34000	75000	5	360	1120	3900	4000	16	160	272,071	00	11
600	1600	100	2600	.....	50000	.....	9000	50	5000	20000	.....	6000	264,680	00	12
300	1800	110	1500	20000	30000	.....	320	.....	1800	9000	.....	5000	96,805	00	13
2485	16900	720	4665	54000	155000	5	9680	1170	10700	33000	16	11160	633,556	00	
350	3200	170	650	.....	25000	.....	1000	.....	15000	50000	.....	4500	282,130	00	14
200	1500	75	400	.....	12000	.....	.....	.....	30000	25000	.....	2500	378,830	00	15
150	2000	75	150	2000	5000	.....	.....	.....	6000	5000	.....	1000	54,664	00	16
.....	.....	50	.....	.....	5000	.....	100	.....	.....	.....	.....	.....	16,190	00	17
700	6700	370	1200	2000	47000	.....	1100	.....	51000	80000	.....	8000	731,814	00	
.....	500	75	.....	.....	35000	.....	.....	40	.....	.....	.....	30	8,332	00	18
5045	140600	3071	15435	664000	1678000	717	16055	23930	99760	210740	84	36180	3,715,871	00	

RECAPITULATION

OF the Yield and Value of the Fisheries in District No. 2, **New Brunswick**, for the Year 1907-08.

Kinds of Fish.	Quantity.	Price.	Value.
		\$ cts.	
Salmon, fresh..... Lb.	1,371,600	0 20	274,320
" preserved in cans..... "	4,600	0 15	690
" smoked..... "	7,200	0 20	1,440
Herring, salted..... Brls.	157,100	4 50	706,950
" fresh..... Lb.	2,166,000	0 01	21,660
" smoked..... "	1,561,000	0 02	31,220
Mackerel, fresh..... "	334,700	0 12	40,164
" salted..... Brls.	357	15 00	5,325
Lobsters, preserved..... Cans.	2,676,600	0 30	802,980
" in shell..... Cwt.	3,700	6 00	22,200
Cod, dried..... "	75,880	5 00	379,400
" tongues and sounds..... Brls.	336	10 00	3,360
Haddock..... Cwt.	4,220	3 50	14,770
Hake..... "	8,210	2 50	20,525
" sounds..... Lb.	9,400	0 25	2,350
Halibut..... "	139,650	0 10	13,965
Trout..... "	115,700	0 10	11,570
Shad..... Brls.	2,937	10 00	29,370
Smelts..... Lb.	8,297,500	0 08	663,800
Alewives..... Brls.	5,045	4 00	20,180
Bass..... Lb.	140,600	0 10	14,060
Eels..... Brls.	3,071	10 00	30,710
Oysters..... "	15,435	6 00	92,610
Clams..... "	36,180	4 00	144,720
Flounders..... Lb.	664,000	0 03	19,920
Frost fish..... "	1,678,000	0 03	50,340
Squid..... Brls.	717	4 00	2,868
Coarse fish..... "	16,035	2 00	32,110
Fish oil..... Galls.	23,930	0 30	7,179
Fish as bait..... Brls.	99,760	1 50	149,640
Fish as fertilizer..... "	210,740	0 50	105,370
Seal skins..... No.	84	1 25	105
Grand total.....			3,715,871

RECAPITULATION

OF the Number and Value of Vessels, Boats, Nets, Traps, &c., engaged in the Fisheries in District No. 2, **New Brunswick**, in the Year 1907-08.

Material.	Value.	Total.
	\$ cts.	\$ cts.
239 fishing vessels (2,948 tons).....	110,520	
5,208 " boats.....	168,850	
676,900 fathoms gill-nets.....	342,900	
466 trawls.....	2,785	
123 bass nets.....	800	
2,357 smelt-nets.....	137,000	
6,905 hand-lines.....	4,170	767,025
180 lobster canneries.....	103,100	
265,600 " traps.....	243,700	346,800
201 freezers and ice-houses.....	79,500	
448 fish and smoke-houses.....	46,300	
51 piers and wharfs.....	42,600	
79 tugs and smacks.....	23,500	
1,023 smelt shanties.....	20,750	212,650
Totals.....		1,326,475

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DISTRICT No. 3, NEW BRUNSWICK, 1907-08.

RECAPITULATION of the Fisheries product in the Inland Counties of New Brunswick.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon..... Lb.	36,100	0	15	5,415	00
Shad, fresh..... "	62,000	0	05	3,100	00
" salted..... Brls.	410	10	00	4,100	00
Whitefish..... Lb.	5,600	0	15	840	00
Trout..... "	66,700	0	10	6,670	00
Bass..... "	2,000	0	08	160	00
Pickarel..... "	42,200	0	07	2,954	00
Alewives, fresh..... "	43,000	0	02	860	00
" salted..... Brls.	1,350	3	00	4,050	00
Sturgeon..... Lb.	9,500	6	08	760	00
Eels..... Brls.	16	10	00	160	00
Mixed and coarse fish..... "	354	2	00	708	00
Fish Products.				29,777 00	
Caviare..... Lb.	350	0	90	315	00
				30,092 00	

RECAPITULATION of the Fishing Material District No. 3, New Brunswick.

Material.	Number.	Value.	
		\$	cts.
Men employed.....	1,331		
Vessels (tonnage, 30).....	2	400	00
Boats.....	890	10,910	00
Gill-nets (fathoms, 50,750).....	2,000	18,620	00
Rods and lines.....	1,775	4,488	00
Eel traps.....	25	25	00
Cottages, smoke and ice-houses and freezers.....	174	10,405	00
Total.....		44,848	00

RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials in the Province of **New Brunswick**, for the Year 1907-08.

Number.	Counties.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.									
		Vessels.			Boats.			Gill-nets.			Seines.			Trawls.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	
<i>District No. 1.</i>																	
1	Charlotte.....	85	1541	50750	262	1348	106625	1399	1294	40970	14498	409	12680	27420	380	5746	1
2	St. John.....	17	285	7500	80	358	18694	502	1444	110100	22845	25	1255	1815	92	955	2
<i>District No. 2.</i>																	
3	Albert.....					18	650	30	30	3600	2000						3
4	Westmorland.....					1253	40700	2175	2210	76000	29500						4
5	Kent.....					1244	41400	2011	8020	149300	43800				10	280	5
6	Northumberland.....	5	68	2320	17	708	22500	1360	2170	174000	147000				4	75	6
7	Gloucester.....	233	2854	107700	938	1732	60000	3800	8730	247700	95600				452	2430	7
8	Restigouche.....	1	26	500	4	233	3600	410	163	26300	25000						8
<i>District No. 3.</i>																	
9	Victoria.....					290	1870	370									9
10	Carleton.....					40	400	80	30	900	300						10
11	York.....	1	10	200	2	160	1900	200	200	6000	3000						11
12	Sanbury.....	1	20	200	4	60	600	100	500	10370	4000						12
13	Queens.....					240	3640	350	770	18480	6320						13
14	Kings.....					100	2500	225	500	15000	5000						14
Totals.....		343	1804	169170	1307	7804	305079	13012	26061	878720	398863	434	13935	29235	938	9486	

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RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials in the Province of **New Brunswick**, for the Year 1907-08—*Concluded*.

COUNTIES.	FISHING GEAR OR MATERIALS.				LOBSTER PLANT.				OTHER FIXTURES USED IN FISHERIES.											
	Weirs.		Smolt-nets.		Hand Lines.		Canneries.		Traps.		Persons employed in canneries.	Freezers and Ice-house.		Smoke and Fishhouses.		Piers and wharfs.		Tugs, steamers & snacks.		
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
<i>District No. 1.</i>																				
1 Charlotte.....	372	247,450	.....	.....	3058	2275	4	11500	19746	17909	50	5	1700	676	134285	204	79610	33	31195	1
2 St. John.....	32	17150	.....	.....	128	105	.....	.....	4605	4215	.....	8	60550	101	32400	77	14400	.....	.....	2
<i>District No. 2.</i>																				
3 Albert.....	251	10800	300	105	.....	.....	300	300	.....	70	6100	185	11500	12	2400	11	5500	3
4 Westmorland.....	625	25700	1770	570	39	17900	34700	32800	705	24	13400	41	1600	17	5500	1	2500	4
5 Kent.....	1065	80000	905	185	13	10000	17000	16000	235	46	24400	117	12200	1	10000	18	6000	5
6 Northumberland.....	233	13700	4570	3300	69	55600	113500	106000	1380	55	19100	126	17100	20	21500	41	6800	6
7 Gloucester.....	123	6800	60	10	2	25000	5100	4600	40	9	16500	3	800	1	200	5	2700	7
8 Restigouche.....	8
<i>District No. 3.</i>																				
9 Victoria.....	645	1425	.....	.....	.....	.....	.....	12	3300	.....	.....	.....	.....	.....	.....	9
10 Carleton.....	200	400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11 York.....	375	1500	.....	.....	.....	.....	.....	30	4000	.....	.....	.....	.....	.....	.....	11
12 Simsbury.....	50	100	.....	.....	.....	.....	.....	35	350	.....	.....	.....	.....	.....	.....	12
13 Queens.....	255	565	.....	.....	.....	.....	.....	62	755	.....	.....	.....	.....	.....	.....	13
14 Kings.....	250	500	.....	.....	.....	.....	.....	35	2000	.....	.....	.....	.....	.....	.....	14
Totals.....	404	264600	2357	137000	11866	11038	184	114600	289951	265824	3860	383	152555	1225	212985	332	136610	112	54635	

RECAPITULATION showing the Kinds and Quantities of Fish and Fish Products in the Province of New Brunswick,
for the Year 1907-08.

COUNTRIES.	KINDS OF FISH.																			Number.
	Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked Finnan haddies, lb.	Hake, dried, cwt.	Hake sounds, lb.	Pollock, cwt.	Halibut, lb.	
<i>District No. 1.</i>																				
1 Charlotte	7000	.....	.....	2210	.....	*3945700	.....	.....	54112	7077	*4984	.....	1357500	686	108300	36382	29484	25770	13600	1
2 St. John	423000	.....	8000	250	20000	50000	.....	.....	.....	1624	58	.....	128700	.....	.....	7650	6900	90	.....	2
<i>District No. 2.</i>																				
3 Albert	5000	.....	.....	320	12000	1280000	.....	.....	1005500	200	.....	.....	.....	.....	.....	.....	60	.....	.....	3
4 Westmorland	15200	.....	.....	30620	500000	196500	7700	.....	488500	1450	210	.....	.....	.....	.....	.....	2050	2900	.....	4
5 Kent	123000	1200	1000	30620	392000	.....	196500	290	488500	440	1590	6	.....	300	.....	2950	1000	.....	4650	5
6 Northumberland	520000	.....	4000	14160	97000	5000	44500	20	200000	250	1980	.....	.....	2200	.....	820	1000	.....	5000	6
7 Gloucester	472000	2400	2200	80000	625000	500000	80000	45	948800	1050	72100	330	.....	1720	.....	5290	5500	.....	130000	7
8 Restigouche	236400	1000	.....	1380	450000	226000	.....	.....	38800	310	.....	.....	.....	.....	.....	80	.....	.....	.....	8
<i>District No. 3.</i>																				
9 Victoria	3500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10 Carleton	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
11 York	21000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12 Sunbury	1000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13 Queens	2100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14 Kings	8000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
Totals	1837700	4600	15200	159560	2186000	5550700	534700	355	2731012	12401	80922	336	1486200	4906	108300	46242	45784	25860	153250	

* See recapitulations.

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RECAPITULATION showing the Kinds and Quantities of Fish and Fish Products in the Province of New Brunswick, for the Year 1907-08—Continued.

Number.	COUNTIES.	KINDS OF FISH.																	Total Value of ALL Fish.	Number.	
		Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or gaspereau, brls.	Bas, lb.	Pickrel, lb.	Eels, brls.	Sardines, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.			Seal skins, No.
<i>District No. 1.</i>																					
1	Charlotte.....	1000		46500	13133	500			246644		47943	4000		354		31130	24973	2010		1,350,669 00	1
2	St. John.....		668	5000				200	5625							3745	182	415		203,932 00	2
<i>District No. 2.</i>																					
3	Albert.....	9500	120	6000		500		75		1200	20	2000	35000			40	51000	80000		8,332 00	3
4	Westmorland.....	23200	1485	810000	700	6700		370		4655	8000	2000	47000		1100		10700	33000	16	731,814 00	4
5	Kent.....	10400	122	1520000	2485	16500		720		4655	11150	54000	155000	5	9680		10700	33000		633,556 00	5
6	Northumberland.....	35500	1100	4620000	1700	93500		1040		8600	700440000		1220000		3000	120	7050	29200		801,741 00	6
7	Gloucester.....	27500	110	1085000	160	23000		804		970	16300	100000	186000	712	2180	22600	30800	71000	68	1,438,673 00	7
8	Restigouche.....	3500		243500				62				68000	35000		95		210	540		101,755 00	8
<i>District No. 3.</i>																					
9	Victoria.....	16800	*					6							64					3,233 00	9
10	Carleton.....	10000													25					1,225 00	10
11	York.....	25000			35		10000								100					7,335 00	11
12	Sunbury.....	1000	30		500		4000								20					2,550 00	12
13	Queens.....	1900	280		715		23200								75					10,724 00	13
14	Kings.....	8000	100		100	2000	5000	10							70					5,025 00	14
Totals.....		186400	4015	8349000	19528	142600	12200	3287	252269	15435	84123	608000	1678000	1071	16109	58805	124315	213195	84	5,300,564 00	

*See recapitulation.

8-9 EDWARD VII., A. 1909

RECAPITULATION

Of the Yield and Value of the Fisheries in all New Brunswick, for the Year 1907-08.

Kinds of Fish.		Quantities.	Value.		Total.
			\$	cts.	
Salmon fresh	lb.	1,837,700	344,235	00	347,965 00
" smoked	lb.	15,200	3,040	00	
" preserved in cans	lb.	4,600	690	00	
Herring salted	brls.	159,560	716,790	00	916,060 00
" fresh	lb.	2,186,000	21,860	00	
" smoked	lb.	5,556,700	151,091	00	
" boneless	lb.	263,190	26,319	00	
Mackerel, fresh	lb.	334,700	40,164	00	45,489 00
" salted	brls.	355	5,325	00	
Lobster preserved cans	lb.	2,731,012	819,303	60	928,513 60
" fresh or alive	cwt.	12,401	109,210	00	
Cod, dried	cwt.	80,922	404,610	00	416,082 00
" fresh	lb.	202,800	8,112	00	
" tongues and sounds	brls.	336	3,360	00	
Haddock, fresh	lb.	1,486,200	44,586	00	68,255 00
" dried	cwt.	4,906	17,171	00	
" (finnan haddies)	lb.	108,300	6,498	00	
Hake	cwt.	46,242	115,605	00	136,147 00
" sounds	lb.	45,784	20,542	00	
Pollock	cwt.	25,860			77,580 00
Halibut	lb.	153,250			15,325 00
Trout	lb.	186,400			18,720 00
Shad	brls.	4,325			44,920 00
Smelts	lb.	8,349,000			667,932
Alewives	brls.	19,743			90,755
Bass	lb.	142,600			14,220
Eels	brls.	3,287			32,870
Whitefish	lb.	5,600			840
Pickercel	lb.	42,200			2,954
Sturgeon	lb.	9,500	760	00	
" caviare	lb.	350	315	00	
Sardines	brls.	252,269	378,403	50	663,403 50
" canned	cans.	5,700,000	285,000	00	
Flounders	lb.	668,008			20,940 00
Frost Fish	lb.	1,678,000			50,340 00
Oysters	brls.	15,435			92,610 00
Clams, quahaug and scallops	brls.	86,688	223,849	50	
" canned	cans.	693,544	69,354	40	
" shelled	galls.	4,040	2,020	00	
Squid	brls.	1,071			295,223 90
Coarse fish	brls.	16,409			4,284 00
Fish oil	galls.	58,805			32,818 00
" as bait	brls.	124,315			17,641 50
" fertilizer	brls.	213,195			186,472 50
Seal skins	No.	84			107,825 00
Dulse	lb.	68,300			105 00
Total					4,098 00
" for 1906					5,300,564 00
Increase					4,905,225 51
					395,338 49

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RECAPITULATION

OF the Number of Fishing Crafts, Nets, &c., in the whole Province of **New Brunswick**, for the Year 1907-08.

Articles.	Number.	Value.	Total.
		\$ cts.	\$ cts.
Fishing vessels (4,804 tons).....	343	169,170	
" boats	7,804	305,079	
			474,249
Fathoms of gill-nets	878,720	398,863	
" of seines	13,935	29,235	
Smelt-nets	2,357	137,000	
Bass nets	123	800	
Weirs	404	264,600	
Trawls	938	9,486	
Eel traps.	25	25	
Hand lines and rod and lines.....	11,866	11,038	851,047
Lobster canneries.....	184	114,600	
" traps	289,951	265,824	
			380,424
Ice houses and freezers.....	383	152,555	
Fish and smoke houses	1,225	212,985	
Fishing piers and wharfs	322	136,610	
" tugs and smacks	112	54,695	
Smelt shanties	1,023	20,750	
Fish and clam factories.....	13	43,500	
Pile-drivers and scows.....	251	5,640	
			626,735
Total.....			2,332,455

STATEMENT of the number of men engaged in the Fisheries of **New Brunswick** 1907-08.

Number of men in fishing vessels	1,307
" boats	13,012
" persons employed in lobster canneries	3,860
Total.....	18,179

APPENDIX No. 4.

PRINCE EDWARD ISLAND.

REPORT ON THE FISHERIES OF THE PROVINCE BY INSPECTOR J. A. MATHESON.

CHARLOTTETOWN, March 25, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my report on the fisheries of the province of Prince Edward Island for the season of 1907, with synopsis from reports of Overseers, and statistics showing the quantities and values of the year's catch, and quantity and value of material used and the number of persons engaged in the industry.

LOBSTERS.

I am again pleased to report an increase in the catch of lobsters,— 550,201 lb. over the season of 1906, which is the largest catch for the past ten years, as shown by the following figures :—

1898.....	2,342,020 lb.
1899.	2,421,144 "
1900.....	2,223,712 "
1901.	2,386,070 "
1902.....	2,039,600 "
1903.....	2,355,400 "
1904.....	2,501,100 "
1905.....	2,182,624 "
1906.....	2,289,288 "
1907.....	2,839,489 "

OYSTERS.

In the oyster fishery there was a decline in the quantity of 5,316 barrels.

In my preliminary report I predicted that there would be a falling off of about fifty per cent in the catch. This has been verified by the report.

The largest shortage was in Prince county, especially in Grand river. It is difficult to ascertain the cause of such a large falling off, but I attribute it to overfishing, and the fishing of quahaugs in the vicinity of the oyster beds, causing the sediment to settle on the oysters and preventing the spawn from adhering to the shell.

For rivers where quahaugs are fished near oyster beds, I would recommend that a launch be provided and the beds be raked over the last of June or first week in July, in order to clean them.

MACKEREL.

I am pleased to report an increase in the catch of this fishery, of 1,267 barrels.

The catch of mackerel has increased somewhat for the past two seasons and a good many fishermen are of the opinion that the mackerel are again returning to our shores, where once they were so abundant.

COD.

There has been a decrease in the catch of cod over the previous season, a shortage of (dried), amounting to 2,589 cwt. This, I think, can be attributed in a great measure to the very stormy weather that prevailed during the fishing season, and prevented fishermen using small boats for fishing. A good many fishermen, particularly in Kings county, sought other employment.

HERRING.

Show an increase of about three thousand, eight hundred barrels of salted, which brought good prices.

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QUAHAUGS.

The quantity of quahaugs taken, show no diminution from the very large quantity taken in the season 1906, and exceeds that season's catch by over three thousand bags.

The American market was overstocked and prices realized were unprofitable to shippers.

SMELOTS.

There was a considerable quantity of this fish taken but the mild weather that prevailed during the season interfered with the marketing, and a great quantity of what was shipped did not reach it in good condition, and the returns were small.

Smelts were mostly sent to the New York markets.

TROUT.

About the same quantity of this fish was taken as last season, but fish is larger in size, and with the same care in the protection during the close season, I have no doubt that improvement will be still more noticeable in the future.

SYNOPSIS OF OVERSEERS' REPORTS.

Overseer Davison, Prince County, reports: In this county there is a small decrease in the catch of herring; on account of the ice remaining on the coast so long, fishermen could not get their nets out until about the 20th of May.

Mackerel show a small increase. They seem to be returning to our shores in large numbers each year.

The catch of lobsters on the south side of the island was about the same as last year, but on the north side, I am pleased to report a large increase.

Cod show an increase on the coast of Prince county. I attribute it to the number of fishermen induced by the higher price of this fish.

There was a large increase in the quantity of smelts due to the more general use of gill-nets.

Oysters have decreased by more than half, and fishermen ascribe the cause to the large numbers of starfish that destroy the oysters.

The increase of quahaugs is due to more persons being engaged in this fishery.

Overseer McCormack, King's County, reports as follows:

Lobsters, although one of the shortest seasons in the history of this fishing, it was one of the most successful, both for packers and fishermen.

The first lobsters were packed on the south side on the 4th of May, and about the 15th May the ice came back around east point and stopped all fishing for one week.

On the north side the first packed was on the 24th May, with very good weather, and fishing continued to the end of the season with an increase in the pack of 2,344 cases.

Cod and Hake.—Owing to this branch of the fishery being good in 1906, greater preparation was made to prosecute it. Eleven more vessels were licensed than last year, also more boats, but the weather was very stormy from July to December. Very few fish were caught after the first of October by small boats. So much loss of time discouraged the fishermen who sought other employment.

Herring were very plentiful up to the end of July, especially at Georgetown, and show a considerable increase in this county.

Smelts,—This fishing may be called a failure, owing to the mild weather and the poor condition they reached market.

Owing to the fact that a number of persons were fined for illegal lobster fishing in the southern part of the county the previous year, very little was attempted to be done illegally this season, and with the aid of the cruiser *Petrel*, I destroyed about 130 traps near Georgetown.

I have the honour to be, sir,

Your obedient servant,

J. A. MATHESON, *Inspector of Fisheries.*

SESSIONAL PAPER No. 22

RETURN showing the kinds and quantities of Fish and Fish Products in the County of Kings, Province of Prince Edward Island, for the year 1907—Continued.

Districts.	KINDS OF FISH.																			Total Value of All Fish, \$ cts.	Number.		
	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, salted, brls.	LoBSTERS, preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Bels, brls.	Quahaugs, bags.	Clams, brls.	Canned clams, cases.	Coarse and mixed fish, brls.			Fish oil, gall.	Fish as bait, brls.
Kings County.																							
1 Souris and Red Point.....	250	50000	.....	120	63120	1400	15	1000	200	3000	6000	500	6000	.....	15	.....	50	.....	60	2000	1000	45,586 00	1
2 Bay Fortune	100	.....	.....	16	43392	250	.....	.....	.....	100	200	2000	13000	.....	5	.....	10	.....	10	200	500	17,227 60	2
3 Annandale.....	150	.....	.....	10	137952	200	.....	500	50	150	300	500	3000	.....	4	.....	40	.....	20	300	800	45,730 60	3
4 Georgetown.....	350	80000	160000	100	109440	600	10	2000	100	800	1600	1000	20000	.....	25	.....	50	150	50	500	2000	51,942 00	4
5 Murray Harbour, North.....	50	.....	.....	10	172848	350	.....	500	.....	50	100	500	4000	.....	5	.....	20	100	10	100	1500	57,374 40	5
6 Murray Harbour, South.....	300	.....	.....	10	67056	1150	10	1000	200	3000	6000	500	12000	.....	8	200	30	100	50	2000	1000	42,796 80	6
7 Morell and St. Peters.....	100	.....	.....	124	175536	1000	15	2000	100	100	200	2000	25000	50	10	.....	.....	.....	20	500	1200	65,670 80	7
8 Nauforage.....	50	.....	.....	100	110400	450	.....	500	.....	50	100	500	1000	.....	.....	.....	.....	.....	.....	100	800	38,640 00	8
9 North Lake.....	100	.....	.....	150	101904	400	.....	500	100	50	100	1000	2000	20	.....	.....	.....	.....	.....	200	700	37,251 20	9
10 East Lake.....	109	.....	.....	80	33360	600	.....	.....	250	650	1300	500	2000	.....	6	.....	15	.....	.....	600	400	20,708 00	10
Totals.....	1550	130000	160000	720	1027008	16400	50	8000	1000	7450	15000	3000	90000	70	78	200	215	350	229	6500	9900	.....	.....
Values.....	7750	1300	3200	10800	308102	32000	500	240	3500	23850	3975	900	4500	280	780	400	860	1750	440	1950	14850	422,927 40	.....

RETURN showing the kinds and quantities of Fish and Fish Products in the County of Queens, Province of Prince Edward Island, for the year 1907.

DISTRICTS.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.								LOBSTER PLANT.				KINDS OF FISH.						
	Vessels.		Boats.		Gill-nets.		Seines.		Trawls.		Snelt-nets.		Canneries.		Traps.		Herring, salted, brls.		Mackereel, fresh, lb.		Mackereel, salted, brls.		
	Number.	Tonnage.	Value.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		
	%	Total fisher-men.	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%		
Queens County																							
1	Tracadie	4	70	2000	16	150	4500	250	300	6000	3000	3	400	1000	145	450	29	915	4	8000	12000	6700	650
2	New London	1	10	1000	10	50	2500	100	250	3000	2500	4	600	1500	10	150	2	70	7	2775	9250	5925	700
3	Point Prim	1	10	1000	10	95	2000	160	20	100	160	1	600	1500	20	300	18	630	21	3520	12880	7100	1300
4	Rustico	3	60	1270	27	120	2600	290	200	5000	1200	1	600	1500	20	300	11	385	4	5500	13300	6300	1300
5	Wheatley River	1	10	1000	10	3	150	9	20	100	75	1	600	1500	20	300	11	385	4	5500	13300	6300	1300
6	Pownal	1	10	1000	10	34	400	60	20	100	75	1	600	1500	20	300	11	385	4	5500	13300	6300	1300
7	Charlottetown	1	10	1000	10	40	750	75	15	125	100	1	600	1500	20	300	11	385	4	5500	13300	6300	1300
8	Crapaud	1	10	1000	10	30	800	60	15	125	100	1	600	1500	20	300	11	385	4	5500	13300	6300	1300
9	Lot 65	1	10	1000	10	93	1600	156	100	2000	500	1	600	1500	20	300	11	385	4	5500	13300	6300	1300
10	Bays and Rivers	1	10	1000	10	40	400	80	20	100	75	1	600	1500	20	300	11	385	4	5500	13300	6300	1300
Totals		7	130	43	655	1240	905	16325	11	1600	175	100	3300	51	28645	64520	9800	45000	175000	2650	39750	39750	
Values		\$	3270		15700			7535		4000	900	3300	28645		38405	49000	450	9000	39750				

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RETURN showing the kinds and quantities of Fish and Fish Products in the County of Queens Province of Prince Edward, Island for the year 1907.

DISTRICTS.		KINDS OF FISH.													TOTAL VALUE OF ALL FISH.									
Number.	Quebec County.	LOBSTER, preserved in cans, lb.	LOBSTERS, fresh shell, cwt.	COD, dried, cwt.	COD, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Trout, lb.	Smelts, lb.	Alwives or Caspereau, brls.	Eels, brls.	OYSTERS, brls.	CLAMS, brls.	QUAHANGS, bags.	TOM COD or FROST FISH, lb.	COARSE and MIXED FISH, brls.	FISH OIL, galls.	FISH as bait, brls.	FISH as manure, brls.	% etc.	Number.	
1	Tracadie.	133440	75	2200	5	10000	75	100	20	2000	142050	200	250	2000	150	1500	25	50	1600	3000	50	111,232 75	1	
2	New London.	140976	20	400	8	1800	100	70	...	1300	30000	50	30	80	5	...	...	10	300	2312	100	72,139 80	2
3	Point Prim.	63000	...	75	...	...	...	...	...	500	36000	...	...	910	100	1200	...	...	...	3220	400	39,165 00	3
4	Rustico.	181368	80	3750	20	12000	50	75	...	2000	15000	...	120	...	...	...	...	...	1700	3322	300	126,403 40	4
5	Wheatley River.	...	...	1000	10	...	...	...	...	1200	23000	...	...	...	...	...	...	...	75	...	...	6,392 50	5
6	Pownal.	31056	100	...	...	...	...	...	...	...	40000	...	25	300	20	700	300	...	...	1522	350	15,749 80	6
7	Charlottetown.	...	...	...	...	...	...	...	...	1000	16000	...	...	1100	10	4000	...	...	...	2528	300	12,239 00	7
8	Crapaud.	58512	...	...	...	...	...	...	...	...	58000	...	...	...	...	...	...	...	...	...	...	22,545 60	8
9	Lot 65.	58992	25	...	...	...	...	...	...	5000	50000	250	175	150	10	1000	100	...	...	200	500	53,312 60	9
10	Bays and Rivers.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11,243 00	10
	Totals.	674544	300	7425	43	23800	225	245	100	20	13000	440050	500	600	4690	295	13400	425	60	3675	18304	2400	...	
	Values.	\$ 202963	2100	37125	430	714	785	737	25	50	1300	22002	2000	6000	37520	1180	26800	113	113	1102	27456	2400	\$470,423 45	

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials and other Fixtures used in the Fishing Industry in the County of Prince, Province of Prince Edward Island, for the Year 1907.

Number.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.						LOBSTER PLANT.				KINDS OF FISH.								
	Vessels.		Boats.		Gill-nets.		Seines.		Trawls.		Smelt nets.		Cameries.		Traps.		Herring, fresh, lb.	Herring, salted, brls.					
	Number.	Value.	Men.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.									
Prince County.																							
1	Tignish.....	5	140	3200	23	7350	200	62	1400	350	2	500	1000	40	160	7	2350	22800	1445	1000	.....	1
2	Alberton.....				28	1385	42	433	12400	4417	1	250	500	5	80	7	2150	5850	5856	1745	.....	2
3	Nail Pond.....				35	1620	65	70	1300	665	2	500	1000	28	300	3	6500	5540	5546	400	16000	3	
4	Skinner's Pond.....				48	1310	60	112	1080	630				13	150	5	4100	10600	6100	620	2100	4	
5	Mimnegash.....				27	1015	55	170	3364	713				30	335	4	3350	7140	5640	975	.....	5
6	Narrows, Lot 11.....				16	625	24	115	1730	320						4	2300	3800	2950	66	.....	6
7	Ellerslie, Lot 12.....				20	1000	60	100	2000	400						6	100	5000	5000	50	.....	7
8	Bideford.....				47	740	47	32	310	56						1	100	700	700	90	.....	8
9	Grand River.....				25	625	31	105	1175	217						2	50	7200	5900	125	.....	9
10	Malpeque.....	1	18	600	4	560	26	148	3080	588						6	120	1820	1850	150	5000	10	
11	Richmond Bay.....				70	1400	140	75	1400	375						2	1700	6100	4200	.....	.....	11
12	Roxbury, Lot 6.....				32	655	34	48	730	99				1	10	2	60	.....	.....	.....	5000	12
13	Fifteen Point.....				97	4920	196	261	5087	952						17	8450	24140	20225	125	6000	13	
14	Brae.....				9	450	18	50	500	100						18	500	2700	1000	50	500	14	
15	West Point.....				15	600	29	29	580	107						5	1800	4480	3700	50	1000	15	
16	Travellers Rest.....				40	600	70	120	1800	360						10	200	.....	.....	40	3000	16
17	Summerside.....				10	200	20	10	200	40						20	400	600	500	15	1000	17	
18	Carleton.....				19	900	35	50	1250	250						12	200	1830	5800	3650	10	1000	18
19	Tryon.....				34	2000	76	118	1280	590						7	100	3000	8700	4200	.....	19
20	Wellington.....				20	300	40	75	1500	150						2	40	.....	.....	15	2000	20
Totals.....		6	158	..	27	702	1268	2143	42746	5	1250	117	117	122970	5526	42600		
Values.....			3800	..		28255	11379		2500	1035	2670	43290	91455	27630	426	

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RECAPITULATION by Counties showing the Kinds and Quantities of Fish and Fish Products in the Province of Prince Edward Island, for the Year 1907.

Number.	KINDS OF FISH AND FISH PRODUCTS.															Number.
	Districts.					Counties.										
	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Trout, lb.
1 Kings	5000	1550	130000	100000	15500	720	1027008	...	6400	50	8000	1000	7950	15900	...	900
2 Prince	...	5225	42500	...	15500	1750	1137937	420	4578	...	21300	350	2723	5803	...	820
3 Queens	...	9800	45000	...	75000	2650	674544	300	7425	43	23800	225	245	100	20	13000
Totals	5000	16876	217600	100000	90500	5120	2839189	720	18403	93	53100	1575	10918	21803	20	22820

Number.	KINDS OF FISH AND FISH PRODUCTS.										Total Value of All Fish.		Number.
	Districts.						Counties.				%	cts.	
	Smelts, lb.	Alwives or Gaspereau, brls.	Belts, brls.	Quahaugs, bags	Oysters, brls.	Clams, brls.	Tom cod or frost fish, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Canned clams, cases.	350
1 Kings	90000	70	78	200	...	215	...	220	6500	9900	...	...
2 Prince	370800	...	60	34686	4982	...	...	25	2075	23251	425	...
3 Queens	440050	500	600	13400	4690	295	425	60	3075	18304	2400	...	
Totals	900850	570	738	48256	9072	510	425	305	12250	51495	2825	350	1,492,635 70

RECAPITULATION

SHOWING Yield and Value of the different Fisheries of the Province of **Prince Edward Island**, during the Year 1907.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, fresh	Lb. 5,000	0	20	1,000	00
Herring, salted	Brls. 16,876	5	00	84,380	00
" fresh	Lb. 217,600	0	01	2,176	00
" smoked	" 160,000	0	02	3,200	00
Mackerel, fresh	" 90,500	0	12	10,860	00
" salted	Brls. 5,120	15	00	76,800	00
Lobsters, cans.	Lb. 2,839,489	0	30	851,846	70
" fresh in shell	Cases. 720	7	00	5,040	00
Cod, dried.	Cwt. 18,403	5	00	92,015	00
Tongues and sounds.	Brls. 93	10	00	930	00
Haddock, fresh	Lb. 53,100	0	03	1,593	00
" dried	Cwt. 1,575	3	50	5,512	50
Hake, dried.	" 10,918	3	00	32,754	00
" sounds.	Lb. 21,803	0	25	5,450	75
Pollock	Cwt. 20	2	50	50	00
Trout	Lb. 22,820	0	10	2,282	00
Smelts	" 900,850	0	05	45,042	50
Alewives or Gaspereau	Brls. 570	4	00	2,280	00
Eels	" 738	10	00	7,380	00
Oysters	Brls. 9,672	8	00	77,376	00
Clams.	" 510	4	00	2,040	00
Clams in cases	Cases. 350	5	00	1,750	00
Quahaugs	Bags. 48,286	2	00	96,572	00
Frost fish.	Lb. 425	0	03	12	75
Coarse and mixed fish	Brls. 305	2	00	610	00
Fish oil	Galls. 12,250	0	30	3,675	00
Fish as bait	Brls. 51,495	1	50	77,242	50
Fish as manure	" 2,825	1	00	2,825	00
				1,492,695	70

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RECAPITULATION

SHOWING the Number and Value of Vessels, Boats, Nets, Lobster Canneries, Traps &c., used in Fisheries of the Province of **Prince Edward Island**, for the season of 1907.

Articles.	Value.	Total.
	\$	\$
42 Fishing vessels (950 tons)	24,570	
1,900 " boats	54,855	
5,408 Gill-nets (93,871 fathoms).	38,614	
16 Seines (2,850 fathoms).	6,500	
21 Traps nets	1,675	
670 Trawls	5,715	
423 Smelt nets	7,815	
2,810 Hand lines	2,001	141,745
184 Lobster canneries	112,935	
305,990 Lobster traps	206,860	319,795
6 Freezers and ice-houses	5,450	
116 Smoke and fish houses	2,265	
20 Piers and wharfs	9,650	
19 Steamers and smacks	10,000	27,365
Total		488,905

Number of persons employed in the fisheries of Prince Edward Island :—

Men in fishing vessels	193
Men in fishing boats	3,401
Persons in lobster canneries	2,655
	6,249

APPENDIX No. 5.

NOVA SCOTIA.

District No. 1.—Comprising the four counties of the Island of Cape Breton.
Inspector A. C. Bertram, North Sydney.

District No. 2.—Comprising the counties of Cumberland, Colchester, Pictou, Antigonish, Guysborough, Halifax and Hants.
Inspector Robert Hockin, Pictou.

District No. 3.—Comprising the counties of Kings, Annapolis, Digby, Yarmouth, Shelburne, Queens and Lunenburg.
Inspector A. C. Robertson, Barrington Passage.

DISTRICT No. 1.

NORTH SYDNEY, N. S., June 10, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith the annual report on the fisheries for District No. 1, which comprise the four counties of Cape Breton Island, for the fiscal year ending March 31, 1908.

Without exception this year has been the most unfavourable on record in the successful prosecution of the fisheries. The season was a month later than any previous year during the past twenty-five. The Island of Cape Breton was surrounded by ice floes until June 15, thus making spring fishing practically an absolute failure.

Undoubtedly the most serious feature of the situation was the great loss sustained in the amount of gear destroyed. The loss was not confined to any particular locality, but was general throughout Cape Breton.

In the aggregate, owing to unfavorable weather conditions, all the important branches of the fisheries were below the average, both in the value of the catch and the quantity secured.

That there were fewer persons engaged this year in the prosecution of the fisheries, may be attributed to the unprecedented late season and the fact that the large industrial concerns in Cape Breton county offered tempting inducements to the wage earner for his labour, owing to the short season and heavy demand for the products of their plants. This, it can be readily understood, induced fishermen, who suffered great loss in gear, early in the season, to leave their regular vocation for more profitable employment.

The greatest drawback to the fishermen was the loss sustained in gear destroyed by drift ice. This loss was general along the entire coast line of Cape Breton Island. Some idea may be gained by the fact that in one section, the L'Ardoise district of Richmond county, it is estimated that over one thousand nets and one hundred and fifty thousand fathoms of rope were destroyed. This great loss in equipment before the season opened had a most disastrous effect. When the season really commenced the fishermen found themselves without equipment and without resources, and accordingly were unable to engage in their regular vocation to the same extent as heretofore.

The failure of the lobster fishery is attributed also to the late season and unfavourable weather conditions. While the pack was much below the average the great demand and the consequent high prices secured for lobsters, in a large measure alleviated the loss sustained by reason of the scarcity of this important food fish.

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A noticeable feature this year was the scarcity of dog-fish, the greatest enemy our fishermen have to contend with during the summer season. That dog-fish did not frequent the coastal waters of Cape Breton Island to the same extent this year as heretofore is attributed to the unusually low temperature of the water.

The statistics on another page covering District No. 1, will furnish in detail the quantity, variety and value of the fisheries as well as the quantity and value of the equipment used in the prosecution of the fisheries.

The regulations have been well observed. The tendency to poach has not been as great of late years as formerly.

SYNOPSIS OF REPORTS OF FISHERY OVERSEERS FOR THE ISLAND OF CAPE BRETON, 1907.

Overseer D. F. McLean, of Port Hood, reports an increase of catch in the following branches of the fisheries in the Western division of the county of Inverness: salmon, herring, lobsters, haddock and smelts and a decrease in mackerel, cod, hake, trout, eels and squid. It is gratifying to note that the aggregate catch in all branches shows an increase in value to a very material extent. About one fifth of the year's catch was used for home consumption, two fifths sold in Canada and the remainder exported to other countries.

Overseer William AuCoin, Eastern Harbour, reports fishing operations considerably retarded during the first few weeks of the season this year owing to drift ice. Operations did not really commence before May 15th. Herring were plentiful during the latter part of May and the first two weeks in June. The late spring materially interfered with the early prosecution of lobster industry. While there was a small decrease in canning operations, the market was exceptionally favourable and comparatively no loss was sustained by the fishermen and operators. The mackerel fishery was practically an absolute failure this year. These valuable fish seem to be growing scarcer each succeeding year. Hand-line fishing in this branch was an absolute failure. This falling off is due, in a large measure to the destructive pest, dog fish. The salmon fishery was up to the average. While a less number were taken the fish were exceptionally large and more profitable. The excellent protection afforded during the past year made illegal fishing impossible, and it is pleasing to note that not a single instance of poaching was reported.

Overseer Peter Gillies, of South West Port Hood, reports an exceptionally good catch of lobsters. More were exported from this district than in any other previous year. All other branches of the fisheries were equally good. The scarcity of bait was noticeable, but notwithstanding this drawback it may be said that all branches of the fisheries were above the average.

RICHMOND COUNTY.

Overseer Archibald Morrison, of River Bourgeois, reports a large increase in herring but a marked decrease in the catch of codfish. The decrease in this important branch may be accounted for from the fact that fewer fishermen were engaged this year in the prosecution of the industry than heretofore. The lobster canning operations, while smaller this year than in 1906, were more profitable owing to a great demand for this product and consequent higher prices. Had it not been for the late season this would undoubtedly have been the most prosperous year in the history of the fisheries.

Overseer D. R. Boyle, West Arichat, reports that owing to the presence of drift-ice and unfavourable weather conditions a great loss occurred this year in the prosecution of the fisheries. Fishermen were particularly unfortunate in losing gear owing to the above causes. The fishermen of Petit DeGrat, Cape Auguet and other important stations were fairly successful during the fall and winter season, securing over 1,350,000 pounds

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of cod, haddock and pollock, during a period extending from November 1st to January 31st. There was an increase in salmon, cod, hake, haddock and halibut. There was a decrease, however, in lobsters, herring, mackerel, pollock and alewives. What is probably the nucleus of an important industry was the effort to can clams. Upwards of 555 cans were put up, thus furnishing profitable employment to a large number of men during the slack season. While the number of fishing vessels remained the same there is a slight decrease in tonnage. Six men less were engaged in these vessels. On the other hand there is an increase of 22 boats and 25 boat fishermen.

Overseer Arthur Brymer, Lower L'Ardoise, reports a decrease in all branches of the fisheries with the exception of lobsters which show an average catch. The most noticeable decrease is in herring and mackerel which is largely due to the presence of drift ice. The fishermen lost heavily in gear, and it is estimated that about one thousand nets and one hundred and fifty thousand fathoms of rope were lost at the commencement of the season owing to drift ice. When mackerel struck in later the fishermen were without gear and proper fishing equipment. The prevailing high prices, however, for all kinds of food fish in a material measure alleviated the loss sustained in gear.

CAPE BRETON COUNTY.

Overseer A. R. Forbes, North Sydney, reports the fisheries three weeks later this year than the previous year. Lobsters were unusually scarce and as a result the total pack was considerably below the average. Herring, however were plentiful and brought fair prices, both fresh and salt. Mackerel were scarce and the yield was entirely consumed in the local market. Cod, haddock, halibut and pollock were plentiful off shore but small boats were unable to venture out far enough to fish them inshore, therefore, these branches were a failure. Fewer men were engaged this year in the prosecution of the fisheries than formerly. This was due to the demand for labour at the different industrial enterprises in the vicinity.

Overseer John McLean, of Gabarous Lake, reports an average catch in all branches of the fisheries with the exception of lobsters. In this branch the late spring, drift ice and boisterous weather seriously interfered with operations. Scarcity of bait was also a serious handicap to the successful prosecution of the fisheries during this year. However, the catch of cod, herring and mackerel was an average one and the high prices prevailing brought exceptionally good returns to the men engaged.

VICTORIA COUNTY.

Overseer Charles McRae, of West Middle River, reports an increase in the value of fish caught this year of approximately \$500, this notwithstanding that fewer men were engaged this year in the prosecution of the fisheries than the previous year.

Overseer Duncan Gillis, of Baddeck, reports a substantial increase in the total value of the catch over that of any previous year. Fish were plentiful and the prevailing prices contributed to make the past year one of the best the fishermen ever enjoyed in this district. The branches which show an increase are herring, mackerel, lobsters, cod and haddock, while trout smelts and cysters show a decrease. About 45 per cent was consumed locally and the balance disposed of in the home markets.

Overseer Alexander Morrison, of Wreck Cove, reports a decrease of 20 per cent in the catch of lobsters, 90 per cent decrease in herring and 100 per cent in salmon. Cod, pollock and haddock show an increase of about 75 per cent. The drift ice remained along the coast until June 18, thus seriously interfering with the spring fishing.

Overseer D. P. Montgomery, reports an increase over the previous year, in cod, haddock, pollock and herring. The catch of lobsters was fair. Mackerel fell below the average and dog-fish were plentiful and destroyed much valuable gear. The total catch in this district found a ready sale in the Canadian markets, only one car load being shipped to the United States.

I am, sir, your obedient servant,

A. C. BERTRAM,

Inspector of Fisheries.

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DISTRICT No. 2.

ANNUAL REPORT OF THE FISHERIES OF DISTRICT No. 2 NOVA SCOTIA,
COMPRISING THE COUNTIES OF ANTIGONISH, COLCHESTER,
CUMBERLAND, GUYSBOROUGH, HALIFAX, HANTS AND PICTOU.

The Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report on the Fisheries of District No. 2, Nova Scotia, together with tabulated returns of statistics, also schedules showing the increase or decrease of the catch of each kind of fish.

The estimated value of all the fish taken in the district is \$1,820,305 as compared with \$2,200,087 the estimated value of the catch of last year, or a shortage of about 17 per cent.

Of the deep-sea fishes there was a decrease in the quantity of haddock of about thirty-three per cent, of hake twenty-four per cent, of pollock of thirty per cent, of herring forty per cent, of mackerel thirty per cent. An increase in the catch of cod of nine per cent and halibut of twenty-eight per cent.

Of the anadromous fishes the catch of salmon was twelve per cent less than that of last year but it is about the average catch of the past nineteen years.

On the Straits of Northumberland the catch was five per cent over that of last year. On the Atlantic coast it was fifteen per cent less than last year and it is notable that while in Guysborough county there was a decrease of twenty-five per cent, in Halifax there was a considerable increase.

On the Bay of Fundy in the counties of Cumberland, Colchester and Hants there was a decrease of forty per cent.

The conditions of the rivers during the months of October and November, where salmon ascend for spawning purposes, were favourable to this fishery.

SHAD.

There is little or no improvement in the condition of this fishery, the catch for the year being 402 barrels as compared with 374 for 1906.

The average catch for the past 19 years has been 1,200 barrels, but in Overseer Davison, of Colchester County's division, he has known 5,000 barrels to be taken twenty-five years ago.

The fish ascend the Shubenacadie and other rivers to spawn, and while they have only the protection afforded by a close season from sunset Friday evening until sunrise Monday morning, during the remaining days of the week they can be legally taken.

The close season should be for the entire months of May and June only, for these are the spawning months, and ample provision made for enforcing this law.

While the cost of doing so would only be a few hundred dollars. The result would be the restoring the catch to an average and a source of income of from \$10,000 to \$12,000 yield to the fishermen of the counties of Hants, Colchester and Cumberland for it is on the Bay of Fundy coast that these fish are mostly taken.

ALEWIVES OR GASPEREAU.

While the catch was five per cent over that of last year it is still forty-five per cent less than an average of the past 19 years.

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It has been remarked that when the rivers have become depleted of anadromous fishes the fishermen have to go further from the coast to catch deep sea fish, because they are attracted to the coast by these bait fish and considering the value of the Gaspereau in this way as well for its inherent value, it seems important that the close season which is now from Friday evening at sunset to sunrise on Monday morning should be extended.

HERRING.

The yield this year is about thirty per cent less than last year and fishermen say it is due to the presence of dog-fish which not only drive them from the coast, but destroy herring nets to such an extent that it deters them from prosecuting this fishery.

MACKEREL.

The catch has been nearly fifty per cent less than last year. The returns show great fluctuations in the yield of these fish, some years the catch has been three times that of last year which was nearly the smallest of the past nineteen seasons.

HALIBUT.

The catch was larger than last year but is twenty per cent less than the average of the past nineteen years.

LOBSTERS.

There was a very slight increase in the quantity taken this year.

About 38,000 cases of 48 pounds each were canned in the district or about 1,000 cases less than last year, but 6,000 cwt. were exported fresh in shell more than last year.

On the Atlantic coast in the counties of Halifax and Guysboro the pack was short about 3,000 cases, but if the excess of those exported fresh in shell had been canned, the shortage would only be a few hundred cases.

On the Straits of Northumberland about 1,600 cases were canned more than last year. None are exported fresh in shell from this portion of the district.

Here the season for fishing began several weeks later than usual it being about the 20th day of May before traps could be set, owing to the presence of fields of ice while the legal season closes on July 10, but during this short time fishermen were kept quite busy. Some of the factories getting more fish than they could attend to.

SQUID.

This fish which is used for bait for the deep sea fish seems to have kept away from the coast, for only 500 barrels were taken as compared with 11,000 barrels last season. Some years as many as 20,000 barrels have been taken.

CLAMS.

In some portions of the district clams are becoming scarce and small notably in the eastern part of Halifax county and the fishermen there are asking for a close season.

FISHWAYS.

One fishway was built in the district last year, viz. : on the Antigonish branch of St. Mary's river.

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There are a number of dams in the district which should have fishways, in fact upon every stream frequented by salmon and gaspereau, all such dams or obstructions should be provided with efficient fish passes.

Overseer Rowlings reports two dams on Ship Harbour river and several dams on the Laurencetown river in the county of Halifax. There is one on the Meander river in the county of Hants, one on Salmon river in the county of Colchester, and two on the River John, Pictou county, all of which should have fishways.

During the past year, the close season for lobsters has been well observed.

Considerable poaching of salmon was reported on Musquodoboit river, Halifax county.

There were twenty-one cases tried before the inspector and local fishery officers, the latter convicting on view, in all there were seventeen convictions.

I have the honour to be, sir,

Your obedient servant,

R. HOCKIN,
Inspector of Fisheries.

DISTRICT No. 3.

ANNUAL REPORT OF THE FISHERIES OF DISTRICT No. 3 OF NOVA SCOTIA, COMPRISING THE COUNTIES OF LUNENBURG, QUEENS, SHELBURNE, YARMOUTH, DIGBY, ANNAPOLIS AND KINGS.

BARRINGTON PASSAGE, N.S., May 15, 1908.

To the Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report for the District No. 3, of Nova Scotia, with the tabulated statements of the yield and value of its different fisheries, for the season of 1907.

The total yield of all the fisheries production, compiled from the various returns of the different officers under me, is valued at over four million and a half of dollars, which exceeds last year's production by \$500,000.

The following statement gives the relative importance of the different counties of this division, showing also the fluctuations from last season :—

Counties.	1907	Increase.	Decrease.
	\$	\$	\$
Digby.....	1,304,584	149,127	.....
Lunenburg.....	942,604	35,034	.....
Yarmouth.....	866,648	194,047	.....
Shelburne.....	769,747	.....	348,737
Annapolis.....	308,915	192,137	.....
Queen's.....	210,722	10,653	.....
King's.....	127,476	.....	28,638

REMARKS.

A glance at the above table points out the best showing to be in the counties of Yarmouth, Annapolis and Digby, which give a combined increase of over half a million dollars. In the above named three counties, to the large proportion of line fish or the cod family, can be ascribed this improvement.

In three localities only, in the vicinity of Tiverton and Freeport, Digby county, all fish captured and disposed of is valued at over \$600,000. While the fishermen of Digby town itself and vicinity also secured a quarter of a million dollars worth of fish and fish products. Gasoline launches are now superceding the old style of fishing boats, enabling fishermen to seek better fishing grounds and return home every evening in a very much shorter time and in a very much more comfortable manner than with the former means of transportation.

In the county of Yarmouth, in the vicinity of Port Maitland and Sanford, the good capture of fresh mackerel was again repeated during the season of 1907, and 135,000 pounds were reported captured in that vicinity.

While not quite so many lobsters were preserved as during the previous season, cannors realized higher prices and interested parties received nearly as much for their investment. Nine thousand cwts. of these crustaceans were shipped fresh or alive in excess of the previous season from Yarmouth Port alone, mostly to Boston markets where they brought handsome returns, nearly double what they are estimated at for statistical purposes.

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In Annapolis county, the handsome surplus over the previous quantities is made up of nearly a general yield of all kinds of fish, mostly line fish and especially in the vicinity of Hillburn and Victoria Beach.

The large falling off noticed in Shelburne county may be ascribed to a more careful compilation of the statistical material by our fishery officers, but there seems a general decline in the principal kinds of fish, especially line fish, which alone is reduced by nearly a quarter of a million dollars. Cape Island, alone as a fishing center, has declined \$100,000 in the value of its fisheries.

Speaking generally for the whole district, the most noticeable fluctuation is the decline in the catch of mackerel of nearly \$150,000 in value, particularly in Queens county, which had yielded excessively the season previous (1906). Herring also shows a reduction of \$67,160, which is more pronounced in the counties of Lunenburg, Shelburne and Queens. Cod, haddock and hake alone show an aggregate value of over \$300,000 above that of the preceding year.

I have the honour to be, sir,

Your obedient servant,

A. C. ROBERTSON,
Inspector of Fisheries,

NOVA SCOTIA, DISTRICT No. 1.

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials in the County of Richmond, Province of Nova Scotia, for the year 1907.

FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.				KINDS OF FISH.															
Vessels.				Boats.				Gill-nets.				Trawls.		Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Number.
Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.												
Richmond County.																							
1	Canso to Port Richmond	4	112	2200	16	59	590	66	1100	22000	4400	10	50	...	900	...	700	...	...	...	100	1
2	River Inhabitants and vicinity	2	54	950	7	76	760	91	940	18800	3320	23	115	500	540	...	575	...	...	...	310	2
3	River Bourgeois, St. Peters and vicinity	11	300	7350	75	43	370	49	450	9000	1410	13	65	...	100	...	155	10846	...	...	2475	3
4	West Bay .....	...	...	...	34	272	44	156	3120	468	20	100	...	250	...	...	...	...	...	...	120	4
5	Arichat and Petit de Grat.	20	312	5600	95	108	1296	152	926	9320	8930	240	1200	1200	1360	6000	10500	400	19824	400	2860	5	
6	Cape Augnet to Port Royal, including Janvin Island	5	90	1250	16	144	1350	180	860	17300	8580	175	680	110	1260	8100	16700	635	26256	156	1412	6	
7	Rocky Bay and vicinity	2	50	1150	16	61	674	91	600	12000	4100	27	135	...	326	1350	6400	255	6816	24	608	7	
8	Descousse to Martinique.	2	84	2500	20	29	270	40	140	2800	1120	17	100	...	180	4600	1000	111	...	7	952	8	
9	Irish and Hay Coves, Lynch River and Barr Head and Red Islands	1	22	...	...	33	345	43	43	860	380	30	300	...	205	46000	...	...	...	...	480	9
10	Grand Greve and St. Peters Island	1	22	375	5	27	1000	70	130	2600	1300	10	100	...	130	18000	16000	68	...	...	350	10
11	Rockdale .....	...	...	...	40	1000	130	400	8000	4000	26	275	...	500	14000	30000	900	19432	...	...	700	11
12	L'Ardoise, Lower and West	4	90	2500	24	277	11400	660	3000	60000	30000	45	410	1800	1600	9000	22000	5700	...	...	5000	12
13	Point Michaud and Grand River	1	22	650	6	51	975	100	275	5400	2750	31	300	800	74	2200	1000	320	32172	...	300	13	
14	L'Archeveque and St. Esprit .....	...	...	...	21	495	53	115	2200	1150	16	70	...	90	30	17000	1100	117	4032	...	175	14
15	Caplin Cove and Framboise .....	...	...	...	30	675	74	60	1200	600	23	110	...	21	2200	...	90	...	...	...	175	15
16	Fourchu .....	...	...	...	40	3000	120	180	3600	1800	18	120	100	16	2000	400	40	...	...	...	500	16
Totals		52	1136	24525	280	1073	29072	1963	9375	178200	74308	724	4160	4410	690	7492	115150	10666	119678	587	10577		
Values .....		...	...	...	...	...	...	...	...	...	...	661	104	37400	1151	12612	150990	35903	29385	82885		

* In the Arichat district, add 300,000 lbs. salted and fresh cod, \$9,000.

Number.	Districts.	Kinds of Fish.																	Total Value of All Fish.	Number.		
		Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, (finnan haddies), lb.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alwives or Gaspereau, brls.	Belts, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Clams, brls.
1	Richmond County.																					
1	Causo to Port Richmond			60		9							20000	150		40	70			16,814 00	1	
2	River Inhabitants and vicinity.			75		50		4800		35000		8	4000			120	80			15,541 00	2	
3	River Bourgeois, St. Peters and vicinity															26	990	115		1,921 40	3	
4	West Bay												900				48	20		20,257 80	4	
5	Arichat and Petit de Grat.									900			33500	172	301	600	205	50		88,663 70	5	
6	Cape August to Port Royal, including Janyrin Island.	20	410000	1900	275000	600	180	560	7850			22									1	
7	Rocky Bay and vicinity.	18	160500	1650		100	124	60	2520	2850	9	170	40550	58	168	500	220	1333		51,632 30	6	
8	Descosse to Martinique.	15	2000	134		95	15	42		800	3	60	37750	11	23	280	120	80		15,060 55	7	
9	Irish and Hay Coves, Lynch River and Barr Head and Red Islands.	13	800	108		13			1850	15400	1	35	7050	12	24	340	160	95		10,265 50	8	
10	Grand Greve and St. Peters Island.	6				18	7	100		1700		39	2000	6	23	345	18			5,245 25	9	
11	Rockdale	1	3000	50		16	6	93	600	500	40	23	5000	13	33	90	10	8		37,693 60	10	
12	L'Ardoise, Lower and West	2	9000	1500		14	8	500	1000	180	110	4	2900	2500	40	60	1300	40	9	7,129 50	11	
13	Pont Michaud and Grand River.	21	16000	3800		20	11	1100	3500	275	310	16	4700	6000	110	320	3700	110	23	113,397 25	12	
14	L'Archevéque and St. Esprit	3	3800	160		30	12	150	2100	1100		36	17	8000	1900	16	46	175	20	19,219 10	13	
15	Caplin Cove and Framboise.	2	2800	105		17	8	50	1700	800	30	23	5000	3000	27	50	22	25		6,158 60	14	
16	Fourch.	12	1600	70		11	5	67	1700	330	23	29	3600	3000	33	24	220	11		3,882 25	15	
	Totals.	104	61740	9722	275000	497	379	2987	30620	4885	58950	582	451	193550	27700	688	1176	9418	1344	1421		
	Values.	1	40	18522	34027	95	8961	3002	488	2948	2328	4510	5806	831	2752	2352	2825	2016	2842	448,598 55		

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fishing in the County of Cape Breton, Province of Nova Scotia, for the Year 1907.

Number.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.						LOBSTER PLANT.		KINDS OF FISH.					Number.																									
	Vessels.		Boats.		Gill-nets.			Seines.		Trawls.		Hand lines, Value.	Canneries, No.	Canneries, Value.	Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.		Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.																						
	Number.	Value.	Men.	Number.	Value.	Fathoms.	Number.	Fathoms.	Value.	Number.	Value.																																
<i>Cape Breton Co.</i>																																											
1	1	10	400	4	50	3200	110	383	7520	3030	10	15	60	180	110	3	6000	2000	800	12000	9000	170	520																				
2	1	10	400	4	48	1760	89	178	4450	1780	...	60	265	510	260	1	2000	...	100	...	...	...	...																
3	1	10	400	4	27	1620	42	220	5300	2210	...	42	195	345	165	1	1200	1600	180	...	...	...	195																	
4	6	83	2140	24	69	1095	172	537	13800	4000	...	45	450	365	183	2	4500	9810	958	...	...	...	67																	
5	1	10	280	3	10	140	35	25	600	250	...	9	90	80	40	...	1020	100	96	...	...	...	8																	
6	30	360	30	30	30	360	30	30	720	240	...	14	84	24	13	1	1000	3600	136	...	...	...	6																	
7	2	55	1200	12	35	420	40	50	800	400	...	25	100	40	160	2	2000	1200	300	...	...	...	4																	
8	31	2800	105	200	6000	2000	...	...	...	...	...	150	1800	150	120	...	2500	5000	300	...	...	...	5												
9	2	69	13000	22	54	1490	142	470	14100	4430	1	75	120	...	295	240	2	4000	...	5800	41000	9000	7																				
10	6	90	2000	14	30	520	50	190	3800	1035	...	60	310	86	56	...	...	...	1320	...	...	...	10														
11	2	37	650	12	28	865	50	103	3400	470	...	40	190	107	53	...	2000	...	80	3500	1200	13	11																				
12	...	...	...	...	86	1190	128	162	3180	1050	...	84	360	132	50	...	...	...	980	...	...	...	12										
Totals																							21290	1900	13330	49600	38530	1303	4624	19545													
Values																							3193	380	66550	496	4624	19545

RETURN showing the Number, Tonnage and Value of Vessels, Boats and Nets, &c., in the County of Victoria, Province of Nova Scotia, for the Year 1907.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.								LOBSTER PLANT.		KINDS OF FISH.				
		Vessels.			Boats.			Gill-nets.				Trap-nets.		Hand- lines.	Canneries, No.	Canneries, Value.	Salmon, fresh, lb.	Herring, salted, bbls.	Herring, fresh, lb.	Number.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.										
<i>Victoria County.</i>																						
1	Little Narrows (both sides).....	.....	.....	.....	.....	34	415	48	72	1570	425	.....	.....	27	55	63	30	.....	147	8000	1
2	Baddeck Districts, including Great Bras d'Or .....	.....	.....	.....	.....	36	674	30	75	1900	770	.....	.....	10	50	72	36	.....	130	30400	2
3	Briton Cove to Barachois.....	.....	.....	.....	.....	48	960	84	130	3900	1200	.....	.....	35	350	107	53	.....	800	76	3
4	Wreck Cove to Smoky Head .....	.....	.....	.....	.....	42	840	79	105	3410	1285	.....	.....	30	260	89	45	.....	750	1530	4
5	North and South Bays and vicinity.....	9	123 3660	36	190	3390	353	534	11775	3700	5	2500	216	1510	643	643	700	5000	180	4500	5
6	Neil's Harbour and New Haven.....	.....	.....	.....	.....	78	3040	98	90	1800	900	.....	.....	29	565	307	307	.....	300	25	6
7	Dugwall and Sparling Brook .....	.....	.....	.....	.....	18	440	36	40	1300	600	.....	.....	.....	.....	72	108	.....	155	.....	7
8	Sugarloaf and vicinity .....	.....	.....	.....	.....	26	320	52	45	1190	448	.....	.....	6	36	104	156	.....	145	.....	8
9	Bay St. Lawrence.....	20	250	40	30	1050	510	3	3000	6	80	120	200	9
10	White Point .....	.....	.....	.....	.....	29	435	58	65	2400	1100	.....	.....	12	75	116	175	.....	400	.....	10
Totals		9	123 3660	36	521	10764	878	1186	30295	10938	14	11300	371 2937	1653 1073	11	4556	9520	1511	42900			
Values.....		1428	7555	429	

SESSIONAL PAPER No. 22

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Victoria, Province of Nova Scotia, for the Year 1907.

Number.	DISTRICTS.	KINDS OF FISH.																TOTAL VALUE OF ALL FISH.	Number.						
		Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, pre- served in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollack, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Oysters, brls.	Flounders, lb.	Tom cod or frost fish, lb.			Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.		
	<i>Victoria County.</i>					400						1350	2000	122	91	5500	4200			123	33	5,211	40	1	
1	Little Narrows (both sides).....					168	9400	13	2	67	450	600	1225	14	9	200					80	22	3,303	25	2
2	Baddeck Districts including Great Bras d'Or	1075			27	110		90		40	200									120	23	9,258	10	3	
3	Briton Cove to Barachois		13	24912		205		297		264										25	37	7,970	70	4	
4	Wreck Cove to Smoky Head		43	12624		2770		5020	170	495									185	2520		40,224	60	5	
5	North and South Bays and vicinity	11000	153		5020	2220		740		280	800								54	1680	160	25,736	60	6	
6	Neil's Harbour and New Haven		43	29672		2720		10			6000											7,322	00	7	
7	Dingwall and Sparling Brook		40	17040		40		60		15	800								5	150		2,355	00	8	
8	Sugarloaf and vicinity		12	60		200		300		55	4000								15	500		8,713	20	9	
9	Bay St. Lawrence		6	15984		200													125	800		10,750	60	10	
10	White Point.....		34	6432		700		410		112	2000			10											
	Totals	12075	344	106664	27	7023	9400	6940	172	1330	14250	1950	3225	146	103	5700	1200	386	32	6233	575				
	Values	1449	5160	31999	135	35115	282	24230	516	3990	1425	195	161	1450	618	171	126	1544	64	1870	862			120,834	85

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Inverness**, Province of **Nova Scotia**, for the Year 1907.

DISTRICTS.				FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.				LOBSTER PLANT.		KINDS OF FISH.											
Number.	Vessels.		Boats.		Gill Nets.		Travels.		Hand lines.		Canne-ries.		Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Number.						
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.													
<i>Inverness Co.</i>																									
1	Meat Cove, Pollet's Cove and Pleasant Bay.....	.....	.....	.....	47	470	94	61	2925	1530	.....	100	95	3	2000	15000	400	222	6200	.....	150	27888	1	
2	Cap Rouge, Eastern Hr. and Cheticamp.....	.....	.....	.....	35	1630	90	184	4600	1850	17	175	358	443	5	2050	25500	480	700	1050	.....	258	53472	2
3	Margaree Harbour, Is. land and River, also Lake Ainslie.....	.....	.....	.....	48	1200	63	42	1750	1100	16	150	100	115	1	150	12900	.....	210	.....	.....	175	10752	3
4	Belle Côte.....	.....	.....	.....	23	1800	56	31	1950	800	19	270	300	200	1	80	980	.....	300	.....	.....	50	1388	4
5	Doucet's, Delaney's and Whale Coves.....	.....	.....	.....	32	970	43	39	3170	2350	12	225	164	120	1	200	35250	.....	180	.....	.....	43	7876	5
6	Chimney Corner, St. Rose and vicinity.....	.....	.....	.....	20	800	35	33	1630	1400	9	170	124	95	1	500	20560	.....	230	.....	.....	105	.....	6
7	Mabou Hr., Port Ban and vicinity.....	.....	.....	.....	31	620	51	68	1500	410	28	110	97	70	1	1500	860	900	266	5000	.....	.....	46368	7
8	Little and S. W. Mabou and Seaside.....	.....	.....	.....	25	410	40	50	1500	500	55	220	70	70	1	1000	.....	.....	300	2000	.....	10	7008	8
9	Port Hood.....	.....	.....	.....	60	1500	80	300	9000	3000	300	1200	200	200	1	2000	.....	.....	500	2500	1000	40	49700	9
10	Judique and Little Judique.....	.....	.....	.....	49	540	71	80	2400	800	70	270	100	100	2	2000	.....	.....	400	3000	.....	6	40896	10
11	Long Pt. to Low Point.....	1	15	300	6	800	99	90	2700	850	75	300	100	100	1	300	2600	.....	350	3000	.....	16	9408	11
12	Pts. Hastings and Hawkesbury.....	2	32	800	12	550	60	60	1800	600	30	120	30	30	3000	5000	210	10500	4000	2000	12
13	West Bay, Malagawatch and River Denys.....	120	1440	137	400	8000	800	52	155	300	80	235	40000	13
	Totals.	26	341	6550	103	588	12730	910	1438	42925	15990	683	3365	2043	1718	18	11780	116650	6780	4103	432250	5000	2853	254756	
	Values.	17497	20515	4333	600	42795	76427	

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RETURN showing the kinds and quantities of Fish and Fish Products in the County of Inverness, Province of Nova Scotia, for the Year 1907.

DISTRICTS.	KINDS OF FISH.															TOTAL VALUE OF ALL FISH.	Number.									
	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock smoked fin. haddies, lb.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alwives or gas- pereau, brls.	Eels, brls.	Oysters, brls.			Tom Cod or Frost fish, lb.	Squid, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.		
<i>Inverness Co.</i>																							%	cts.	Number.	
1 Meat Cove, Pollet's Cove and Pleasant Bay.	..	213	70	55	50	65	15,630	90	1
2 Cap Rouge, Eastern Hr. and Chateaup.	..	17400	3	..	870	..	100	..	28	550	600	1500	..	225	..	..	123	115	9200	260	155	30	124,227	60	2
3 Margaree Harbour, Is- land and River, also Lake Ainslie.	390	800	5	..	400	350	..	..	..	600	800	1300	820	30	..	..	100	150	400	800	90	140	23,415	60	3
4 Belle Cote.	95	1500	8	..	300	150	..	..	..	500	..	..	..	..	..	..	150	300	500	900	75	..	15,155	90	4
5 Doucet's, Delancy's and Whale Coves.	550	1400	..	..	300	320	100	..	..	900	..	..	..	..	..	..	200	300	250	720	270	..	23,760	30	5
6 Chimney Corner, St. Rose and vicinity.	..	1300	..	..	550	380	..	..	..	600	..	700	5	..	..	..	182	315	300	540	560	..	18,027	00	6
7 Mabon Hr., Pt. Pan and vicinity.	..	170	..	2900	5	40	..	..	..	..	..	..	..	..	..	..	..	..	65	..	..	..	16,648	40	7
8 Little and S. W. Mabon and Seaside	..	124	..	500	70	60	..	..	..	..	..	..	..	..	..	..	..	..	..	45	..	..	4,899	90	8
9 Port Hood	..	800	8	6000	400	500	1000	300	..	200	..	1500	..	2	..	..	15	..	200	500	..	..	27,905	00	9
10 Judique and Little Judi- que.	..	75	..	1000	45	45	..	..	..	1300	..	1100	..	17	..	..	..	..	..	110	..	..	15,624	30	10
11 Long Pt. to Low Point.	..	125	..	1200	65	45	..	..	..	1200	..	200	..	..	..	..	5	..	..	90	..	..	6,540	90	11
12 Pts. Hastings and Haw- kesbury.	500	30	..	..	5	..	..	..	..	..	..	15000	..	35	..	300	..	..	..	80	..	..	37,922	50	12
13 West Bay, Malagawatch and River Donys.	..	940	..	..	..	..	..	..	..	..	..	..	..	52	550	2800	..	..	250	630	..	..	14,799	00	13
Totals.	1535	24877	24	12200	3080	500	2490	400	28	3150	4100	21300	825	361	550	2800	1075	1235	11215	4740	1150	170	...	...	...
Values	\$ 7675	124385	240	366	10780	30	7470	100	84	315	410	1065	3300	3610	3300	84	4300	2470	3364	7110	575	340	...	344,557	30	

8-9 EDWARD VII., A. 1909

RECAPITULATION

Of the Yield and Value of the Fisheries in the Island of Cape Breton, for the Year 1907-08.

Kinds of Fish.	Quantity.	Rate.	Value.		Total.
			\$ cts.	\$ cts.	
Salmon, fresh..... Lb.	151,870	0 15	22,780 50		
" preserved in cans..... "	7,470	0 15	1,120 50		
" smoked..... "	1,900	0 20	380 00		
					24,281 00
Herring, salted..... Brls.	26,436	5 00	132,180 00		
" fresh..... Lb.	640,900	0 01	6,409 00		
					138,589 00
Mackerel, fresh..... Lb.	160,705	0 12	19,284 60		
" salted..... Brls.	14,566	15 00	218,490 00		
					237,774 60
Lobsters, preserved in cans..... Lb.	693,754	0 30	208,126 20		
" fresh or alive..... Cwt.	4,780	5 00	23,900 00		
					232,026 20
Cod, dried..... Cwt.	78,336	5 00	391,680 00		
" fresh or salted..... Lb.	309,400	0 03	9,282 00		
" tongues and sounds..... Brls.	128	10 00	1,280 00		
					402,242 00
Haddock, fresh..... Lb.	660,930	0 03	19,827 90		
" dried..... Cwt.	23,808	3 50	83,328 00		
" finnan haddies..... Lb.	275,500	0 06	16,530 00		
					119,685 90
Hake, dried..... Cwt.	3,724	3 00	11,172 00		
" sounds..... Lb.	779	0 25	194 75		
					11,366 75
Pollock, dried..... Cwt.	6,969	3 00	20,907 00		
Halibut..... Lb.	120,940	0 10	12,094 00		
Trout..... "	16,275	0 10	1,627 50		
Shad, salted..... Brls.	43	10 00	430 00		
Smelts..... Lb.	101,375	0 05	5,068 75		
Alewives or gaspereau..... Brls.	1,665	4 00	6,660 00		
Eels..... "	1,204	10 00	12,040 00		
Oysters..... "	698	6 00	4,188 00		
Clams..... "	1,591	2 00	3,182 00		
Flounders..... Lb.	207,350	0 03	6,220 50		
Tom-cod or frost fish..... "	39,800	0 03	1,194 00		
Squid..... Brls.	2,274	4 00	9,096 00		
Coarse and mixed fish..... "	2,533	2 00	5,066 00		
Fish oil..... Galls	31,016	0 30	9,304 80		
Fish as bait..... Brls.	11,767	1 50	17,650 50		
Fish as manure..... "	1,250	0 50	625 00		
Seal skins..... No.	5	1 25	6 25		
Total for 1907.....					1,281,325 75
" 1906.....					1,271,494 38
Increase.....					9,831 37

SESSIONAL PAPER No. 22

RECAPITULATION.

STATEMENT showing the Number and Value of Fishing Crafts, Nets, &c., in the Island of Cape Breton, for the Year 1907-8.

Articles.	Value.	Total.
	§ cts.	§ cts.
107 fishing vessels (1,954 tons, 510 men)	54,405	
2,680 fishing boats (4,744 men)	63,026	
		117,431
14,547 gill-nets (315,290 fathoms)	122,131	
3 seines (315 fathoms)	330	
18 trap-nets	14,300	
2,872 trawls	19,366	
62 smelt-nets	481	
11,277 hand-lines	8,530	
		165,138
50 lobster canneries (791 hands employed)	47,080	
126,251 lobster traps	99,900	
		146,980
173 freezers and ice-houses	33,015	
2,436 smoke and fish-houses	59,185	
344 fishing piers or wharfs	77,848	
59 tugs and smacks (fishing)	20,625	
		190,673
Total		620,222

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RETURN showing the Kinds and Quantities of Fish and Fish Products, in the County of Cumberland, Province of Nova Scotia, for the Year 1907.

Number.	DISTRICTS.	KINDS OF FISH.																	TOTAL VALUE OF ALL FISH.	Number.	
		Mackerel, fresh, lb.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Halibut, lb.	Trout, lb.	Shad, lbs.	Smelts, lb.	Alwives or herring, lbs.	Bas, lb.	Eels, lbs.	Oysters, lbs.	Clams, lbs.	Flounders, lb.	Tom cod or frost fish, lb.	Coarse and mixed fish, lbs.	Fish as bait, lbs.			Fish as manure, lbs.
<i>Cumberland County.</i>																					
1	Pugwash, Gulf Shore and Malagash Shore.	550	413 20	60	7	56	...	...	25300	...	...	238	...	...	...	...	...	1590	420	131,185 50
2	Port Philip, Northport and Ander- son.	400	497 75	60	...	...	...	...	2000	156	206	...	15	...	3000	...	18	4000	700	26,625 80
3	Wallace	...	...	...	...	...	...	...	8400	156	...	31	...	...	...	...	...	...	...	1,518 00
4	River Philip.	...	...	...	...	...	200	...	16375	196	...	10	...	...	...	...	...	...	...	2,068 00
5	La Planche	...	...	...	...	...	...	20	...	75	...	...	...	...	...	...	...	...	...	725 00
6	Napian and Maccan	...	...	...	...	...	...	...	1200	20	...	...	...	...	...	...	...	12	...	194 00
7	Minudie to Apple River	...	...	...	...	...	...	...	500	80	...	...	...	...	...	...	...	...	...	4,984 00
8	Advocate	400	...	...	20	120	1200	160	...	...	...	...	25	800	...	...	...	125	75	8,415 50
9	Spencer's Island	100	...	...	10	30	2000	...	...	...	...	...	...	...	...	...	...	...	...	719 30
10	Port Greville	300	...	...	12	9	520	230	...	...	...	...	...	...	...	...	...	70	40	3,155 50
11	Parrsboro and Two Islands	200	...	...	40	300	20	...	33	1150	240	...	...	...	...	...	...	...	...	1,195 50
	Totals	1050	4322 6	1154	215	1700	117	105	102	4870	1320	295	54675	431	200	8	270	40	500	1235	...
	Values	284	1350 88	80 75	1075	52	40	265	576	457	133	2050	4574	1724	20	40	1674	80	24	90	180,789 10

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of Colchester, Province of Nova Scotia, for the Year 1907.

DISTRICTS.	FISHING BOATS.			FISHING GEAR OR MATERIALS.						LOBSTER PLANT.				KINDS OF FISH.				Number.		
	Boats.			Gill Nets.		Wairs.		Hand Lines.		Canneries.		Traps.		Salmon, fresh, lb.	Herring, fresh, lb.	Herring, smoked, lb.	Lobsters, preserved in cans, lb.			
	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.								
<i>Colchester County.</i>																				
1	19	570	19			2045														
2	135	1325	245	265	8100															
3	5	150	10																	
4	3	105	6	3	950	110	2	500	1	200	10	10								
5	9	500	18	9	2700	700	1	400												
6	11	375	22	11	3750	440														
Totals.	182	3025	320	288	15500	3245			4	1100	10	10								
Values																				

SESSIONAL PAPER No. 22

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Colchester, Province of Nova Scotia, for the Year 1907.

Number.	District.	KINDS OF FISH.													Total Value of All Fish.	Number.		
		Food, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Hallibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alwives or Gas- pereau, brls.	Bass, lb.	Oysters, brls.	Clams, brls.			Fish oil, galls.	Fish as bait, brls.
Colchester County.																		
1	Sterling							900	15	13600	1053000	250					380	14,470 80
2	Stewiacke							1200	1									3,585 00
3	Five Islands						42500	1200	1					100	140	15		1,814 00
4	Economy			15	8			1100	2						9	4		328 20
5	Little Bass River to Highland Village	4						600	31					400				2,253 50
6	Great Village to Queens Village								15									1,548 00
Totals		1872000	17	8	42500	3800	64	13600	1053000	250	500				119	19	380	
Values		935 60	59	20	12	250	380	640		1088	420	300	1500	1000	44	28	190	23,999 50

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RETURN showing the kinds and quantities of Fish and Fish Products in the County of Pictou, Province of Nova Scotia,
for the Year 1907.

DISTRICTS.	KINDS OF FISH.											TOTAL VALUE OF ALL FISH.	Number.						
	Black-reel, fresh, lb.	LOBSTERS, preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Hake, dried, cwt.	Trout, lb.	Smelts, lb.	Alwives or Graspereau, brls.	Eels, brls.	Oysters, brls.			Clams, brls.	Tom cod or frost fish, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.
<i>Pictou County.</i>																			
1 West Pictou	1800	265632	120	..	..	20	200	21650	..	8	40	25	3000	25	70	450	2000	86,617 60	1
2 Pictou Island .....	..	129720	50	..	..	..	1000	12072	150	39	25	..	..	..	..	750	1209	38,191 00	2
3 Central Division	300	..	25	1	1000	30	..	12072	150	39	25	..	..	..	..	140	..	3,579 76	3
4 Southern Division	500	11712	3	..	1000	7	400	1200	25	9	..	..	..	..	..	32	100	7,685 10	4
5 Merigonish Island	300	..	3	..	400	3	..	14000	..	10	..	..	..	..	..	20	..	2,417 50	5
6 North Beach	400	..	3	..	500	..	..	12300	11	14	..	..	..	..	..	30	..	2,502 00	6
7 Ponds	420	31848	4	..	600	10	..	10300	..	10	..	..	..	..	..	40	550	12,840 30	7
8 Lismore	400	..	5	..	300	6	100	..	..	..	..	..	..	..	..	25	..	739 50	8
Totals ..	4120	432912	222	1	2800	80	1700	71522	175	90	65	25	3000	25	70	1487	4250	.....	..
Values ..	494	129873	1110	10	84	200	170	5721	700	900	300	50	90	50	21	2230	2125	153,572 76	..

RETURN showing the Number, Tonnage and Value of Vessels, Boats, &c., in the County of Antigonish, Province of Nova Scotia, for the year 1907.

Number.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						LOBSTER PLANT.		KINDS OF FISH.									
	Vessels.			Boats.			Gill-Nets.		Trap Nets.		Trawls.		Smelt Nets.		Canned.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Number.		
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.										
<i>Antigonish County.</i>																								
1	Harbour	Bouché,	Linwood	and	Cape																			
2	Tracadie,	Bayfield,	Monk's	Head	and	South																		
3	North	Side	Antigonish	Harbour,	Lakevale																			
4	and	South	Side	Cape	George																			
5	Malnigant	Cove,	Doctor	Brook,	Arisaig,																			
	Moydart	and	Knoydart																					
	Totals.																							
	Values.																							

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RETURN showing the kinds and quantities of Fish and Fish Products in the County of Antigonish, Province of Nova Scotia, for the Year 1907.

Number.	Districts.	Kinds of Fish.																	TOTAL VALUE OF ALL FISH.	Number.
		Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Halibut, fresh, lb.	Halibut, dried, cwt.	Hake, sound, lb.	Trout, lb.	Smelts, lb.	Alwives or Gaspareau, bbls.	Bass, lb.	Eels, bbls.	Oysters, bbls.	Flounders, lb.	Squid, bbls.	Coarse or Mixed Fish, bbls.	Fish Oil, galls.	Fish as Bait, bbls.	Fish as Manure, bbls.			% etc.
1	Antigonish County.																			
1	Harbour Bouche, Linwood, Cape Jack.	13200	282	200	2	76		3500			7		4500	15	49	200	574	506	20,248 00	1
2	Tracadie, Bayfield, Monk's Head & South Side Antigonish Harbour.	21600	96	600	4	100		8500	2		30	40	3100	1	12	90	280	222	15,507 00	2
3	North Side Antigonish Harbour, Lakevale and South Side Cape George.	61392	300	1000	75	340	100	2000	2		25		500	3	25	150	300	600	24,635 10	3
4	North Side Cape George and Georgetown.	16368	115	7500	30	297	200		2				1300	3	12	80	120	164	8,746 90	4
5	Malignant Cove, Doctor Brook, Ansarg, Knoydard and Moydard.	29328	85	2000	41	460	860	150	2	1200			300		120	230	130	290	13,783 90	5
	Totals	171888	878	11500	152	976	1576	14000	8	1200	62	40	9700	25	218	750	1404	1782		
	Values	51566	4300	339	532	2440	394	55	32	120	420	240	291	100	436	225	2106	891	83,320 90	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of Guysborough, Province of Nova Scotia, for the Year 1907.

FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.										LOBSTER PLANT.											
Vessels.				Boats.		Gill Nets.			Seines.			Trap Nets.		Trawls.		Weirs.		Snood Nets.		Hand Lines.		Can-neries.		Traps.	
Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
Guysborough County.																									
1 Penn Seem				50	1000	55	65	1400	400	2	260	725				24	150			100	50	1	300	900	540
2 Marie Joseph				52	1000	45	60	1250	350							15	120			100	50	1	700	2500	1500
3 Liscomb				100	2200	86	100	2000	600	2	250	150				36	180			140	70	1	1100	4000	2400
4 Grogan				32	600	27	40	800	300							12	75			40	20	1	200	2000	1200
5 St. Mary's Bay and River				35	375	30	70	2000	850							5	45			25	13	1	800	900	540
6 Wine Harbour				30	350	28	60	1400	450	2	200	100				10	75			36	18			1200	720
7 Port Hillford and Lake				35	700	30	90	1900	600							15	100			75	38			1400	840
8 Holland's Harbour and Indian River				45	450	12	35	700	300							4	60			18	9			1000	600
9 Port Beekerton	1	29	1500	8	75	1800	43	160	3200	1000						45	350			90	45	1	1100	2700	1620
10 Fisherman's Harbour				36	800	32	80	1600	500	1	800	100				12	100			60	30	1	400	1600	960
11 Country Harbour				18	200	14	50	1000	300							5	25			15	8			500	300
12 Isaac's Harbour				35	600	35	100	2000	600							10	250			75	38				
13 Drun Head				45	1600	45	200	4000	1500	2	180	175	1	500		30	500			150	75				
14 Seal Harbour				32	1000	36	120	2400	720	1	75	50				14	170			100	50				
15 Coddies Harbour				30	700	30	80	1600	500	1	100	50				10	120			60	30				
16 New Harbour				90	3000	95	450	9000	2700	2	150	100				28	200			350	175				
17 Tor Bay	1	10	475	3	20	1100	28	220	4400	2200						16	160	1	25	120	120	1	400	3600	17
18 Larry's River	10	180	10000	47	62	4340	66	960	19200	9600						100	1000	2	50	339	339				
19 Carlos Cove	3	32	1475	16	48	3180	52	575	11500	5750						65	650	1	30	210	210	1	1700	4500	2700
20 Cole Harbour	3	34	1700	11	39	2340	34	409	9800	4900	1	100	200			80	800	4	80	125	125				
21 Port Felix	4	56	3900	19	115	5780	110	1632	20640	10320						195	1950			365	365	2	1100	2000	1100
22 Whitehead	7	100	7000	35	110	6790	95	1180	23600	11800						250	2500			360	360	3	3300	14700	13740
23 Raspberry and Dover	2	22	1200	7	41	2450	41	140	2800	1400	3	440	1150	3	1600	60	600			140	140	4	2100	5000	5000
24 Canso and Canso/Pitt	23	323	22500	96	190	10500	140	2040	40800	20400	5	460	1800	14	7000	760	7600			760	760	3	6000	15500	14000

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RETURN showing the Number, Tonnage and Value of Vessels and Boats, &c., in the County of Guysborough, Province of Nova Scotia, for the Year 1907.

FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.										LOBSTER PLANT.			
Vessels.				Boats.		Gill Nets.				Seines.		Trap Nets.		Trawls.		Soft Nets.		Hand Lines.		Can- nories.		Traps.	
Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
Guysborough County.																							
25		19	680	23	240	4800	2400	1	120	400	1000	45	450	1	16	46	120	25	25	25			
26	35	1800	12	43	2150	1000	10000	10000	1	120	400	4200	120	1200	1	60	60	9000	8500	29	29	29	29
27		26	1380	46	576	11520	5760	1	120	400	4500	90	900	2	80	80	2300	2300	25	25	25	25	
28	55	2000	12	43	2150	659	13180	6590	1	120	600	800	65	650	1	70	70	9000	8500	29	29	29	29
29		30	1350	35	105	8100	4050	1	120	400	800	65	650	1	140	140	2500	2500	35	35	35	35	
30		60	2700	70	697	13940	6970	1	120	400	3000	115	1150	1	90	90	1100	1100	35	35	35	35	
31		44	1920	45	532	11070	5320	1	120	400	2500	80	800	1	40	40	1100	1100	35	35	35	35	
32		30	1200	30	420	9115	4130	1	100	500	1200	25	250	4	50	50	22850	22850	35	35	35	35	
33		32	1420	38	410	8250	4130	1	100	500	1200	25	250	4	50	50	22850	22850	35	35	35	35	
34		45	2025	50	650	13000	6500	1	100	500	1200	25	250	4	50	50	22850	22850	35	35	35	35	
35	26	2000	7	44	1980	48	10800	5400	1	100	500	1200	25	250	4	50	50	22850	22850	35	35	35	35
36		28	1260	30	420	8400	4200	1	100	500	1200	25	250	4	50	50	22850	22850	35	35	35	35	
37		50	2870	55	1400	18000	11000	2	160	800	1200	25	250	4	50	50	22850	22850	35	35	35	35	
38		1	560	14	300	6000	3000	1	120	400	2500	80	800	1	40	40	1100	1100	35	35	35	35	
Totals				60	926	57150	278	1201	76500	1773	16646	355195	27	2805	6380	30150	2927	26040	8	185	32	625	63810

RETURN showing the Number, Tonnage and Value of Vessels and Boats, &c., in the County of Guysborough, Province of Nova Scotia, for the Year 1907.

Number.	DISTRICTS.	Persons employed in lobster canneries.	OTHER FIXTURES USED IN FISHERIES.								SALMON.			HERRING.			MACKEREL.		LOBSTERS.		Cod.	
			Freezers and Ice-Houses.		Smoke and Fish-Houses.		Piers and Wharfs.		Tugs, Steamers and Snacks.		Fresh, lb.	Preserved in cans, lb.	Salted or smoked, lb.	Fresh, lb.	Smoked, lb.	Fresh, lb.	Salted, brls.	Preserved in cans, lb.	Fresh in shell, cwt.	Dried, cwt.	Tongues and Sounds, brls.	
			Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.												
Guysborough County.																						
1	Beum Secum.....	8	1	25	16	275	4	200		1300		120	100	1000		6192	46	300	2	1		
2	Marie Joseph.....	1			20	600	6	250		150			80	800				375	2			
3	Lascomb and Spanish Ship Bay.....	24	1	50	32	950	3	150		600	100	500	1000	1000		5	31872	307	450	3	2	
4	Gegogm.....	6			8	120	1	150		2000	100	500	35	500			3024	23	280	1	4	
5	St. Mary's Bay and River.....	1	3	200	10	200	1	50		10000	100	1000	30	600				75	75	5	6	
6	Wine Harbour.....	7			12	300				800	300		100	800				40	40	6		
7	Port Hillford and Lake.....		2	200	15	300	1	50		5000	500		250	1000				50	50	7		
8	Holland's Harbour and Indian River.....				6	200	2	75		250			120	600		25		20	20	8		
9	Port Beckerton.....	22	2	1100	12	300	6	300		200			550	1000		90	17616	93	700	1	9	
10	Fisherman's Harbour.....	14			10	250	3	150		200			350	800		100	24864	170	200	1	10	
11	Country Harbour.....				6	100				1200			1200	1000		5		15				
12	Isaac's Harbour.....		2	500	12	300	4	200		1000			200	1500		30	19296	93	250		12	
13	Drum Head.....		1	1000	15	1500	2	300		300			300	5000		200		700		3	13	
14	Seal Harbour.....				8	250	3	150		150			150	2000		20	19152	135	450	1	14	
15	Coddles Harbour.....				6	200	3	175		200			115	600		5	16320	72	260	1	15	
16	New Harbour.....		2	1000	28	1000				300			800	800		180	5712	55	800	4	16	
17	Tor Bay.....	12			14	1950	4	3700	1	150			100			80	16800	300	300		17	
18	Larry's River.....		1	1500	34	5600	23	13000	1	100			944			575		736			18	
19	Charles Cove.....	24			20	3400	2	2500					338			128	27888	310	466		19	
20	Cole Harbour.....				20	3500	16	9400					200			80		228			20	
21	Port Felix.....	10			40	4900	25	12800					755			425	3724	17	982		21	
22	Whitehead.....	46	2	3000	35	9800	32	16900	1	200			496	100000				3130			22	
23	Raspberry and Dover.....	26			12	2400	9	5600					23			363	41228	841	546		23	
24	Canso and Canso Tittle.....	71	6	75000	63	17800	30	50000	9	16200	25380	2352	2880	711	708000	9870	500400	982	8784		3324	

RETURN showing the Number, Tonnage and Value of Vessels and Boats, &c., in the County of Guysborough, Province of Nova Scotia, for the Year 1907.

Number.	Persons employed in lobster canneries.	OTHER FIXTURES USED IN FISHERIES.				SALMON.		HERRING.		MACKEREL.		LOBSTERS.		Cod.							
		Freezers and Ice-Houses.		Smoke and Fish-Houses.		Piers and Wharfs.		Tugs, Steamers and Snacks.		Fresh, lb.	Preserved in cans, lb.	Salted or smoked; lb.	Salted, lbs.	Fresh, lb.	Smoked.	Fresh, lb.	Salted, lbs.	Preserved in cans, lb.	Fresh in Shell, cwt.	Tongues and Souds, lbs.	
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.												
										%	%	%	%	%	%	%	%	%	%	%	%
Guysborough County.																					
25	Fox Island Main	12	500	24	7100	1	975	1	2000	110	1500	22				131	25				
26	Half Island Cove	12	16700	14	3000	1	1000	1	2000	227	145000	182				1280	26				
27	Phillip's Harbour	21	15000	20	4800	3	4500	2	800	600	150000	99				312	27				
28	Queensport	21		14	2300					48		700	25100			1350	28				
29	Pear Brook			24	5000							14				204	29				
30	Half Way Cove			24								109				334	30				
31	Sandy Cove and Cook's Cove	1	400	20	3800			1	40	3330		103				82	31				
32	Guysboro and Manchester	1	1200	18	6800	5	9700	1	150	6540		39				75	32				
33	Port Shoreham			15	2000					300		79				120	33				
34	St. Francis			34	2500							219				103	34				
35	Oyster Ponds			21	3300	2	1000					139				72	35				
36	Sand Point			14	2800	6	6000					90				35	36				
37	Sheep Creek	2		30	5100	6	7400					2150	2724			42	37				
38	Mulgrave and Audis Cove	46	10000	10	3825	3	7400	2	8000	50		11350	35204			18	38				
Totals		363	127375	710	110265	203	158100	19	27640	60050	2700580	11231	1182000	9870	684900	5512	401848	3429	24285	52	
Values		%								9007	4051160	50339	11820	197	82188	82680	120654	24003	121125	526	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Guysborough, Province of Nova Scotia, for the Year 1907.

Number.	DISTRICTS.	HADDOCK.			HAKE.		Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Flounders, lb.	Tom cod or Frost fish, lb.	Squid, brls.	Coarse and Mixed fish, brls.	Fish Oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal Skins, number.	Clams, brls.	%	Number.		
		Fresh, lb.	Dried, cwt.	Smoked (Finnan haddies), lb.	Dried, cwt.	Sounds, lb.																				
Guysborough County.																										
1	Beau Secum.....	1000	25	.....	4	.....	20	2500	600	.....	8500	2	40	2000	1000	.....	35	250	100	60	4	10	6.446	10	
2	Marie Joseph.....	1000	30	.....	4	.....	10	2000	200	.....	300	1	40	2000	800	.....	40	300	120	.....	20	8	3.667	50	
3	Liscomb and Spanish Ship Bay.....	1000	30	.....	5	.....	30	2500	600	.....	9000	3	10	2500	1000	.....	60	420	160	320	6	15	20,972	60	
4	Coggin.....	800	20	.....	12	.....	12	800	300	.....	1000	1	10	1000	800	.....	35	250	100	30	10	10	3.868	70	
5	St. Mary's Bay and River.....	300	6	.....	8	.....	8	400	3000	.....	2000	3	12	600	800	.....	10	40	60	.....	.....	15	3.201	00	
6	Wine Harbour.....	300	5	.....	1	.....	1	300	200	.....	300	1	4	500	400	.....	10	35	80	.....	.....	6	1,202	00	
7	Port Hillford and Lake.....	800	20	.....	12	.....	4	2000	300	.....	8500	.....	5	600	500	.....	20	45	100	.....	2	.....	4,250	00	
8	Holland's Harbour and Indian River.....	100	5	.....	.....	.....	3	200	400	.....	.....	.....	2	1000	200	.....	10	20	100	.....	5	.....	1,390	00	
9	Port Beckerton.....	600	100	.....	5	.....	75	7000	.....	.....	.....	3	6	2000	1000	.....	60	600	250	176	3	15	15,635	05	
10	Fisherman's Harbour.....	300	25	.....	4	.....	30	3500	.....	.....	100	2	1	800	1000	.....	20	170	100	250	.....	5	.....	13,834	70
11	Country Harbour.....	100	3	.....	.....	.....	.....	.....	600	.....	400	12	5	300	200	.....	5	20	25	.....	.....	1	.....	1,192	00
12	Isaac's Harbour.....	500	30	.....	10	.....	40	5000	300	.....	300	12	5	600	300	.....	20	200	100	190	.....	2	.....	10,762	80
13	Drum Head.....	50000	90	.....	10	.....	100	14000	.....	.....	.....	5	.....	1500	1200	.....	100	800	300	.....	.....	.....	.....	12,650	00
14	Seal Harbour.....	400	60	.....	5	.....	120	3500	200	.....	.....	5	4	1000	800	.....	50	200	200	190	.....	.....	.....	11,649	60
15	Coddles Harbour.....	300	25	.....	2	.....	60	2500	300	.....	.....	1	10	800	600	.....	15	175	100	160	.....	.....	.....	8,370	50
16	New Harbour.....	1000	180	.....	8	.....	600	6000	800	.....	6000	5	10	500	1500	.....	40	1000	300	58	.....	.....	.....	17,450	60
17	Tor Bay.....	.....	68	.....	10	.....	105	600	200	.....	.....	5	10	.....	.....	.....	125	450	150	120	.....	.....	.....	9,478	00
18	Larry's River.....	.....	482	.....	108	460	334	7180	120	.....	475	12	10	4180	.....	.....	1040	400	50	.....	.....	.....	.....	21,783	00
19	Charles Cove.....	.....	206	.....	73	280	63	220	800	.....	300	7	25	.....	.....	.....	475	280	260	.....	.....	.....	.....	18,566	40
20	Cole Harbour.....	22000	312	.....	120	460	24	.....	1600	.....	100	21	60	.....	.....	.....	285	180	16	.....	.....	.....	.....	6,735	00
21	Port Felix.....	.....	1073	.....	65	250	200	640	1400	.....	400	22	30	.....	.....	.....	.....	873	50	90	.....	.....	.....	22,297	60
22	Whitehead.....	74400	866	3000	514	1236	1292	1000	500	500	105	40	15	1050	510	574	58,716	40

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Guysborough, Province of Nova Scotia, for the Year 1907—*Continued.*

DISTRICTS.	HARBOR.			Hake.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Flounders, lb.	Tom Cod or Frost Fish, lb.	Squid, brls.	Coarse and Mixed fish, brls.	Fish Oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal Skins, number.	Clams, brls.	Total Value of all Fish.	Number.			
	Fresh, lb.	Dried, cwt.	Smoked, finnan headies, lb.																			Dried, cwt.	Sounds, lb.	Pollack, cwt.
<i>Guysborough County.</i>																								
23 Raspberry and Dover	10000	60	.....	10	.....	450	.....	.....	300	25	.....	.....	.....	.....	422	200	140	.....	.....	.....	20,055	9023
24 Canso and Canso Tit- tle	3103000	1085	91830	1303	5900	13910	71290	2100	8	3500	140	30	3100	218	180	13330	860	6000	10	.....	328,308	3024	
25 Fox Island Main	6000	74	.....	12	44	19	.....	290	.....	1	.....	.....	.....	.....	200	80	30	.....	.....	.....	2,431	0025
26 Half Island Cove	70000	455	41000	151	608	4	.....	330	.....	2	.....	.....	.....	20	.....	1100	300	120	.....	.....	24,106	0026
27 Phillip's Harbour	15000	284	.....	53	200	.....	.....	60	.....	5	.....	.....	.....	.....	120	90	90	.....	.....	.....	6,087	5027
28 Queen's Port	75000	922	.....	185	100	2185	.....	600	.....	60	10	.....	.....	20	1200	3180	200	286	.....	.....	51,213	7028
29 Peas Brook	8000	128	.....	34	140	8	.....	500	.....	.....	.....	.....	.....	.....	437	134	70	.....	.....	.....	3,434	2029
30 Half Way Cove	12000	293	.....	93	100	14	.....	1200	.....	1	20	.....	.....	15	.....	388	280	74	.....	.....	8,180	9030
31 Sandy Cove and Cook's Cove	6000	87	.....	36	.....	82	.....	600	.....	1000	6	35	.....	6	.....	334	180	30	.....	.....	5,557	2031
32 Guysboro and Man- chester	18000	17	.....	15	60	87	.....	1500	4	2850	6	50	.....	.....	120	120	16	.....	.....	.....	4,578	5032
33 Port Shoreham	.....	103	.....	7	.....	115	.....	400	.....	.....	6	20	.....	.....	150	216	10	.....	.....	.....	4,014	5033
34 St. Francis	5000	129	.....	128	460	20	.....	200	.....	4	40	.....	.....	.....	150	216	10	.....	.....	.....	6,975	5034
35 Oyster Ponds	1500	60	.....	3	.....	18	.....	150	.....	12	25	.....	.....	.....	120	110	16	.....	.....	.....	5,056	5035
36 Sand Point	2000	24	.....	2	.....	12	.....	100	.....	.....	.....	.....	.....	.....	100	80	20	.....	.....	.....	2,737	0036
37 Sheep Creek	11000	16	.....	5	.....	20	.....	100	.....	.....	.....	.....	.....	.....	100	100	34	.....	.....	.....	10,110	7037
38 Mulgrave and Auld's Cove	85000	5	35000	13	.....	58	.....	800	.....	.....	.....	20	.....	.....	.....	70	12	.....	.....	.....	19,603	2038
Totals	388200	7313	170830	2906	10268	20079	136130	22250	12	45225	642	649	20800	12100	294	2044	28849	6925	9532	35	102	777,130	05	
Values	8	107472	25535	10249	7490	2567	13643	2225	120	3636	2568	6490	624	363	1176	1088	8654	10387	4766	43	204	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Halifax**, Province of Nova Scotia, for the Year 1907.

Number.	Districts.	FISHING VESSELS AND BOATS						FISHING GEAR OR MATERIALS.						LOBSTER PLANT.		
		Vessels.			Boats.			Gill-nets.			Seines.			Trap-nets.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
<i>Halifax County.</i>																
1	North Shore	2	34	2000	10	120	2400	90	1440	28800	7200	60	7500	24400	15	2500
2	East St. Margaret's	4	54	2500	20	250	5200	200	1700	34000	8500	40	4800	12000	11	2000
3	Indian Harbour	4	54	2500	20	120	6000	120	4000	80000	20000	9	1080	2700	4	400
4	Peggy's Cove	5	94	2000	19	120	4000	70	1400	28000	7000	10	1200	3000	...	...
5	Dover	5	94	2000	19	200	4000	200	5000	100000	25000	98	7800	23400	...	...
6	Prospect	1	38	500	6	220	6250	120	4500	90000	22500	77	7700	23100	1	400
7	Terence Bay	8	128	4000	40	163	4075	163	1500	30000	7500	38	4180	11400	2	900
8	Pennant	5	114	2500	20	60	1500	30	300	6000	1500	7	700	2100	...	...
9	Sandra	4	53	1200	16	80	1600	60	600	12000	3000	1	100	300	1	2000
10	Ketch Harbour	1	15	500	5	70	1750	40	450	9000	2250	11	1100	3300	...	...
11	Portuguese Cove	...	...	...	...	100	2000	150	740	14800	7400	16	1600	4800	10	600
12	Herring Cove	4	126	2000	22	60	1200	80	75	1500	375	22	2200	1600	12	1200
13	Ferguson's Cove	...	...	...	...	12	320	18	40	800	200	5	500	1500	...	...
14	Bedford and Grand Lake	...	...	...	...	30	600	20	40	800	200	2	250	600	...	...
15	Halifax	...	...	...	...	105	3330	110	320	19200	1280	...	...	...	7	2100
16	Dartmouth, Eastern Passage and Devil's Island	...	...	...	...	29	450	20	86	5160	314	...	...	...	...	...
17	Cow Bay and Lawrencetown	...	...	...	...	32	475	30	173	10380	692	...	...	...	1	175
18	Seaforth and Threesthorough Harbour	...	...	...	...	127	1400	32	469	28140	1876	...	...	...	...	...
19	West Chezetook	1	251	10300	60	127	440	24	88	4620	352	...	...	...	...	...
20	East Chezetook	...	...	...	...	42	700	41	78	4680	312	...	...	...	...	...
21	Peppeswick Harbour	1	10	250	4	27	400	...	...	...	...	...	...	...	1	1000
22	Musquodouit Harbour	...	...	...	...	62	1375	46	114	6840	436	...	...	...	...	...
23	Jeddore	5	116	3750	32	78	1800	58	165	9900	660	1	60	30	...	...
24	Clan Harbour and Owl's Head	1	13	300	3	78	1650	60	220	13200	880	6	4400	935	1	220
25	West Ship Harbour	...	...	...	...	17	325	15	60	3600	240	...	...	...	...	...
26	East Ship Harbour	...	...	...	...	21	718	21	66	1320	264	...	...	...	...	...

Number.

SESSIONAL PAPER No. 22

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Halifax**, Province of **Nova Scotia**, for the Year 1907—*Continued.*

Number.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						LOBSTER PLANT.				
	Vessels.			Boats.			Gill-nets.			Seines.			Trap-nets.		Canneries.		
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.		Value.	
<i>Halifax County.</i>																	
27	Pleasant Harbour and Tangier.....	29	650	8	35	775	36	182	3040	728	1	100	70	1	300	28	
28	Pope's Harbour and Gerrard's Island.....	68	2150	18	23	915	31	192	3840	768	1	100	70	1	300	28	
29	Spry Bay, Taylor Head and Mushaboom.....	30	900	7	92	2815	103	537	10700	2140	4	300	360	2	1300	29	
30	Sheet Harbour and Sober Island.....	31	1000	1	23	524	20	190	3800	760	4	300	360	1	1400	36	
31	Beaver Harbour and Port Dufferin.....	12	225	77	61	1220	244	1	102	40	2	1500	31	2	3500	31	
32	Quoddy and Harrigan Cove.....	18	470	24	29	580	116	..	..	..	..	..	..	2	3500	32
33	Moser River and Smith's Cove.....	3	80	3	1	20	4	..	..	..	..	..	..	..	..	33
34	Mitchell's Bay and Fern Secum.....	23	418	28	65	1300	260	5	420	285	..	..	..	2	2100	34
Totals.....		56	1234	38700	306	2583	59810	2103	24881	567840	125001	414	46092	115920	48	7820	16875

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Halifax, Province of Nova Scotia, for the Year 1907.

DISTRICTS.		KINDS OF FISH.																		
Number.	Halifax County.	Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackereel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked in nan haddies, lb.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Number.	
1	North Shore	500	300	200	30000	7000	135000	40	400	300	8	2000	30	100	25	200	1			
2	East St. Margarets	2000	400	400	20000	2000	103000	30	570	1200	30	2000	50	200	50	1500	25	50	125	2
3	Indian Harbour	900	100	200	30000		107100	60	880	1400	6	20000	250	1000	400		400	150	3	
4	Peggy's Cove	2000	100	165	1000		91200	20	350	500	1	10900	15	15		39	4			
5	Dover	2500	200	315	3000		108000	90	920	3189	16	8000	200	400	300	20	300	20	5	
6	Prospect	3000	300	600	8000		158000	40	1680	600	2	12000	90	100	50	200	6			
7	Terence Bay	700	700	600	8000		108000	12	12360	2000	3	10000	165	200	70	200	7	200	7	
8	Pennant	700	700	300	3000		70000	3	250	300	2	12000	70	100	50	100	8	100	8	
9	Sambro	200	200	190	5000		95000	8	33024	600	1	25000	10	95	40	300	9	300	9	
10	Ketch Harbour	600	600	340	3000		72000	4	690	450	3	2000	20	20	10500	10	20	10500	10	
11	Portuguese Cove	18000	500	300	4000		98000	7	500	400	1	13000	40	20	6	1200	11			
12	Herring Cove	1000	1000	300	3000		40000	3	650	1700	2	8000	40	65	20	12	12			
13	Ferguson's Cove	1000	50	50	200		1300		20	5										
14	Bedford and Grand Lake	1000	60	60	1000		1300		30	25										
15	Halifax	300			1000		600			8			1000							
16	Dartmouth, Eastern Passage and Devil's Island	97	315	315	8800		3500	3	440	1965		140000	17	9	20	68	16			
17	Cow Bay and Lawrence town	1350	58	58	770		450	3		58			1000			22	17			
18	Seaforth and Three Fathom Harbour	800	378	378			450	19		85		2000	4	85		7	18			
19	West Chezetook		1440					22		2532	1					171				
20	East Chezetook		78					4		147			19			60	19			
21	Pepeswick Harbour		82					12	7968	200		10000	64			18	20			
22	Musquodoboit Harbour	3900	880	437	350		160	16		890			4000			11	31			
23	Jeddore	156	150	437				24	14256	345		1718	92	40		84	19			
24	Clam Harbour and Owl's Head	500	450	274				17	45072	948			3160			9	19			

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Halifax, Province of Nova Scotia, for the Year 1907—Continued.

Districts.	KINDS OF FISH.															Number.		
	Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked in nan haddies, lb.	Hake, dried, cwt.		Hake, sounds, lb.	Pollock, cwt.
<i>Halifax County.</i>																		
25 West Ship Harbour.....	36	.....	44	.....	.....	.....	3	.....	.....	77	.....	.....	9	.....	.....	9	.....	25
26 East Ship Harbour.....	.....	.....	117	.....	.....	.....	2	.....	.....	250	.....	.....	21	.....	.....	.....	34	26
27 Pleasant Harbour and Tangier.....	640	.....	205	.....	.....	.....	15	.....	.....	590	.....	.....	48	.....	24	52	54	27
28 Pope's Harbour and Gerrard's Island.....	220	.....	488	.....	.....	.....	68	11760	9	638	.....	.....	78	.....	94	224	11	28
29 Spry Bay, Taylor Head and Musashiboom.....	550	.....	1915	.....	.....	.....	74	35040	.....	887	.....	.....	57	.....	2	.....	306	29
30 Sheet Harbour and Sober Island.....	620	2420	325	.....	.....	.....	6	.....	63	221	.....	.....	67	.....	145	340	30	30
31 Beaver Harbour and Port Dufferin.....	200	.....	181	.....	.....	.....	.....	48768	663	159	.....	.....	3	.....	.....	.....	25	31
32 Quoddy and Harrigan Cove ..	540	.....	19	.....	.....	.....	2	54864	1023	276	.....	.....	4	.....	.....	.....	7	32
33 Moser River and Smith's Cove.....	.....	.....	.....	.....	.....	.....	.....	.....	144	37	.....	.....	.....	.....	.....	.....	1	33
34 Mitchell Bay and Ecum Secum.....	.....	.....	131	.....	.....	.....	.....	57696	382	295	.....	.....	10	.....	2	.....	534	.....
Totals.....	43069	5300	10764	130120	9600	1138960	607	322488	11297	24782	76	296390	1896	1500	2656	1790	5921	.....
Values.....	6460	1060	48138	1301	180	143275	9105	96746	79079	123910	760	8892	6636	90	6640	447	15063

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Halifax, Province of Nova Scotia,
for the Year 1907—Continued.

Number.	Districts.	KINDS OF FISH.														TOTAL VALUE OF ALL FISH.	cfs.	Number.
		Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or gaspereau, brls.	Bas, lb.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.				Fish as manure, brls.	Seal skins, No.
Halifax County.																		
1	North Shore...	220	1500	...	30	...	8	...	60	2000	3000	40	200	500	200	200	4	25,433 25
2	East St. Margarets...	600	1000	...	25	...	12	...	20	3000	4000	25	200	800	300	200	3	28,754 25
3	Indian Harbour...	2000	500	...	10	...	6	...	18	4000	6000	15	120	1000	200	20	...	34,448 00
4	Peggy's Cove...	...	60	...	6	...	2	...	2	1000	2000	8	20	200	60	10	...	18,181 50
5	Dover...	300	60	...	60	...	18	...	30	6000	3000	30	900	400	200	30	3	45,437 25
6	Prospect...	400	60	...	12	...	15	...	40	1200	3000	25	40	200	90	20	3	31,550 25
7	Terence Bay...	800	400	...	30	...	12	...	15	1000	1600	14	45	200	90	240	...	37,537 00
8	Pennant...	200	100	...	15	...	3	...	6	2000	1300	4	20	120	74	10	...	14,806 50
9	Sauble...	300	200	...	6	...	5	...	10	3000	1400	6	25	120	90	350	...	32,060 70
10	Ketch Harbour...	100	100	...	61	...	3	...	8	2000	1200	4	15	390	90	...	...	21,484 00
11	Portuguese Cove...	1200	90	...	6	...	6	...	10	3000	2000	5	18	290	84	...	...	26,298 50
12	Herring Cove...	40000	60	...	11	...	7	...	8	2000	2000	3	12	300	96	...	...	24,518 50
13	Ferguson's Cove...	...	20	...	5	...	1	...	1	500	...	...	...	...	...	...	...	585 00
14	Bedford and Grand Lake...	...	2000	...	100	1000	8	...	12	200	1300	1	...	...	4	...	...	1,810 50
15	Halifax...	...	...	...	...	...	...	...	...	...	500	...	...	...	...	...	...	221 00
16	Dartmouth, Eastern Passage and Devil's Island...	11140	...	...	5	...	5	...	100	12000	...	...	...	240	118	...	...	21,374 05
17	Cow Bay and Lawrencetown...	130	300	500	...	...	...	...	80	2000	...	...	...	20	8	...	...	1,294 70
18	Scotforth and Three Fathom Harbour...	220	200	9500	8	...	8	...	125	7000	...	...	...	40	12	...	...	4,093 00
19	West Chezetcook...	5670	200	4000	6	...	6	...	1900	8000	...	...	...	800	370	...	...	26,084 50
20	East Chezetcook...	910	800	500	5	...	12	...	950	10000	...	...	...	40	17	...	...	3,875 00
21	Porteswick Harbour...	1240	1500	400	...	...	30	...	850	8000	...	...	...	140	62	80	...	10,363 40
22	Musquodouit Harbour...	3480	1500	10000	...	...	16	5	875	9000	...	...	...	290	122	...	...	12,729 45
23	Jeddore...	4840	400	500	...	...	16	...	385	16000	...	...	...	560	254	140	...	22,372 60
24	Clam Harbour and Owl's Head...	2460	800	1000	5	...	1575	13000	170	72	450	...	23,407 15

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Halifax, Province of Nova Scotia, for the Year 1907—*Concluded.*

DISTRICTS.	KINDS OF FISH.																TOTAL VALUE OF ALL FISH.	Number.
	Halibut, lb.	Trout, lb.	Smelt, lb.	Alewives or Gaspereau.	Bass, lb.	Eels, bbls.	Oysters, bbls.	Clams, bbls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, bbls.	Coarse and mixed fish, bbls.	Fish oil, galls.	Fish as bait, bbls.	Fish as manure, bbls.	Seal skins, No.		
<i>Halifax County.</i>																	\$	cts.
25 West Ship Harbour.....	520	500		9				40	6000				30	12			1,080	15 25
26 East Ship Harbour.....	1430							8					200	10			2,216	00 26
27 Pleasant Harbour and Tanguer.....	2690	300						3				18	280	24			4,997	50 27
28 Pope's Harbour and Gerrard's Island.....	890					2		10			1		510	38	116	26	11,150	50 25
29 Spry Bay, Taylor Head and Masha-boon.....																		
30 Sheet Harbour and Sober Island.....	1180	200			20			14					870	16	350		27,065	50 29
31 Beaver Harbour and Port Dufferin.....	1140	400	2950					8			2		160	28			4,351	50 30
32 Quoddy and Harrigan Cove.....	410				9			5					70	6	450		20,975	40 31
33 Moser River and Smith's Cove.....	1020	200			30			4					190	2	550	42	26,019	20 32
34 Mitchell Bay and Ecum Secum.....	200	100											10				1,329	00 33
Totals.....	8900	13550	26350	404	1000	265	5	7190	123400	32800	183	1641	9260	2779	3696	81		
Values.....	8990	1355	2348	1616	100	2650	30	14380	3702	984	732	3282	2778	4168	1848	101	597,148	10

RETURN showing the Number of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of **Hants**,
Province of **Nova Scotia**, for the Year 1907.

Number.	Districts.	Fishing Boats.			Fishing Gear or Materials.						Smoke and Fish Houses.		Kinds of Fish.						TOTAL VALUE OF ALL FISH.	Number.		
		Number.	Value.	Men.	Gill Nets.		Weirs.		Hand Lines.		Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Cod, dried, cwt.	Pollock, cwt.	Trout, lb.	Shad, brls.			Alewives or Gasparre, brls.	
<i>Hants County.</i>																						
1	Noel to Maitland	3	120	4	3	300	90										500			230 00	1	
2	Maitland to Shubenacadie	35	490	45	70	2100	700										300		110	1,970 00	2	
3	Shubenacadie to Grand Lake	50	400	50	75	750	675										1000	5	150	825 00	3	
4	Hantsport to Windsor	4	300	7	4	700	280										1000	10		380 00	4	
5	Windsor to Noel	7	600	10	7	900	330	3	60	120	90	1000	40	47	5	2000	16			940 00	5	
	Totals	99	1910	116	159	4750	2105	3	60	120	90	13500	40	59	5	4800	31	260				
	Values											2025	180	295	15	480	310	1040			4,345 00	

SESSIONAL PAPER No. 22

RECAPITULATION

OF Yield and Value of the Fisheries in District No. 2, **Nova Scotia**, with comparative statements of the increase or decrease for the years 1906 and 1907.

Kinds of Fish.	Quantity, 1907.	Rate.	Totals.	QUANTITIES.	
				Increase.	Decrease.
		\$ cts.	\$ cts.		
Salmon, fresh..... lbs.	282,429	0 15	42,364 35		32,946
" preserved in cans..... lbs.	2,700	0 15	405 00	2,500	
" smoked..... lbs.	11,100	20	2,220 00		7,525
Herring, salted..... brls.	23,726	4 50	106,767 00		18,633
" fresh..... lbs.	1,489,920	0 01	14,899 20		671,480
" smoked..... lbs.	242,770	0 02	4,865 40	166,770	
Mackerel, fresh..... lbs.	1,898,330	0 12	227,799 60		1,192,752
" salted..... brls.	6,248	15 00	93,720 00		6,452
Lobsters, preserved in cans..... lbs.	1,831,408	0 30	549,422 40		40,544
" fresh in shell..... cwt.	15,880	7 00	111,160 00	5,991	
Cod, dried..... cwt.	50,628	5 00	253,140 00	3,903	
" tongues and sounds..... brls.	129	10 00	1,290 00		2
Haddock, fresh..... lbs.	3,896,650	0 03	116,809 50		1,927,230
" dried..... cwt.	9,495	3 50	33,232 50	486	
" smoked finnan haddies.... lbs.	172,330	0 06	10,339 80		629,370
Hake, dried..... cwt.	6,822	2 50	17,055 00		2,090
" sounds..... lbs.	13,634	0 25	3,408 50	4,294	
Pollock..... cwt.	25,301	3 00	75,903 00		12,525
Halibut..... lbs.	233,700	0 10	23,370 00	57,105	
Trout..... lbs.	47,980	0 10	4,798 00		6,175
Shad..... brls.	402	10 00	4,020 00	28	
Smelts..... lbs.	228,972	0 08	18,317 76	7,087	
Alewives or gaspereau..... brls.	2,025	4 00	8,100 00	93	
Bass..... lbs.	5,400	0 10	540 00		3,800
Eels..... brls.	1,074	10 00	10,740 00		443
Oysters..... brls.	639	6 00	3,834 00		46
Flounders..... lbs.	154,700	0 03	4,641 00		43,550
Tom cod..... lbs.	50,900	0 03	1,527 00	25,400	
Squid..... brls.	502	4 00	2,008 00		11,122
Coarse or mixed fish..... brls.	3,946	2 00	7,892 00	953	
Fish oil..... gals.	39,078	0 30	11,723 40		35,504
Fish used as bait..... brls.	18,411	1 50	27,616 50	6,139	
Fish products as fertilizer..... brls.	20,875	0 50	10,437 50		6,504
Seal skins..... No.	116	1 25	145 00	10	
Clams..... brls.	7,857	2 00	15,714 00	807	
Total for 1907.....			1,820,305 41		

8-9 EDWARD VII., A. 1909

RECAPITULATION

SHOWING the number and Value of Fishing Vessels, Boats, &c., in District No. 2,
Province of **Nova Scotia**, for the year 1907.

Material.	Value.	Total.
	\$	\$
122 vessels (2,251 tons).....	98,150	
4,816 boats.....	158,741	
		256,891
43,580 gill nets (984,555 fathoms).....	202,470	
444 seines (48,997 fathoms).....	122,370	
150 trap nets.....	46,120	
4,654 trawls.....	36,694	
27 weirs.....	1,460	
233 smelt bag nets.....	6,018	
12,975 hand lines.....	8,411	
		423,543
107 lobster canneries.....	103,600	
305,934 " traps.....	195,710	
		299,310
70 freezers and icehouses.....	141,265	
1,818 smoke and fish houses.....	214,501	
914 piers and wharfs.....	204,854	
36 tugs and smacks.....	39,530	
		600,150
		1,579,894

COMPARATIVE Statement of the Value of the Fisheries in each County of District No. 2,
Province of **Nova Scotia**, for the years 1907 and 1908.

County.	Value in 1906.	Value in 1907.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Antigonish.....	71,595 24	83,320 90	11,725 66	
Colchester.....	28,584 10	23,999 50		4,584 60
Cumberland.....	120,944 00	180,789 10	59,845 10	
Guysborough.....	1,161,141 75	777,130 05		384,011 70
Halifax.....	668,166 50	597,148 10		71,018 40
Hants.....	7,353 50	4,345 00		3,008 50
Pictou.....	142,302 50	153,572 76	11,270 26	
Total.....	2,200,087 59	1,820,305 46	82,841 02	462,623 20
Decrease.....	379,782 18			379,782 18

NOVA SCOTIA—*Continued.*

DISTRICT No. 3.

FISHERIES STATISTICS

COUNTIES OF LUNENBURG, QUEENS, SHELBURNE, YARMOUTH,
DIGBY, ANNAPOLIS AND KINGS.

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Lunenburg, Province of Nova Scotia, for the Year 1907.

Districts.		Kinds of Fish and Fish Products.														Total Value of All Fish.										
Number.		Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, fin-man baddies, lb.	Hake, dried, cwt.	Hake, smoked, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or Caspereau, brls.	Eels, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.			
Number.																										
Laurelburg Co.																										
1	Fox Point	500	400	5	200	60	500	10	20	20	500	100	.....	.....	.....	24000	1500	.....	220	80	250	.....	.....	.....	1
2	Mill Cove	10	300	15	500	20	50	50	18	18	200	50	.....	40	15	30000	1500	.....	50	40	60	.....	.....	.....	2
3	Leige and N. W. Cove	10	70	.....	500	40	27	.....	19	19	800	.....	.....	10	4	24000	2000	.....	110	45	120	.....	.....	.....	3
4	Aspetogan Cove	12	12	.....	200	10	8	.....	6	6	.....	.....	.....	.....	.....	13000	2500	.....	75	12	70	.....	.....	.....	4
5	Dayswater, Blandford and Deep Cove	103	37	.....	350	45	24	.....	31	31	500	50	.....	.....	.....	42000	1000	.....	250	46	335	8	.....	.....	5
6	Chester Bay	500	600	4	1000	27	500	12	300	20	500	400	500	40	4	30000	900	.....	300	20	200	.....	.....	.....	6
7	Malbone Bay and Martin River	10	20000	30	2500	70	500	10	100	170	15000	200	800	10	4	9000	3000	.....	250	400	500	.....	.....	.....	7
8	Little and Big Tan-cook Islands	25	145	...	750	350	.....	38	.....	35	2200	.....	.....	.....	.....	67000	800	.....	920	160	1200	170	.....	.....	8
9	Laurelburg Harbor to Kgebury	800	65336	60	5000	5500	.....	2540	.....	1200	11000	.....	.....	.....	15	3000	3000	.....	33000	.....	.....	.....	.....	.....	9
10	LaHave Riv. Dist. to Petite Riviere	110	50125	30	9000	475	.....	375	.....	375	4140	8000	8000	35	35	5000	5000	.....	24000	.....	.....	.....	50	.....	10
11	Port Medway	90	1310	5	1500	69	.....	.....	.....	90	1700	.....	12000	.....	12	.....	.....	.....	.....	700	.....	.....	10	.....	11
Totals		2760	138335	136	27600	6666	1000	3209	410	1984	36540	800	21300	70	78	236000	22100	200	2185	58503	2795	178	4192	80	154
Values, \$		21600	691075	1360	648	23331	60	9627	103	5952	3654	80	1005	280	780	7080	663	800	4370	17551	4192	80	154

RETURN showing the Number of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of Queens,
Province of Nova Scotia, for the Year 1907.

Number.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.						LOBSTER PLANT.		KINDS OF FISH.						Number.					
	Vessels.		Boats.		Gill Nets.		Seines.		Trap Nets.		Hand Lines.		Canneries.		Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.		Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.		
	Number.	Value.	Men.	Value.	Number.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.											
<i>Queen's County.</i>																								
1	Port Medway	140	3160	255	420	8420	3400	4	240	600	21000	360	180	10800	200	100	4000	2000	30	1				
2	Mill Village and Greenfield	75	720	90	60	930	185							10800	330									
3	Liverpool, Brooklyn and Western Head	80	2560	100	190	3300	950	6	660	2000	10	3800		2000		500	4000	3000	110000	80	3			
4	Gull Island, Summerville and White and Hunt's Points	33	840	50	75	1290	375				1	320				910		3000						
5	Port Morton and vicinity	60	1500	80	140	2700	700	1	100	100	4	1500		200										
6	Ports Joli and Hebert	75	1400	45	100	1800	500	1	80	100				1	300		400							
7	Beach Meadows to Berlin, including to Kempf.	70	120	60	250	4500	1250				3	900		2	3800	1000	500							
Totals		449	2100	20	533	10240	680	1235	22850	7360	12	1080	2800	20	7520	360	180	24300	530	2710	8000	3000	115000	180
Values.															4860	106	13550	80	60	13890	2700			

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RETURN showing the Number of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of Queens,
Province of Nova Scotia, for the Year 1907—*Concluded.*

Number.	DISTRICTS.	KINDS OF FISH.																	TOTAL VALUE OF ALL FISH.	Number.		
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, finnan haddies, lb.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspetreau, brls.	Eels, brls.	Flounders, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.			Seal skins, No.	Clams, brls.
1	Port Medway.			1500	.....	1000	200	150	1000	6800	8000	10	40	.....	.....	.....	400	300	45	.....	15,176 25	1
2	Mill Village and Greenfield.											530	16	.....	.....	.....	.....	.....	.....	.....	5,086 00	2
3	Liverpool, Brooklyn and Western Head.		900	2500	4 2000	2000	3000 5000 2130	4800	1000	1000	.....	.....	.....	2000	50	10	100	200	.....	.....	59,480 00	3
4	Gull Islands, Summersville and White and Hunt's Points.		260	5300	6 1000	330	450	3000	1200	.....	.....	.....	.....	1500	20	20	75	75	.....	.....	37,700 00	4
5	Port Mouton and vicinity.	72000	800	800	3	90	1000	90	1000	.....	.....	5	.....	3000	50	15	120	600	.....	.....	35,931 00	5
6	Ports Joli and Hebert.	900	125	500	4	.....	.....	.....	.....	1500	1000	20	15	1000	25	10	80	200	.....	.....	7,877 00	6
7	Peach Meadows to Berlin, includ- ing to Kempt.	43200	2600	700	.....	.....	500	100	120	11000	1500	.....	7	1000	10	25	90	300	.....	.....	49,472 00	7
	Totals.	116160	4685	11300	17 4000	4940	5000 2920	11000	21500	21500	10500	565	78 8500	155	80	865	1675	45	.....	.....	.....	.....
	Values.	34848	46850	56500	170 120	17290	300 8760	1100	2150	2150	525 2360	780	255	620	160	250	2512	5650	210,722 25

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Shelburne, Province of Nova Scotia, for the Year 1907

Number.	Districts.	KINDS OF FISH.																	Total Value of ALL Fish.	Number.					
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollack, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or gaspereau, brls.	Eels, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.	Seal skins, number.	Claims, brls.	
Shelburne County.																									
1	Lockeport and vicinity	50448	1800	8000	12	5000	1400	300	2300	13500	600	500	5	7	1000	1000	32	4500	600			150		119,553 40	
2	Jordan district		150	540	3	2500	225	20	50	1650	800	3500	15	5	1000	1200	2	200	125			5		15,015 00	
3	Shelburne and Sandy Point.		210	5820	10	6000	352		675	750	4000	200	25	10	1500	1100	12	5500	200			350		47,323 00	
4	Gunning Cove, Churchover and Birchtown			150		1000	45	1	65	150	300	100	30	6	1000	500		70	75			5		8,640 00	
5	Roseway, McNutt's Island and Carleton		435	435	1	600	300	5	200	1200	300	300	25	10	1100	500	12	200	100			10		15,319 00	
6	Black Point, Red Head and Round Bay		510	410	1	400	160		35	450	250	200	50	7	1000	400	15	225	100			4		13,632 50	
7	Port Saxon, N.W. and N.E. Harbours		121	470	1	1000	60		20	950	500	200	80	7	500	300		75	20			2		6,277 50	
8	Cape Negro Island and Port Clyde	51122	316	2060		331000			206				175					700	1950	60				47,283 60	
9	Port Latour and Baccaro		805	5920		210640			1365	5970								350	2200					53,935 70	
10	Barrington		640	3360		17800			281		325		350					150	2500					31,154 10	
11	Cape Island	198800	4440	22320		51700			2300	41300								2500	11000	100		80		251,273 00	
12	Shag Harbour and Bear Pt.	146500	720	2610		28330			35	1350	225		20					300	1200	60				70,164 40	
13	Wood's Harbour	198288	820	1290		34600			70	1400								200	7500	150				90,176 40	
Totals		645458	11047	53385	28	721170	2632	326	7605	68070	7300	5000	775	52	7100	5000	73	14970	27570	370	4	622			
Values		\$ 193637	110470	263925	280	21635	9212	978	22515	6867	730	250	3100	520	213	150	146	4491	41355	185	5	1244			769,747 60

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity of Fish in the County of Yarmouth, Province of Nova Scotia, for the Year 1907.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						LOBSTER PLANT.		KINDS OF FISH.					Number.										
		Vessels.			Boats.			Gill Nets.			Trawls.		Hand Lines.		Canneries.		Salmon, fresh, lb.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.								
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.																	
															Number.	Value.								Men.	Number.	Value.	Number.	Value.	Number.	Value.	
Yarmouth County.																															
1	Port Maitland	7	105	3000	45	48	720	96	160	3200	1600	18	270	900	450	1	800	4500	54620	300	55000	48000	4500	291000	350	65000	15000	197900	31200		
2	Sandford	6	90	2970	28	50	750	100	300	6000	3000	14	210	600	300	4	3700	4000	402370	800	65000	56000	3000	115050	800	115050	56000	56000	56000		
3	Yarmouth	21	525	15750	170	70	1050	140	535	10700	5350	200	3000	800	400	1	800	1200	121800	...	...	38020	1000	670400	1500	1800	15000	197900	31200	
4	Arcadia	5	80	1620	30	12	180	24	40	800	400	...	...	225	110	1	1200	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000	
5	Pinkney Pt. and Coneau Hill	3	36	1135	17	65	970	130	225	4300	2250	...	...	775	380	4	9200	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000
6	Tusket Wedge	25	313	12520	118	150	2250	250	470	9400	4700	20	300	775	380	4	9200	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000	15000	
7	Tusket	1	11	350	5	250	1750	250	2100	42000	21000	...	...	...	...	...	...	15000	670400	15000	1800	15000	15000	15000	15000	15000	15000	15000	15000	15000
8	Salmon River	...	...	...	...	...	750	100	190	2000	1000	...	...	...	...	...	...	33000	...	...	...	...	...	...	...	...	...	...	...	...
9	Eel Brook	...	...	...	...	...	60	900	120	150	3000	1500	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Argyle	2	15	465	7	70	1050	140	300	6000	3000	8	120	90	45	...	...	3000	82500	...	...	...	3000	58400	...	...	...	190700	31200	
11	Pubnico	19	800	50270	263	160	2400	320	475	9500	4750	10	150	725	360	3	2700	3000	58400	...	...	158640	3000	58400	...	...	...	158640	158640	158640
Totals		89	1975	88080	683	985	12770	1670	4855	97100	48550	270	4050	4285	2125	14	19400	34000	1798240	3250	135000	689600	34000	825000	...	...	...	190700	31200	312000
Values		%																										65	16200	296898	312000

* Perhaps about 40 per cent of these live lobsters come from Shelburne and Digby Counties.

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Yarmouth, Province of Nova Scotia, for the Year 1907.

KINDS OF FISH.																					
DISTRICTS.										Yarmouth County.											
Number.	Cod, fresh, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, smoked, (finnan haddies), lb.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alwives or Gaspe-rean, brls.	Eels, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.	Number.		
																				% cts.	
1	Port Maitland	3500	24	436000	25000	2000	2580	1060	.....	1500	.....	.....	15	1200	2330	150	500	50	59,568.20	1
2	Sandford	2450	30	125250	11000	200	200	500	.....	1000	.....	.....	.....	1200	800	100	350	50	27,436.50	2
3	Yarmouth	9630	25	527875	8000	107100	2000	8500	700	20000	3000	.....	16	225	3300	400	200	60	445,122.95	3
4	Arcadia	1830	.....	63500	.....	730	1870	1100	.....	7000	5	.....	1500	.....	4	40	.....	50	28,813.50	4
5	Pinkney Pt. and Coneau Hill	745	.....	25000	.....	110	400	.....	.....	1600	.....	.....	14	60	170	35	.....	90	16,768.50	5
6	Tusket Wedge	4340	12	188870	680	2370	1200	5	55	475	1600	175	60	30,391.00	6
7	Tusket	18500	90	18000	2000	80	12000	20	500	70	20,391.00	7
8	Salmon River	.....	.....	.....	.....	3000	.....	.....	.....	1300	500	60	4000	.....	.....	110	.....	30	4,010.00	8
9	Eel Brook	.....	.....	.....	.....	16000	.....	.....	.....	1800	500	90	.....	.....	.....	150	.....	40	4,895.00	9
10	Argyle	305	6	4120	.....	6	150	13000	.....	1300	100	25	2000	.....	.....	125	.....	100	61,029.10	10
11	Pubnico	20910	60	295190	5250	750	800	15000	20	10	6000	70	50	3800	225	120	167,074.20	11
Totals		52710	160	1665805	44000	112000	11616	96500	59100	90	49700	4025	330	3000	170	3234	12310	1970	1050	720
Values		158130	1000	49974	2640	3360	34848	9660	5910	3485	16100	3300	90	945	680	6468	3638	2935	525	1410	866,648.35

* Fresh v. t. at 53 each.

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity of Fish in the County of Digby, Province of Nova Scotia, for Year 1907.

DISTRICTS.				FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						LOBSTER PLANT.		KINDS OF FISH.						Number.			
Number.				Vessels.			Boats.			Gill Nets.			Seine.			Trawls.			Canneries.	Herring, salted, brs.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.
				Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.									
<i>Digby County.</i>																											
1	Westport.....	11	185	5500	76	4000	265	300	6000	1500	11	600	2500	185	3700	1	300	60	125000	.....	.....	.....	850	9830	1	2
2	Freeport.....	11	355	10000	125	3500	120	120	2400	600	3	250	290	230	4500	1	300	50	115000	.....	.....	.....	800	25000	.....	2
3	Tiverton and Central Grove.....	4	126	7000	35	7150	145	140	2820	700	3	250	550	190	4000	2	1800	100	120800	.....	.....	.....	1175	8610	3	3
4	Tidville & East Ferry.....	.....	.....	.....	29	1100	40	33	660	160	.....	.....	.....	46	820	.....	.....	65	98300	.....	.....	.....	390	1455	4	4
5	Little River and Whale Cove.....	3	42	2700	16	1700	75	70	1400	350	3	200	345	105	2050	1	1000	250	112400	35000	.....	.....	1350	1386	5	5
6	Sandy & Mink Coves.....	.....	.....	.....	46	1230	44	60	1200	300	6	1360	1700	50	5000	3	3400	60	70000	33600	600	.....	765	820	6	6
7	Centreville.....	.....	.....	.....	38	3500	60	60	1200	300	1	50	50	60	1500	1	4700	310	65000	217250	.....	11296	400	4280	7	7
8	Gulliver's Cove to Waterford.....	.....	.....	.....	43	1240	56	50	1000	260	4	135	150	61	900	.....	.....	10	385000	.....	3850	.....	705	1410	8	8
9	Bay View to Culloden.....	.....	.....	.....	32	1075	53	53	1060	265	2	100	250	54	1000	.....	.....	.....	8000	14000	500	.....	600	1367	9	9
10	Digby and vicinity.....	10	575	40000	147	3500	50	60	1200	300	3	450	775	600	15000	1	1000	200	126800	14000	500	.....	550	5000	10	10
11	Smith's Cove to Brighton.....	.....	.....	.....	150	3500	50	60	1200	300	3	450	775	600	15000	1	1000	200	126800	14000	500	.....	550	5000	10	10
12	Plymouth to Weymouth.....	.....	.....	.....	24	450	37	17	340	85	7	270	270	14	280	.....	.....	515	471000	5000	500	.....	60	255	11	11
13	Belliveau's Cove and vicinity.....	1	17	600	4	1225	45	36	720	180	.....	.....	.....	49	980	.....	.....	20	23400	.....	.....	.....	200	375	12	12
14	Comauville and vicinity.....	1	24	900	7	3540	96	85	2300	510	.....	.....	.....	120	720	2	2500	260	.....	.....	14200	.....	.....	380	13	13
15	Meteghan and River.....	1	14	700	5	2650	138	18	540	108	.....	.....	.....	.....	.....	1	400	40	.....	.....	.....	41950	.....	640	14	14
16	Cape St. Mary to County line.....	1	28	300	5	61	1680	86	40	1200	240	.....	.....	.....	.....	2	800	25	.....	.....	.....	59232	.....	630	15	15
	Totals.....	7	127	3000	38	18	3600	36	80	2400	480	1	400	120	4200	35952	1020	16	16
	50	1493	70700	452	1134	41140	1378	1222	26440	6338	43	3065	9790	1704	40450	15	16300	2385	1720700	304850	23850	7845	62458
	Values.....%	11925	17297	6097	2802	45989	78450	312290	

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RETURNS showing the Kinds and Quantities of Fish and Fish Products in the County of Digby, Province of Nova Scotia, for the Year 1907.

KINDS OF FISH AND FISH PRODUCTS.																				
DISTRICTS.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, lb. (finnan haddies)	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as manure, brls.	Clams, brls.	TOTAL VALUE OF ALL FISH.	Number.	
<i>Digby County.</i>																				
1 Westport.....	25	146200	2000	130000	2500	2000	21350	25000	40		590	3000	560	5000	7000	800	7000	125	172,333 70	1
2 Freeport.....	130	300000	3500	20130	4500	5000	9620	35000			600	200	100	5000	8000	900	6320		222,855 80	2
3 Triverton and Central Grove.....	75	296800	830	3500	30030	11600	6230	10200	170		820	500	220	8230	1400	2500	7730		209,476 20	3
4 Tidville & East Ferry.....	11	127100	75		1800	1000	2030	1000			700	400	115	1350	1400	990	2860		35,036 50	4
5 Little River and Whale Cove.....	40	660500	850	141930	70500	5000	200	1700	50	300	980		100	2100	4350	900	5700	40	88,614 20	5
6 Sandy & Mink Coves.....	15	167000	120	20000	8960	1800	670	800	100	600	700	300	15	180	850	460	980	30	52,571 80	6
7 Centreville.....	50	352180	100	242350	8825	6350	500	2000			360	400	200	565	3000	1000	3000	5	96,915 50	7
8 Gulliver's Cove to Waterford.....	50	148850			2555	1900	630	1100	45	500	1040		137	1380	920	608	1128	80	39,028 20	8
9 Bay View to Culloden.....	37	189230		500	2900	1650	700	1550			580		35	140	650	835	780	6	33,144 30	9
10 Digby and vicinity.....	30	75000	3465	1450130	19630	7000	2300	170761	100	500	200	200	5	7450	5000	800	3500		245,576 40	10
11 Smith's Cove and Brighton.....	10	46000			350	100	130	100	50	2500	600	100	5	650	50	185	2300	520	16,228 50	11
12 Plympton to Weymouth.....	30	83700			120	15	530	60	110	8300	450	4000	7	115	75	450	800	350	11,594 75	12
13 Belliveau's Cove and vicinity.....		370000					300			900							225	2250	21,561 50	13
14 Comeauville and vicinity.....			160				330										125	190	17,377 50	14
15 Meteghan and River.....			145				105								40		65	80	22,071 60	15
16 Cape St. Mary to county line.....			160				210								320		65	120	19,598 10	16
Totals.....	503	2959560	11705	2008540	89220	43415	45895	249271	665	13600	7020	9100	149	32460	33655	10128	12678	7290	1,301,584 55	
Values.....	\$ 5030	88786	40967	120512	267600	10853	137685	24927	66	680	228	273	5996	614920	9916	15612	21039	14580		

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials and other Fixtures used in the Fishing Industry in the County of Annapolis, Province of Nova Scotia, for the Year 1907.

FISHING VESSELS AND BOATS.					FISHING GEAR OR MATERIALS.				LOBSTER PLANT.		OTHER FIXTURES USED IN FISHERIES.						KINDS OF FISH.							
Vessels.					Boats.		Gill Nets.		Trawls.		Weirs.		Traps.		Freezers and Ice-Houses.		Smoke and Fish-Houses.		Picks and Wharves.		Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.
Number.	Tonnage.	Value.	Men.	Number.	Value.	Fathoms.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.				
<i>Annapolis Co.</i>																								
1	Margaretsville...	2	48	1100	10	94	20	67	2010	670	12	60	1	200	75	1	50	11	500	9000	380	4000	1	
2	Port George...	24	475	...	29	59	1776	590	51	500	3	900	575	375	6	300	18	416	30000	370	7800	2000	2	
3	Port Lorne...	37	740	...	70	126	3780	1224	25	125	...	600	600	3	75	24	870	24	870	3500	910	3500	3	
4	Hampton...	16	250	...	16	40	1200	404	24	120	2	350	275	...	...	10	610	10	610	350	6700	3000	4
5	Phinney's Cove...	31	465	...	52	104	3120	1140	124	620	...	2080	2080	...	...	23	700	23	700	5000	520	5000	5
6	Parker's Cove...	2	26	625	10	45	1220	78	92	2760	920	184	920	...	...	55	1000	1	1000	1020	5000	6	
7	Hillshurn...	25	800	...	30	60	180	600	120	600	...	1200	1200	...	...	14	280	14	280	750	1000	7	
8	Litchfield...	35	1050	...	46	69	2070	690	92	460	...	1000	1000	...	...	23	1150	1	3000	600	5000	1200	9
9	Port Wade...	10	284	8400	125	8	400	16	...	...	500	2500	3	600	200	1	200	18	900	...	30000	1200	9
10	Victoria Beach...	2	63	900	22	60	4000	88	20	600	200	264	1320	...	1950	...	...	88	1400	8	2000	25000	10
11	Clementsport...	5	...	...	5	200	...	10	300	100	15	75	4	400	...	...	...	5	250	500	...	2000	11
12	Annapolis Basin and River Lequille, including Round Hill River.	140	700	...	140	100	990	490	10	50	6	600	18800	...	15000	...	12
Totals.....		16	421	11025	167	448	10391	590	747	18780	6324	1424	7350	19	3050	11755	12	775	269	11076	6000	4900	129800	6200
Values.....		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11660	24950	1298	124

SESSIONAL PAPER No. 22

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Annapolis, Province of Nova Scotia, for the Year 1907.

KINDS OF FISH.																						
Number.	Districts.	KINDS OF FISH.																			Total Value of All Fish.	Number.
		Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, (human haddes) lb.	Hake, dried, cwt.	Hake sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, lbs.	Alewives or gaspereau, lbs.	Bass, lb.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, lbs.	Fish oil, galls.	Fish as bait, lbs.	Fish as manure, lbs.			Clams, brls.
1	Annapolis Co.																					
1	Margaretsville	30	300	2000	400	225	300	225	480	1000	500	500	2	1000	1000	500	5	100	100	300	300	1
2	Port George	168	325	7200	325	350	350	225	145	2000	1700	10	3	4500	4500	1700	10	100	460	400	5	
3	Port Lorne	900	350	5000	350	300	300	225	300	1000	1000	10	3	1500	1500	1200	4	150	160	600	3	
4	Hampton	119	200	10000	350	270	270	215	430	1600	1500	5	3	1600	1500	1500	5	115	360	320	4	
5	Phinney's Cove	1092	410	17000	465	15000	1550	1650	380	3600	1600	10	3	1400	1600	1600	10	320	930	1550	5	
6	Parker's Cove	1770	500	60000	2500	25500	1800	1300	400	5000	1700	15	2	2000	1700	1700	15	350	1190	1300	6	
7	Hillsburn	150	275	4000	1250	1750	1750	1000	370	3000	1400	3	2	1500	1400	1400	3	200	750	1000	7	
8	Litchfield	900	250	2000	1200	1400	1400	900	375	5000	1200	5	4	1200	1200	1200	5	250	920	900	8	
9	Port Wade	75	850	200000	250	5000	5000	4000	300	5000	1100	5	4	2500	1100	1100	5	1200	1200	6000	9	
10	Victoria Beach	800	750	704000	350	8800	8800	7800	1500	5000	1200	50	10	1000	1200	1200	50	2000	1520	8000	10	
11	Clementsport		40	6000	100	300	300	200	100	500	800	6	10	500	800	800	6	50	75	350	1000	
12	Annapolis Basin and River Lequille, including Round Hill River		7								5000	110		550	700	500	20			25		
	Totals	6004	4257	1017200	7540	43500	21820	17170	8560	24000	6000	110	32	550	19400	14400	138	4835	7665	20895	2705	
	Values	60040	21285	305316	23390	2610	65460	4292	25680	2400	600	1100	128	55	582	482	552	1450	11498	10403	5410	308,915 00

8-9 EDWARD VII., A. 1909

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of Kings, Province of Nova Scotia, for the Year 1907.

FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.								KINDS OF FISH.									
Vessels.				Boats.		Gill-Nets.		Seines.		Trawls.		Weirs.		Herring, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Number.		
Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.							Value.	Number.
<i>Kings County.</i>																					
1	Morden and vicinity	..	..	12	250	20	10	400	175	3	300	200	..	..	25	31900	1000	1	..
2	Victoria Harbour and Ogilvie Wharf	..	..	7	120	8	10	445	150	12	300	200	..	..	125	32200	875	2	..
3	Harbourville	2	50	700	4	3	225	6	11	500	300	400	300	..	110	50000	13000	3	..		
4	Canada Creek	1	25	275	3	12	200	20	14	250	100	3	450	350	75	250	35000	40000	4	..	
5	Chipman's Brook and Hunting Point	1	14	150	2	14	235	14	14	410	150	350	225	10	150	40000	40000	5	..		
6	Hall's Harbour	2	38	350	6	27	525	45	37	800	325	300	200	35	425	500	64000	750	6	..	
7	Race Pt. and Sheffield Vault.	..	..	..	4	32	6	..	..	..	..	..	..	..	65	23000	500	7	..
8	Baxter's Harbour	..	..	..	25	500	35	45	1200	350	3	300	350	25	325	20000	225	8	..
9	Whalen Beach and Wells Cove	5	50	10	10	100	125	2	350	300	4	75	14	24000	6000	9	..	
10	Scott's Bay	12	1300	24	30	450	230	2	3500	1300	6	90	3	750	9100	5000	10	..
11	Blomidon and Kingsport	3	90	900	9	8	170	16	5	100	125	1	2500	100	..	55	18000	30000	11	..	
12	Starr's Point to Wolfville	7	165	9	2	40	50	1	2000	800	3	4800	..	12	..	
13	Avonport to County line and inland waters	11	300	50	12	1800	850	1400	..	13	..	
Totals		9	217	2375	24	147	4102	263	200	6495	2930	26	8800	4525	85	1140	1686	341400	101000	24425	..
Values		8430	3414	2020	2931

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Kings, Province of Nova Scotia, for the Year 1907.

Number.	Districts.	Kinds of Fish.																		Total Value of All Fish.	Number.
		Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alwives or gaspereau, brls.	Bass, lb.	Flounders, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.			
Kings County.																					
1	Morden and vicinity	24	86	1600			244	800	5600		4000	55	450			375	250			8,306 50	
2	Victoria Harbour and Ogilvie Wharf	75	58	1150	5	7	25										52			8,221 00	
3	Harbourville	50	44	1800		4		420				20	400		12	400	200			7,153 60	
4	Canada Creek	125	270	4000	7	5	180					17	850		50	374	250			15,485 50	
5	Clippan's Brook and Hunting Point	120	92	14500	8	20	90			3		35	650		100	470	900			13,625 00	
6	Hall's Harbour	100	217	29900	50	50	84	1450		4		20	1900		100	500	4000			22,384 00	
7	Race Pt. and Sheffield Vault	30	21	600			90			4		25	520		75	260	900			7,633 00	
8	Baxter's Harbour	4	226	17300	40	50	115	300				8	470			376	2000			9,425 50	
9	Whalen Beach and Wells Cove	40	20	10000		6	45	400		3		33	350			165	1600			7,057 50	
10	Scott's Bay	110	260	20600		17	60	1200		55		45	450		50	850	5000	25		12,054 00	
11	Blomidon and Kingsport		40	6500	10		50	1800				55	250	80000		60	12100	1250		13,340 00	
12	Starr's Point to Wolfville		19	1200			9	650		52		12				8	625			1,248 50	
13	Avonport to County line and inland waters		60				3	4700	7			100				5	14			1,543 50	
Totals		678	1413	109150	120	159	995	7020	10300	128	4000	422	6200	80000	387	4153	27891	1275			
Values		6780	7065	3275	420	477	2988	702	1030	1280	200	1638	629	2400	116	6230	13945	2550			

8-9 EDWARD VII., A. 1909

RECAPITULATION

OF the Yield and Value of the Fisheries in District No. 3, Nova Scotia,
for the Year 1907.

Kinds of Fish.		Quantity.	Rate.	Value.	Total Value.
			\$ cts.	\$ cts.	\$ cts.
Salmon, fresh.....	Lb.	446,305	0 20	89,261 00	89,517 00
" smoked.....	"	1,280	0 20	256	
Herring, pickled.....	Brls.	34,728	5 00	173,640 00	231,065 50
" fresh.....	Lb.	4,889,550	0 01	48,895 50	
" smoked.....	"	426,500	0 02	8,530 00	97,296 60
Mackerel, fresh.....	"	392,305	0 12	47,076 60	
" salted.....	Brls.	3,348	15 00	50,220 00	1,159,745 20
Lobsters, preserved.....	Lb.	1,745,184	0 30	523,555 20	
" fresh in shell.....	Cwt.	63,619	10 00	636,190 00	1,522,310 00
Cod, dried.....	Cwt.	271,148	5 00	1,355,940 00	
" fresh.....	"	52,710	3 00	158,130 00	438,687 45
" tongues and sounds.....	Brls.	844	10 00	8,440 00	
Haddock, fresh.....	Lb.	6,498,485	0 03	194,954 55	238,725 00
" dried.....	Cwt.	33,603	3 50	117,610 50	
" (finnan haddies).....	Lb.	2,102,040	0 05	126,122 40	362,810 75
Hake, dried.....	Cwt.	115,854	3 00	347,562 00	
" sounds.....	Lb.	60,995	0 25	15,248 75	49,310 10
Pollock.....	Cwt.	79,575	3 00	238,725 00	
Halibut.....	Lb.	493,101	0 10	49,310 10	10,566 50
Trout.....	"	105,665	0 10	10,566 50	
Shad.....	Brls.	328	10 00	3,280 00	23,556 00
Alewives.....	"	5,889	4 00	23,556 00	
Smelts.....	Lb.	124,100	0 05	6,205 00	5,380 00
Bass.....	"	6,840	0 10	684 00	
Eels.....	Brls.	538	10 00	5,380 00	25,428 00
Clams.....	"	12,714	2 00	25,428 00	
Squid.....	"	2,162	4 00	8,648 00	19,848 60
Flounders.....	Lb.	361,620	0 03	10,848 60	
Tonn cod or frost fish.....	"	82,100	0 03	2,463 00	76,064 00
Mixed fish.....	Brls.	38,032	2 00	76,064 00	
Fish oil.....	Galls.	124,925	0 30	37,477 50	84,384 00
" as bait.....	Brls.	56,256	1 50	84,384 00	
" as fertilizer.....	Brls.	92,372	0 50	46,186 00	61 25
Seal skins.....	No.	49		61 25	
Total for 1907.....					4,530,699 45
" 1906.....					4,327,577 95
Increase.....					203,121 50

SESSIONAL PAPER No. 22

RECAPITULATION

Of the Value of Fishing Vessels, Boats, Nets, &c., in District No. 3, Nova Scotia, for the Year 1907.

Articles.	Value.	Totals.
	\$	\$
442 fishing vessels (16,063 tons).....	864,765	
7,250 " boats	153,026	1,017,791
28,222 gill nets (759,765 fathoms).....	214,897	
252 seines (29,845 fathoms).....	38,065	
165 trap nets.....	49,600	
5,124 trawls.....	26,870	
77 weirs	16,450	
113 smelt nets.....	1,469	
22,131 hand lines.....	19,412	436,763
60 lobster canneries, &c.	59,300	
204,215 " traps.....	195,395	254,695
156 freezers and ice-houses.....	38,855	
1,989 smoke and fish-houses	119,296	
865 fishing piers wharfs.....	279,850	
148 " tugs and smacks.....	121,675	559,676
Total.....		2,268,925

STATEMENT of number of men employed, 1907.

Number of men fishing in vessels.....	3,919
" " boats	8,510
Persons employed in lobster canneries.....	1,007
Total number of persons	13,436

SESSIONAL PAPER No. 22

RECAPITULATION BY COUNTIES

Showing the Number of Vessels and Boats and the Quantity and Value of all Fishing Materials used in the Fishing Industry in the Province of **Nova Scotia**, for the Year 1907-8.

Number.	COUNTIES.	FISHING GEAR OR MATERIALS.						LOBSTER PLANT.						OTHER FIXTURES USED IN FISHING.									
		Weirs.		Smelt Nets.		Hand Lines.		Canneries.		Traps.		Persons employed in canneries.		Freezers and ice-houses.		Smoke and fish-houses.		Piers and wharfs.		Tugs, Steamers and smacks.			
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		
<i>District No. 1.</i>																							
1	Richmond	36	410	5267	3689	9	9950	32100	26395	172	141	12250	690	12175	167	9785	24	2320	1	2320	1		
2	Cape Breton	7	26	2314	1450	12	29700	32365	31020	213	8	11040	218	9182	97	8023	15	9300	2	9300	2		
3	Victoria	19	45	1653	1073	11	4650	13886	13885	147	7	4865	1330	8798	25	4700	10	1905	3	1905	3		
4	Inverness	19	45	2043	1718	18	11780	47900	28300	259	14	4920	198	29030	55	55340	10	7100	4	7100	4		
<i>District No. 2.</i>																							
5	Cumberland	65	1802	213	236	31	25125	47804	40855	348	37	2496	11	335	2	50	7	50	7	50	7		
6	Colchester	4	1100	10	145	10	2	1400	4360	3370	27	17	265	3	60	2	50	3	200	8	200		
7	Pictou	60	2600	68	60	23	31050	61550	23430	331	5	5800	111	1163	3	5000	19	27640	9	27640	9		
8	Antigonish	50	419	286	147	6	6300	18060	10316	139	5	127375	710	110265	203	158100	19	41704	14	11690	10		
9	Guysborough	8	185	32	625	4800	4175	25	22850	88600	63610	343	36	7825	944	100032	706	41704	14	11690	10		
10	Halifax	10	50	14	427	7388	3633	20	16875	85620	44129	268	12	150	2	150	11	11690	10	11690	10		
11	Hants	3	60	120	90	90	90	7	2550	13000	10180	118	5	1600	398	31200	353	80960	13	10050	12		
12	Lunenburg	12	120	6685	3486	7	2550	13000	10180	118	5	1600	398	31200	353	80960	13	10050	12	10050	12		
13	Queens	65	260	360	180	8	8100	17800	17800	855	18	1640	313	10210	78	2710	10	11000	13	11000	13		
14	Shelburne	6	245	6409	9682	16	12950	74500	74500	263	13	6850	359	20810	211	26150	42	18700	14	18700	14		
15	Yarmouth	5	750	9	180	1285	2125	14	19400	45180	45180	322	35	17200	126	16000	43	61600	66	68500	15		
16	Digby	25	5800	21	664	2419	2084	15	16300	34105	34105	219	48	10110	332	27270	107	96430	17	13425	16		
17	Amnapolis	19	3050	1173	1055	800	800	11755	11755	1875	1875	12	775	269	11076	13	6000	17	13425	16	13425	16	
18	Kings	28	6850	800	800	800	800	1875	1875	1875	1875	25	680	92	2700	13	6000	17	13425	16	13425	16	
Totals		104	17910	46383	36373	217	209980	636400	491005	3254	339	213135	6243	392382	2063	562552	243	181830	18	181830	18	181830	18

RECAPITULATION BY COUNTIES

Snowing the Kinds and Quantities of Fish and Fish Products in the Province of Nova Scotia, for the Year 1907-8.

Number.	Counties.	Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Salmon, smoked, lb.	Herring, salted, bls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, bls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, bls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, (Gman had- dies) lb.	Hake, dried, cwt.	Hake, sounds, lb.	Number.
<i>District No. 1.</i>																			
1	Richmond	4410	630	.....	7492	115150	.....	105100	100635	119678	587	16577	104	617400	9722	275000	7997	379	1
2	Cape Breton	21260	.....	1300	13330	43000	.....	38530	1303	212656	2631	29859	...	31330	4066	.....	65	.....	2
3	Victoria	9520	.....	1311	1311	42000	.....	12075	344	106644	27	7023	...	12200	6940	.....	172	.....	3
4	Inverness	110650	6780	.....	4103	433250	.....	5000	2853	254756	1535	24877	24	.....	3080	500	2490	400	4
<i>District No. 2.</i>																			
5	Cumberland	7900	.....	.....	902	12300	222900	1950	.....	463296	1154	215	.....	1760	117	.....	106	.....	5
6	Colchester	35660	.....	.....	1000	1000	.....	.....	.....	38876	.....	187	.....	2000	17	.....	8	.....	6
7	Pictou	49150	.....	.....	250	85500	.....	4120	.....	432912	.....	222	1	2800	.....	.....	80	.....	7
8	Antigonish	73100	.....	.....	539	49000	.....	13100	129	171888	.....	878	.....	11300	152	.....	976	1576	8
9	Yarmouth	60050	2700	5800	11231	1182000	9870	681900	5512	401848	3429	24285	52	3582400	7313	170830	2996	10268	9
10	Halifax	43069	.....	5390	10764	130120	9000	1193960	607	322488	11297	24732	76	296390	1896	1500	2656	1790	10
11	Hants	13500	.....	.....	10	.....	.....	.....	.....	.....	.....	59	.....	.....	.....	.....	.....	.....	11
<i>District No. 3.</i>																			
12	Lanenburg	23100	.....	750	12497	390700	.....	17680	2275	140608	2160	138335	136	21600	6666	1000	3209	410	12
13	Queens	24300	.....	530	2710	8000	3000	115000	180	116160	4682	11360	17	4000	4940	5000	.....	.....	13
14	Shelburne	12055	.....	.....	10460	860710	8200	76350	793	645458	1107	53385	28	721170	2632	.....	326	.....	14
15	Yarmouth	34000	.....	.....	.....	1798240	5250	135000	.....	689660	31200	52710	160	1665805	.....	44000	1120	.....	15
16	Digby	.....	.....	.....	2885	1729700	304850	28850	.....	153298	7845	62438	503	2939560	11705	2008540	89220	43415	16
17	Annapolis	58300	.....	.....	4990	129800	6200	.....	.....	.....	6004	4257	.....	1017200	7510	43500	21820	17170	17
18	Kings	294550	.....	.....	1686	311400	101000	21425	.....	.....	678	1413	.....	109150	120	.....	159	.....	18
Totals		880604	10170	14280	81890	7020370	662270	2451340	24102	4270346	81279	400112	1101	11056065	66906	2549870	126400	75498	.....

* Of this 52,710 cwt. in Yarmouth Co. is disposed of fresh at \$3 per cwt.

SESSIONAL PAPER No. 22

RECAPITULATION BY COUNTIES

Showing the Kinds and Quantities of Fish and Fish Products in the Province of Nova Scotia, for the Year 1907-8.

Number.	Counties.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Bas, lb.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Total Value of All Fish.	Number.
<i>District No. 1.</i>																					
1	Richmond	2087	30620	4885	...	58950	582	...	451	...	1121	193550	27700	688	1176	9418	1341	...	...	448,598 55	1
2	Cape Breton	2624	72920	5340	43	17900	258	...	246	45	...	8400	5100	125	90	4150	5108	100	5	367,325 05	2
3	Victoria	1330	14250	5190	...	3225	...	...	146	103	...	5700	4260	386	32	6233	575	...	...	120,844 85	3
4	Inverness	28	3150	4100	...	21300	825	...	331	550	170	...	2800	1075	1235	11215	4740	1150	...	314,557 30	4
<i>District No. 2.</i>																					
5	Cumberland	192	4870	1330	295	54675	431	200	8	279	40	800	3000	...	18	...	5797	1235	...	180,789 10	5
6	Colchester	4	2500	3800	64	13600	105	3000	...	250	500	...	...	...	...	119	19	380	...	23,499 50	6
7	Pictou	...	...	1700	...	71522	175	...	90	65	25	...	3000	...	25	70	1187	4250	...	153,972 76	7
8	Antigonish	...	...	550	...	14000	8	1200	62	40	...	9700	...	25	218	750	1404	1782	...	83,326 90	8
9	Guysborough	29079	136430	22250	12	45825	642	...	619	...	102	20800	13100	291	2041	28819	6925	9532	35	777,130 05	9
10	Halifax	5021	89900	13550	...	29350	401	1000	265	5	7190	123100	32800	183	1611	9260	2779	3626	81	597,148 10	10
11	Hants	5	...	4800	31	...	260	...	...	...	...	...	...	...	...	...	...	...	...	4,345 00	11
<i>District No. 3.</i>																					
12	Lamenburg	1984	36540	800	...	21300	70	...	78	...	77	236000	22100	200	2185	58503	2795	178	...	942,604 90	12
13	Queens	2920	11000	21500	...	10500	575	...	78	...	25	8500	...	155	80	865	1675	...	45	210,722 25	13
14	Shelburne	7605	68670	7300	...	5000	745	...	52	...	622	7100	5000	...	73	14970	27570	370	4	769,747 60	14
15	Yarmouth	11616	96690	59100	90	69700	4025	...	336	...	720	3000	31500	170	3234	12354	1970	1050	...	860,648 55	15
16	Digby	43833	249271	665	...	13690	...	...	...	...	7290	7620	9100	1499	32460	33055	10428	42078	...	1,304,584 55	16
17	Annapolis	8560	24000	6000	110	...	32	550	...	...	2705	10400	14400	138	...	4835	7665	20805	...	308,915 00	17
18	Kings	995	7020	10300	128	4000	422	6290	...	...	1275	8000	...	...	...	387	4153	27891	...	127,476 60	18
Totals		111845	847741	469920	773	454447	3579	12240	2816	1337	22162	723670	172800	438	14511	195019	86434	114497	170	7,632,330 61	

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RECAPITULATION

OF the Fisheries of the **whole** of **Nova Scotia**, for the Year 1907-8.

Kinds of Fish.		Quantity.	Rate.	Value.	Total Value.
			\$ cts.	\$ cts.	\$ cts.
Salmon, fresh.....	Lb.	880,604	.....	154,405 85	
" preserved.....	"	10,170	0 20	1,525 50	
" smoked.....	"	14,280	0 20	2,856 00	158,787 35
Herring, pickled.....	Brls.	84,890	.....	412,587 00	
" fresh.....	Lb.	7,020,370	0 01	70,203 70	
" smoked.....	"	669,270	0 02	13,385 40	496,176 10
Mackerel, fresh.....	"	2,451,340	0 12	294,160 80	
" pickled.....	Brls.	24,162	15 00	362,430 00	656,590 80
Lobsters, preserved.....	Lb.	4,270,346	0 30	1,281,103 80	
" fresh in shell.....	Cwt.	84,279	.....	771,250 00	2,052,353 80
Cod, dried.....	"	400,112	5 00	2,000,560 00	
" fresh.....	Lb.	5,580,400	0 03	167,412 00	
" tongues and sounds.....	Brls.	1,101	10 00	11,010 00	2,178,982 00
Haddock, fresh.....	Lb.	11,056,065	0 03	331,681 95	
" dried.....	Cwt.	66,906	3 50	234,171 00	
" (finnan haddies).....	Lb.	2,549,870	0 06	152,992 20	718,845 15
Hake, dried.....	Cwt.	126,400	3 00	375,789 00	
" sounds.....	Lb.	75,408	0 25	18,852 00	394,641 00
Pollock.....	Cwt.	111,845	3 00	.....	335,535 00
Halibut.....	Lb.	847,741	0 10	.....	84,774 10
Trout.....	"	169,920	0 10	.....	16,992 00
Shad.....	Brls.	773	10 00	.....	7,730 00
Alewives.....	"	9,579	4 00	.....	38,316 00
Smelts.....	Lb.	454,447	.....	.....	29,591 51
Bass.....	"	12,240	0 10	.....	1,224 00
Eels.....	Brls.	2,816	10 00	.....	28,160 00
Clams.....	"	22,162	2 00	.....	44,324 00
Oysters.....	"	1,337	.....	.....	8,022 00
Squid.....	"	4,938	.....	.....	19,752 00
Flounders.....	Lb.	723,670	0 03	.....	21,710 10
Tom cod or frost fish.....	"	172,800	0 03	.....	5,184 00
Mixed fish.....	Brls.	44,511	2 00	.....	89,022 00
Fish oil.....	Galls.	195,019	0 30	.....	58,505 70
" as bait.....	Brls.	86,434	1 50	.....	129,651 00
" as fertilizer.....	"	114,497	0 50	.....	57,248 50
Seal skins.....	No.	170	1 25	.....	212 50
Total for 1907.....					7,632,330 61
Total for 1906.....					7,799,159 92
Decrease in 1907.....					166,829 31

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RECAPITULATION

OF the Capital invested in the Fisheries of the **whole** of **Nova Scotia**, as Vessels, Boats, Nets, &c., for the Year 1907-8.

Articles.	Value.		Total.	
	£	cts.	£	cts.
671 fishing vessels (20,268 tons).....	1,017,320	00		
14,746 " boats.....	374,793	00		
			1,392,113	00
86,349 gill nets (2,059,610 fathoms).....	539,498	00		
699 seines (79,157 fathoms).....	160,765	00		
333 trap nets.....	110,020	00		
12,650 trawls.....	152,930	00		
104 weirs.....	17,910	00		
408 smelt nets.....	7,968	00		
46,383 hand lines.....	36,353	00		
			1,025,444	00
217 lobster canneries, etc.....	209,980	00		
636,400 " traps.....	491,005	00		
			700,985	00
399 freezers and ice-houses.....	213,135	00		
6,243 smoke and fish-houses.....	392,982	00		
2,063 piers and wharfs.....	562,552	00		
243 tugs and smacks.....	181,830	00		
			1,350,499	00
Total.....			4,469,041	00

Statement of persons engaged in the Fisheries of the **whole** of **Nova Scotia**, in the season 1907.

	No.
Men in fishing vessels.....	5,034
" boats.....	18,509
Persons in lobster canneries.....	3,254
Total.....	26,797

APPENDIX No. 6

PROVINCE OF QUEBEC.

GULF OF ST. LAWRENCE DISTRICT, BY INSPECTOR WM. WAKEHAM, M.D., GASPÉ BASIN.

INLAND DISTRICTS, BY INSPECTORS JOSEPH RIENDEAU, OF MONTREAL, AND A. H. BELLIVEAU, OF OTTAWA.

GASPÉ, April 1, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit the tabulated statement of the Fisheries of the Gulf of St. Lawrence division, province of Quebec, for the season just closed. As foretold in the preliminary report, some of the branches of the fishery show a considerable falling off. This I think was clearly due to the very unusual weather conditions which prevailed during the entire fishing season of 1907. The season was nearly three weeks late in opening; ice was present in the southern waters of the gulf until towards the end of May. The fishery protection ship *Princess* which patrols the waters of the Gulf division, having passed the winter in Pictou, N.S. was unable to get out of that harbour till the 20th May, and then had to pass westward through about fifty miles of ice in the Strait of Northumberland before she could reach the open water of the gulf. It was, at that late date, impossible to reach the Magdalen Islands by the passage east of Prince Edward Island. Under ordinary conditions the ship should have been able to leave Pictou about the 25th of April. In addition to being late the whole season was cold and rough. The fall began early. Grain, which should have ripened early in September, was cut green in October, and by the 20th of that month we had already had snow, and 12° of frost. Under these conditions we could hardly expect a very successful fishery. In spite, however, of all these untoward circumstances, the season was a profitable one to the fishermen. Prices of all kinds of fish were unusually high. In the case of dried cod, which is the great staple of the Gulf division, the total value for the season amounted to the sum of nearly nine hundred thousand dollars, fully half the value of all the combined fisheries of the division. The price paid by buyers per cwt., ran up to \$5.50, and I believe in some cases to \$6. So that in valuing the catch for the purposes of our statistics at \$4.50 per cwt., we are a long way below the actual value for the season. Fall mackerel sold at the Magdalen Islands for \$16 per barrel — and so all through the various branches of the fishery — prices ruled unusually high. The great demand for Gaspé cod, and the presence along the coast of buyers from Nova Scotia and Newfoundland, who were so eager to buy fish that they took it half made and without cull, has had a bad effect with the fishermen, as they are getting extremely careless in the preparation of the fish. This will react seriously against them when prices fall, and the same demand does not exist.

These high prices, together with the great demand for labour, and the consequent high wages, made the fishing community well off, and I have never known the people of the southern coast of the division to have been as flush as they are during the present winter of 1907 and 1908.

Unfortunately this happy condition does not hold good for the north coast, and more especially for that part of it from Natashquan east generally known as the

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Canadian Labrador. Here the summer cod fishing, always dependent on the coming on shore of the capelin in June and July, was a very general failure, and the bulk of the people were poorly off. There was no actual distress, as the traders had left enough on the coast to tide the people over, but there is not likely to be much feasting this winter. For several years past the summer cod fishing has been below an average—so that many of the people have been getting behind. The population on the Labrador has been increasing rapidly of late years, and as new comers have nothing but the cod fishing to depend on, the salmon and seal fishing stations being all taken up by the older settlers—it is perfectly certain that sooner or later we will have serious distress on this coast. All possible efforts should be made to induce the young people of Labrador to leave the coast, and settle where they can be certain of obtaining profitable and steady employment.

SALMON.

Salmon net fishing was fully two weeks late in opening, and as the weather was rough during the whole of the netting season, it followed that wherever the nets were exposed to the prevailing easterly winds the catch was small. In many exposed situations the nets were torn from their moorings, and washed ashore, and it was impossible for days to replace them. The rivers remained high till towards the close of the season—as during June and the early part of July we had rain almost every day. The early sportsmen did poorly; those, however, who remained till towards the close of the fishing season enjoyed good sport, as when the waters fell plenty of fish were found in the pools.

It was generally noticed on both shores of the gulf that the salmon were off in quality—they were not as fat as usual, and were light in colour—not as rich a kind as fresh run salmon should be.

HERRING.

This fishery was also late in beginning at the Magdalen Islands; the ice only moved off towards the middle of May. So herring fishing began when, in ordinary seasons, it would have been closed. The sales of spring herring made to baiters were much below an average, due to the fact that the vessels were not able to make the islands in time, owing to the ice pack. Herring were as abundant as ever, and were unusually constant all season. This permitted the fishermen to furnish themselves with a steady supply of bait for the cod fishery, and the excellence of the summer cod fishery on the south coast was due to this.

MACKEREL.

The mackerel, like the herring, were late in arriving. When they did come they came in force, and the early fishery at the Magdalen Islands was a good one. Owing to the rough weather, however, the fish left the gulf fully two weeks earlier than usual, so that the fall fishing was below the average. More mackerel were seen in the gulf this season than we have had for years. Schools were seen off Godbout and Point de Monts where they have not been met with for a long time. I attribute this to the fact that for several seasons back the catches made by U. S. purse seiners, off the Nova Scotia coast in May and June have been poor—the schools have thus escaped destruction, and have been permitted, as nature intended they should, to reach their natural spawning grounds in the inner gulf. I have not the slightest doubt that if this practice of destroying the ripe mackerel while on their way to the spawning grounds could be prohibited, these fish would soon be as abundant in the gulf of St. Lawrence as ever they were. I would be perfectly willing to allow the general use of the purse seine in August, September and October, if its employment in May and June could be prohibited north of Cape Sable.

LOBSTERS.

The lobster pack shows an increase of some 20,000 lbs. I think this was due to the use of a greater number of traps. The returns show that while in 1906, 89,635 traps were fished by 78 canneries, 108,390 traps were fished in 1907. We also had a few more canneries in operation.

There is a general feeling at the Magdalen Islands that the September fishing should be done away with. On the western and northern shore of the island it is impossible to fish lobster traps in September, so that it is only in Pleasant Bay and at Grand Entry that fishermen and canners can avail themselves of this fall fishing. Experience has also shown that the lobsters are not of good quality during the month of September—they are watery and empty. Canning at this season is wasteful in the extreme, and the quality of the pack, poor. I have no hesitation whatever in saying that most of those who advocate September fishing, both canners and fishermen, do so because they wish to violate the law by fishing in the lagoons. The fact that canneries can be kept open in September offers a cloak for the canning of illegally caught lobsters. I was never in favour of this September open season for lobsters, and thought at the time it was decided to permit it, that it was only to be allowed for three seasons, as an experiment. I consider that a far better and safer rule for the Magdalen Islands would be, to allow a two weeks longer spring season, and do away altogether with this fall fishing. I believe that every honest and intelligent packer and fisherman at the islands will agree with me in this. At Anticosti the rough season made fishing traps almost an impossibility; time and again the traps were washed ashore and wrecked. On the north coast and Labrador the lobster fishery never has amounted to anything. It never has been, and could not be carried on to any extended scale. A few of those who fish cod, engage also in lobster packing, the men who work in the canneries doing their own fishing, most of them only putting up a dozen or two cases. Fishing for lobsters only begins with the end of June, so that on the north shore they have at most only about a month's fishing. On the south coast in Gaspé and Bonaventure the fishing is going from bad to worse, and it is only a question of time when it will be necessary to shut down for a term of years. Many of the canners now propose some scheme of this kind. They would like to have timely notice, so as to work off the material on hand, and at the same time be given a guarantee that no new licenses would be issued, and that those who own and operate canneries now should be renewed in their licenses when the fishing began again. Such an arrangement would seem to be possible and reasonable.

COD.

The summer cod fishing on the south coast was good. Bait in the shape of herring was plentiful during most of the fishing. This always means good fishing, as given a supply of fresh bait, you are fairly certain of good cod fishing. On the north coast from Mingan west the fishing was fair, while east from Esquimaux Point to St. Augustin the fishery was an almost complete failure. This was entirely due to the fact that the capelin never struck that part of the coast. From St. Augustin east on down through the strait of Belle Isle the catch was a most abundant one.

The statistics show a marked decrease in the number of vessels, boats, and men engaged in the fishery. The great demand for labour at the lumber mills and camps, on the railway building at Bonaventure and Gaspé, and on the large number of government works, such as wharfs, and breakwaters, being built along the coast, and the consequent high wages offered, has taken many men away from the fishery. The younger men are giving up the fishing and seeking other employment. Most of them will never return to the fishing. At one time, not very long ago, upwards of 200 boats used to be fitted out at Percé, one of the oldest fishing stations, and no difficulty was found in securing men to man them; now not more than 50 boats are sent to the fisheries from this station, and it is difficult to find men for even this diminished number.

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Failing to secure the number of men required to keep up the boat fishing our outfitting firms are looking about them for some means of keeping up their supply of cod by other methods of fishing, requiring fewer hands. The remedy seems to be the use of steam, and the employment of the beam trawl I expect soon to see a couple of steam trawlers at work in the gulf. Many banks are known whereon the beam trawl could work, and expert trawlers are likely soon to find other bottoms not at present known.

I beg to append synopsis of the reports of such of the local officers who have furnished them.

I have the honor to be, sir,

Your obedient servant,

WM. WAKEHAM,

Officer in charge of the Gulf of St. Lawrence Division.

SYNOPSIS OF REPORTS OF LOCAL OFFICERS.

Mr. George Forest, F. O., Bonaventure, reports that the fishery on the whole was good in the upper part of the Bay des Chaleurs in spite of the fact that we had so much bad weather practically throughout the whole time of the fishing, while fewer men than usual engaged in the fishing. Spring herring were abundant, but these fish became scarce during the summer and autumn. The fishery regulations were well observed.

Mr. F. X. Chapados, F. O., Anse-à-Gascon, reports that herring which were very abundant in the spring, continued plentiful up to August, but became scarce after that month. Squid were not abundant. The lobster pack shows a slight increase. The salmon fishery was a poor one. Cod were abundant as long as the bait continued plentiful but the fall fishing was poor.

Mr. A. T. Carter, F. O., Gaspé, reports that the salmon fishery shows a decrease as compared with 1906. These fish struck about the 26th May, the bulk of the fish only came in after the nets were up. This is shown by the large quantity of fish reported in the rivers. The prices were lower than those of the previous year. Fly fishermen had good sport, they were well satisfied, and report the rivers well stocked. Spring herring were good, plentiful; they were of large size; very few were salted except for bait. Herring were abundant all along the coast throughout the whole season. Fishermen report that they never saw them more plentiful. It seems strange that these fish are not put up in large quantities for consumption. Squid were plentiful, but the fishermen generally used herring. Capelin and launce were scarce. Cod fishing commenced about the 25th May. The catch shows a slight decrease as compared with that of 1906. This seems due to the fact that not nearly so many boats fished, owing to so many of the fishermen working at the mills and on the railroad. Fish were abundant all along the coast throughout the whole season. The season was a most peculiar one, as we had rain every other day from May to November. One blessing for the fishermen was that the weather was cold, consequently there was very little bad or inferior fish. The price of cod fell towards the end of the season. This was due to the foreign markets, and was considerably lower than in 1906.

Mackerel have again shown no appearance on the coast.

Lobsters show a slight decrease compared with the previous year, but the size seemed larger.

Smelt show quite an increase over last year, but the prices were a great deal lower. This was due to the American markets where most of this fish is shipped.

Mr. Louis Letourneau, F. O., Mont Louis, reports that in spite of the fact of the exceptionally bad weather, the season was a prosperous one among the fishermen. Salmon were not taken in as large quantities as usual by the net fishermen, but they were abundant in the rivers. Herring were not quite as plentiful as in some previous

years, and they were small. However, those who were supplied with suitable small meshed nets had all they wanted for bait. Herring bait was scarcer at Grande Vallée than elsewhere. Though the quantity of cod caught was less than in 1906 yet the fishermen really did better, as the price was higher. These fish struck two weeks later than usual, but were abundant all the season right up to the middle of November, when it became too cold to continue fishing. We did not see any capelin, white whales, squid or mackerel.

Mr. Jos. Chevrier, F. O., Southern Subdivision of Magdalen Islands, reports, that fewer seals were taken on the ice than in 1906. Spring herring were as abundant as usual, but the fishermen did not find as great a demand for them. The buyers from the United States and the maritime provinces could not reach the islands in time, owing to the ice. The spring mackerel fishery was good both in quantity and price. The lobster catch was not as good as was expected. The pack exceeded that of last season, but this was due to their having been more traps fished. Some packers did well during the September fishing, but the exposed position of these islands prevents most of the packers from operating during the fall season. The general opinion at the islands is that this fall fishing should be discontinued. There was some attempt made to poach in the lagoons, but with the aid of the extra guardians it was stopped. The cod fishery was an average one; the demand for cod was great and the prices paid were high.

Mr. B. Thériault, F. O., Northern Subdivision of Magdalen Islands, reports, that the catch of seals was not a large one—the ice conditions keeping the seals too far off shore. Spring herring struck in Pleasant Bay on the 5th May—but the ice remained about the islands until the 20th May. The fishing began later than usual but it was exceptionally good. Although lobster fishing began very late owing to the ice, fishermen had great hopes—unfortunately great wind storms destroyed the greater part of their fishing gear. The fall catch was not large—the total yield being of small importance, and inferior to that of last year. Spring mackerel appeared at the islands at the end of June, after the discouraged fishermen had had their nets out for several weeks, they became abundant, and the catches were very good for several days. In the fall the fishing with lines was not as good as the preceding year, as the weather was not as favourable. Cod appeared in pretty large quantities from the 20th June up to the beginning of October, the fishermen made large catches; after that date they became scarce. Wind being prevalent in the fall, fishermen only went out at rare intervals. There were no violations of the Fisheries Act.

Mr. Napoleon Comeau, F. O., reports for the Godbout subdivision, from Saguenay to Jombons, that the fishing began very late, the first salmon being taken in the nets on the 3rd June—(nearly three weeks later than usual). The weather was cold and the ice in the rivers only broke up late in May. In June the rivers were still high, and bringing down lots of debris, this coupled with strong and continuous gales of easterly wind caused a great deal of damage to the fishermen, many losing the whole of their gear and even some boats—either carried away or washed ashore. One man stated that he had lost 19 days (between 1st June and 30th July) from bad weather. As a natural consequence there was an immense falling off in the catch, it being only about one-third that of last year. Probably from the same cause, no capelin was observed on this part of the coast. However, to make up for this in some way—the cod, halibut, and herring fishery was good, the yield being nearly two thirds above the average. Very little halibut was salted this season; most of it was shipped fresh in cold storage to Quebec and Montreal. Herring were very abundant but small in size. For some unknown reason the white whales or porpoises were scarce from Manicouagan eastward—though west of the above place they were as abundant as usual. Dogfish, the genuine kind, and the so called dog fish, viz., the Greenland shark were more in evidence than in the past. It looks as if they were gradually increasing in the St. Lawrence. Two or three small schools of mackerel were seen, but only a few were taken with hook and line or in the herring nets. A few large sized shad were taken in the salmon nets in the early

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part of the season. Smelt and sardines (small herring) were taken west of Manicouagan. Very little seal hunting or netting is now done owing to the low price of oil; still a fair number have been killed mostly of the harbour seal variety. The Greenland and hooded seals are disappearing rapidly from the waters of the St. Lawrence. The different fishery regulations were well observed.

Mr. Theo. Migneault, F. O., from Moisie Subdivision, reports that salmon net fishing began on May 30, and closed with the end of July—the net fishing in the waters of the Moisie was good. Mr. Adams and his five friends from Boston took 405 salmon with the fly. The cod fishing was smaller than in 1906, this was due to bad weather, the price however was high, fishermen getting from \$5.50 to \$5.65 per cwt. The fishermen gave up early and went to work at the pulp-mills. Herring were abundant in the spring but rare in the fall. A few schools of mackerel were seen off this part of the coast. (489 seals) were killed by Indians and white hunters about the islands during the course of the summer.

Seventy-seven (77) whales were taken by the Quebec Steam Whaling Co. of Seven Islands, yielding about 25,000 galls. of oil.

Mr. Richard Joncas, F. O., Natashquan, reports the salmon fishing began on June 5, the estuary fishing in Natashquan, Agwanus and Nabisippi rivers was small owing to the high water during the season. The first cod was caught on June 5. The capelin arrived a few days later, but they only remained on the coast for two days. Most of the cod were caught on herring and clams, the cod fishing was therefore below the average. The regulations were well kept, and all went well.

INLAND FISHERIES BY INSPECTOR RIENDEAU.

MONTREAL, April 30, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I hereby respectfully submit my report for my district for the year 1907.

In the counties of Champlain and St. Maurice, I am glad to state that the laws on fisheries have been pretty well respected, scarcely any abuses, and though the fish crop has not been a success, yet there will be in the near future a satisfactory improvement if the people continue in their reform and to convince themselves that it is in their own interest. It is to be hoped they shall do so.

In the county of Nicolet and all along the St. Lawrence the fish becomes scarcer every year. Several old fishermen told me they intended to abandon the fishing industry, as they could not earn a living by it. They assign this failure to the too large number of hoop-nets, seines and gill nets; and right they are, in my opinion.

In the counties of Yamaska and Richelieu, no progress in fishing can be ascertained. Most of the fish brought to the markets in Montreal were carp of the kind known as *suckers* and very small at that. No more of those nice carp which we used to see in previous years. There are over 1,000 hoop nets in that part of my district besides seines, gill nets and the numberless hooks of night lines.

I interviewed some of the principal fishermen. All are grateful to the government for the regulations made about the length of the fish. In their opinion, this measure should have been adopted for some time, but what is badly needed now, is a regulation concerning the meshes of net which should be, as they say, 1½ inch square and 3 inches in extension for hoop nets and seines.

The hoop net fishermen throw all the blame on the fish seiners and *vice-versa*. If I am permitted to express an opinion, I should say that both are fish destroyers, the one as bad as the other, and the same may be said of the gill nets, at least in my district. There is also the minnow net, which is a most destructive implement, as it catches indifferently thousands and thousands of young bass, maskinongé, doré, whitefish, etc., etc. that serve to bait the night lines. It should be prevented. If some measure

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could be taken to oblige the sportsmen or other people to use a scoop net and catch only the necessary quantity of minnows, the damage done should be a great deal less.

In the counties of Berthier and Maskinongé no progress can be reported. If something, the situation is worse than in the other places above mentioned.

In the lakes St. Louis, Two Mountains and St. Francis the prospects are more encouraging, principally in lake St. Louis, in the county of Chateauguay and in Beauharnois. It is evidently due to the prohibition of fishing with nets in these different places, to the great satisfaction of the public who also acknowledge the wisdom of the new regulations issued last September. Mr. Hyacinthe Lussier, an old fisherman of Chateauguay Basin who fishes every summer for sturgeon in Lake St. Francis, said to me:—"The law is against me, this time, but I sincerely admit that it is right. I have been catching sturgeons for 45 years and opened thousands of them; I never found any eggs in sturgeons three feet long and very few in those of 42 inches in length. Had this law been adopted 15 to 20 years ago we should have better fish and of better quality than now. Fishermen who are against this law do not understand their own interest."

As soon as all kinds of nets shall have been prohibited in lake St. Peter and St. Lawrence river from Quebec to the boundary line, a great change shall be coming and everybody shall gladly acknowledge it.

Finally I would suggest that fishing should be prohibited in small rivers, brooks or bays which are visited by the fish in the spawning season. I am convinced that should such a measure be taken, the results would be most satisfactory.

Hoping these few remarks shall be favourably accepted.

I am, sir,

Your obedient servant,

JOS. RIENDEAU,
Inspector of Fisheries.

REPORT ON THE INLAND FISHERIES OF QUEBEC FOR THE YEAR 1907, BY INSPECTOR A. H. BELLIVEAU.

OTTAWA, April 29, 1908.

To the Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my annual report on the fisheries of my district for the year 1907.

To better establish relative comparisons with those of previous years, the same limits in the inland province of Quebec have been adhered to, even when under different officers.

As stated before, it seems difficult to secure reliable information respecting statistics of fisheries, when the authorities requiring the catch of fish, for publication only, differ from the provincial officers, who deliver permits to fishermen.

The latter have no special forms for that purpose, and even with the former, it is all a work of estimation furnished by a few of good will. The supplying of proper and correct statistical information, far from large markets, is often a matter of concealment by the producer. Its inaccuracy is also attributed to the negligence of many fishermen, who still fear that by giving high returns of fish captured the season before, their license, although under another government, might be increased in proportion to their capture.

To try an improvement in that line a new way of keeping data for fishing returns will be inaugurated in the principal fishing districts of the inland portion of Quebec. Should it prove a success there, it will be an easy matter to introduce the new system to other localities.

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North Shore : In that part of my district, north of Quebec city, extending to and including the famous *Saguenay river*, it is reported that much less poaching for salmon was indulged in, than during the previous season. The local fishery officer of Tadoussac (a good man) informs me that he only secured and seized a few illegally set nets for salmon, not the third number of previous years. Salmon did not seem as plentiful as in other seasons, especially around the Saguenay and its tributaries.

Quite a few white whales (*belugas*) were noticed at the mouth of the Saguenay, but few were reported captured.

In *Lake St. John*, from which the Saguenay flows, fish were reported plentifully, and a large catch returned by the local officer there.

Even with the prohibition of netting in these waters by the provincial authorities, it is claimed that the quantity of nearly all kinds of fish is in excess of that of the previous year. Either former catches were undervalued or the past season was a very good one, even if the prohibition of nets existed. The Indians near Roberval still have the privilege of netting on their reserve.

The Dominion Fishery Officer Catellier, of Tadoussac, is now of opinion that salmon may go to the sea and again ascend the Décharges to the Lake St. John ; as specimens that have been captured there would indicate a greater number of years than fry have been planted therein. He is now endeavoring to have this report confirmed by reliable persons.

The *South Shore* fisheries from the eastern part of the county of Rimouski to Levis show a diminution of about \$50,000, due mostly to its sea production. The cod around Matane districts shows a falling off of over 50 per cent and that of herring salted and fresh a diminution of also about 35 per cent. According to localities, the worst showing comes from the Méchins and Isle Verte districts, each showing a decline of ten thousand dollars.

The *Eastern Townships*, containing the beautiful lakes of Megantic, Memphremagog, Massawippi, Alymer, St. Francis, Brompton, Brome and others are not sufficiently protected. It is true that a couple of good men are seeking to protect these fisheries by their best efforts, but they remain almost powerless in such a vast area. The best of fishery laws and regulations may ornate the statute books, but if no important means are taken to carry them out, they will produce no good results.

It seems to the undersigned that where provincial authorities issue no fishery licenses, they take little or no interest in the protection of fish in their native elements. It is unfortunate that any indifference at all should be manifested in the protection of fish and game, as it requires the good will of everybody to help in such an ungrateful and unremunerative assistance.

There are now a few good clubs for the protection of fish in existence in the Townships, and it is to be hoped they will master the situation.

Missisquoi Bay, mostly the only place where fishing is indulged in winter time, in my division, was again seined in the spring of 1908, that is, at the end of last fiscal year. The fishermen on the Philipsburg side did very poorly, hardly paying expenses, while those of the other side, off Aird and Clarenceville realized as good fishing as ever, and quite up to the fair capture of the previous season. Difficulties were experienced in the shipping of their catch to the American markets and the doors of the Fulton market were closed to them at the request of Americans.

This prohibition was even extended to the eelweirs of Richelieu, in the vicinity of Iberville. However, the proprietors of the latter weirs have opened new markets in Chicago, which proved satisfactory, and it is very doubtful if these eels would again take the way of New York, even if allowed, as the West is now more profitable and brings better returns.

Respectfully submitted,

A. H. BELLIVEAU,

Inspector of Fisheries.

PROVINCE OF QUEBEC—Gulf of St. Lawrence District.

RETURN showing the Number, Tonnage and Value of Boats, Nets and all Fishing Materials, &c., in the County of Bonaventure, Province of Quebec, for the Year 1907.

RESTIGOUCHE SUBDIVISION (Tide Head to Magnasha).

Number.	Districts.	FISHING BOATS.				FISHING GEAR OR MATERIALS.						LOBSTER PLANT.		KINDS OF FISH.			
		Number.		Value.		Men.		Gill Nets.		Seine.		Trawls.		Hand Lines.		Canneries.	
								Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.
1	Bonaventure County.	22	450	50	25	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000
1	Restigouche Subdiv., Tide Head to Magnasha.	22	450	50	25	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000

BONAVENTURE SUBDIVISION (Magnasha to Paspébiac Point).

1	Magnasha and Nouvelle.	10	200	20	50	1000	500	500	500	500	500	500	500	500	500	500	500
2	Carleton.	20	400	40	100	2000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
3	Maria.	25	500	50	100	2000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
4	New Richmond and Black Capes.	10	200	20	50	1000	500	500	500	500	500	500	500	500	500	500	500
5	Capelin.	70	1200	140	100	2000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
6	Bonaventure.	75	2250	150	200	4000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
7	New Carlisle.	10	300	20	50	600	300	300	300	300	300	300	300	300	300	300	300
8	Paspébiac.	80	2000	160	100	2000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
Totals		300	7050	600	730	14600	7300	25	650	750	34	340	300	300	300	300	300

PORT DANIEL SUBDIVISION (Paspébiac Point to Point Macquereau).

1	Hopetown.	60	2400	110	110	2500	1500	13	350	475	40	800	600	600	600	600	600
2	Nouvelle.	80	2600	135	150	3100	1800	17	425	600	50	1000	700	700	700	700	700
3	Shigawake.	30	600	60	60	1500	750	16	400	520	15	300	200	200	200	200	200
4	Port Daniel.	210	6000	345	450	8000	9000	23	1000	1200	150	2500	2000	2000	2000	2000	2000
5	Anse à Gascon.	195	7800	320	500	8000	10000	18	450	760	160	3500	3000	3000	3000	3000	3000
Totals.		575	19400	970	1270	23200	23650	89	2625	3555	415	8200	2300	2300	2300	2300	2300

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Bonaventure, Province of Quebec,
for the Year 1907.

RESTIGOUCHE SUBDIVISION (Tide Head to Magnusha).

DISTRICTS.	KINDS OF FISH.															TOTAL VALUE OF ALL FISH.	Number.
	Herring, smoked, lb.	Loyster, pre- served in cans, lb.	Loyster, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tinned & soured, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	P.L.s, brls.	Tom cod or frost fish, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
<i>Bonaventure County.</i>																	
1 Restigouche Subdiv., Tide Head to Magnasha.....			15						3000	75000		30000			1000	16,280 00 1	

BONAVENTURE SUBDIVISION (Magnusha to Paspébiac Point).

1	Magnusha and Nouvelle.....				50					500					20	20	2,801 00 1
2	Carleton.....		720	20	50					400					20	20	8,592 00 2
3	Marie.....	600			120							30			30	30	13,612 00 3
4	New Richmond and Black Capes.....			10	40				2000	3000		15			15	15	8,757 00 4
5	Capelin.....	1500	5810	10	2500	2000	75							1400	160	5000	18,217 00 5
6	Bonaventure.....	10000	4800	15	3000	45000	60		5000					1800	200	8000	25,215 00 6
7	New Carlisle.....			10	700					2000					300	150	4,280 00 7
8	Paspébiac.....			10	3000	51000	100		600					2000	250	1000	15,736 00 8
Totals.....		12100	9350	75	9450	96000	235		600	19000	8000	45		5605	845	21950	97,171 00

PORT DANIEL SUBDIVISION (Paspébiac Point to Point Macqueveau).

1	Pointe-au-Loup.....	3000	15108		1400			200	2060	2000				1000	300	1000	14,132 40 1
2	Nouvelle.....	3500			1300	16		150	2500	3000				1100	400	1200	12,300 00 2
3	Shigawake.....	2000	18240		650			50	500					375	100	2000	10,424 50 3
4	Port Daniel.....				3000	12		300	3000	3000	15000			2100	1000	1000	31,203 60 4
5	Anse à Gascon.....	1000	3072		5500	20		300	3500		3000			3600	2000	1200	34,071 60 5
Totals.....		17500	53232		13650	48		1000	11500	8000	18000			8775	3800	6100	102,132 10

RETURN showing the Number and Value of Vessels and Boats, Nets, &c., in the County of Gaspé, in the Province of Quebec, for the Year 1907.

GRAND RIVER SUBDIVISION (Point Macquehen to Paradois.)

DISTRICTS.	FISHING BOATS.			FISHING GEAR OR MATERIALS.								LOBSTER PLANT.				
	Boats.			Gill Nets.		Seines.		Trawls.		Hand Lines.		Cameries.				
	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.			
<i>Gaspé County.</i>																
1	Newport.....	150	4180	391	368	6800	3680	2	60	55	560	1200	600	700	1	
2	Fabos.....	33	1100	83	90	1800	900	4	150	20	200	175	87	500	2	
3	Grand River.....	100	6000	320	340	6800	3400	5	200	97	1720	800	400	1000	3	
4	Cape Cove.....	121	5500	270	330	6600	3330	4	120	120	47	650	300	1000	4	
5	Percé and Bonaventure Island.....	69	4000	130	100	2000	1660	2	60	50	.....	300	150	1400	5
6	Corner of Beach.....	14	700	30	42	840	400	4	150	450	2	80	40	700	6	
Totals.....		487	21480	1224	1270	24900	13370	21	750	920	221	3180	3155	1517	9	4400

GASPE BAY SUBDIVISION (Barachois to Famine Point.)

DISTRICTS.	FISHING BOATS.			Gill Nets.		Seines.		Trawls.		Hand Lines.		LOBSTER PLANT.
	Boats.			Gill Nets.		Seines.		Trawls.		Hand Lines.		
	Number.	Value.	Men.	Number.	Fathoms.	Number.	Fathoms.	Number.	Value.	Number.	Value.	
<i>Gaspé County.</i>												
1 Barachois.....	42	2520	94	87	1305	1218	9	150	360	253	101	1
2 Malbaie.....	61	3660	108	108	1620	1512	10	500	400	324	130	1
3 Point St. Peter.....	21	1260	30	25	375	350	2	100	80	72	29	1
4 Chien Blanc to Sandy Beach.....	152	9120	283	281	4215	3934	15	750	600	828	331	3
5 Gaspé North and South.....	5	300	7	6	90	84	1	7	18	7	7	5
6 Peninsula and Little Gaspé.....	52	3120	82	80	1200	1120	5	250	200	240	96	6
7 Grande Grève to Ship Head.....	44	2610	60	60	900	840	3	150	120	153	62	1
8 Cape des Rosiers to Jersey Cove.....	108	6480	201	201	3015	2814	4	200	160	615	246	1
9 Griffin Cove.....	69	4140	131	131	1965	3234	1	25	40	393	157	8
10 Fox River.....	123	7380	235	235	3525	3200	6	300	240	705	282	10
11 Little Cape to Echourie.....	40	2400	76	76	1140	1036	1	100	80	228	91	1
12 Point Janne to Famine Point.....	67	4020	116	116	1740	1624	1	100	80	345	138	1
Totals.....	784	47080	1423	1406	21090	21056	55	2725	2200	4174	1670	5
												1830

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RETURN showing the kinds and quantities of Fish and Fish Products in the County of Gaspé, in the Province of Quebec, for the year 1907.

GRAND RIVER SUBDIVISION (Point Macquereau to Barachois.)

Number.	Districts.	Kinds of Fish.										Fish as bait, lbs.	Total Value of All Fish.	Number.
		Salmon, fresh, lb.	Herring, salted, lbs.	Macquerel, fresh, lb.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Haddock, dried, cwt.	Halibut, lb.	Smelts, lb.	Fish oil, galls.				
Gaspé County.														
1	Newport	5180	200	.....	17232	5240	60	1000	7000	2620	1000	33,342 60	1
2	Pabos	21800	10	.....	13382	1500	10	2000	10000	750	400	15,637 60	2
3	Grand River	6000	1378	600	13536	9000	90	500	7000	4500	1800	56,453 80	3	
4	Cape Cove	.....	250	.....	24000	7000	10	.....	.....	3500	1400	43,005 00	4
5	Perce and Bonaventure	.....	100	.....	4800	4500	10	.....	.....	2250	900	24,195 00	5
6	Corner of Beach	14313	20	.....	8304	1200	.....	.....	2000	600	350	10,933 45	6
Totals		47295	1958	600	81264	28140	180	3500	26000	14220	5850	183,567 45		

GASPÉ BAY SUBDIVISION (Barachois to Fame Point.)

1	Barachois	25000	118	.....	.....	2723	.....	.....	4512	1815	378	14,496 60
2	Mallard	950	373	.....	9360	4109	.....	.....	.....	2739	1137	25,646 70
3	Point St. Peter	.....	93	.....	.....	940	.....	.....	.....	627	283	5,261 10
4	Chien Blanc to Sandy Beach	18570	699	.....	11904	7050	.....	.....	59015	156	78	48,698 40
5	Gaspé North and South	29462	233	.....	.....	234	.....	.....	.....	1612	410	8,690 35
6	Peninsula and Little Gaspé	12640	75	.....	.....	2418	.....	.....	.....	1612	410	14,213 10
7	Grande Grève to Ship Head	1027	168	.....	.....	2982	.....	.....	.....	1521	530	12,430 35
8	Cape des Rosiers to Jersey Cove	.....	476	.....	2400	5467	.....	.....	.....	3045	1468	30,759 00
9	Griffin Cove	.....	447	.....	.....	1366	.....	.....	.....	2911	1392	24,619 80
10	Fox River	.....	502	.....	.....	6111	.....	.....	.....	4276	1575	34,767 30
11	Little Cape to Echoirrie	.....	169	.....	.....	2541	.....	.....	.....	1694	533	13,502 70
12	Point Jaume to Fame Point	.....	259	.....	.....	3109	.....	.....	.....	2973	813	16,997 40
Totals		64949	3402	.....	23664	42253	.....	.....	63827	28172	10777	250,082 50

RETURN showing the Number, Value of Boats, Nets, &c., in the County of Gaspé, in the Province of Quebec, for the Year 1907.
MONT ST. LOUIS SUBDIVISION (Fame Point to Claude River).

Number.	DISTRICTS.	FISHING BOATS.			FISHING GEAR OR MATERIALS.					KINDS OF FISH.						TOTAL VALUE OF ALL FISH.	Number.	
		Number.	Value.	Men.	Gill Nets.		Hand Lines.		Salmon, fresh, lb.	Herring, salted, brls.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lb.	Fish oil, galls.	Fish as bait, brls.			Fish as manure, brls.
					Number.	Fathoms.	Value.	Number.											Value.
<i>Gaspé County.</i>																		
1	Grand Etang.	10	450	17	60	1200	700	34	68	50	850	...	500	800	150	10	4,570 00	
2	St. Yvon.	24	1200	62	100	3000	1800	84	168	100	2200	...	3000	1000	550	20	11,965 00	
3	Chlorodyrne	36	1600	58	120	3000	2500	116	232	200	2700	11	14000	1800	500	30	16,015 00	
4	Petite Anse to Frigate Point.	33	650	55	100	3000	1700	110	220	100	1000	...	24000	1200	450	20	11,035 00	
5	Grande and Little Valley.	60	2200	94	170	5100	2800	188	374	150	2500	10	22000	2000	850	30	16,190 00	
6	Magdalen River	27	600	41	70	2100	1000	82	164	300	75	500	...	200	600	300	20	3,697 50
7	Manche à Epée and Gros Mâle.	42	730	62	95	2850	1450	124	248	900	225	1460	4	3000	650	400	20	9,027 50
8	Anse Pleureuse and Mont Louis.	64	2850	95	229	6400	5200	190	380	7000	500	2075	6	11800	1400	500	120	15,107 50
9	Rivière à Pierre and Claude.	63	800	89	125	3750	2600	178	356	4000	350	1225	...	4000	650	325	100	8,910 00
Totals.		359	11100	573	1060	31000	19750	1106	2180	18100	1750	15110	31	82500	10700	4025	370	96,577 50

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RETURN showing the Number, Value of Boats, Nets, &c., in the County of Gaspé, in the Province of Québec, for the year 1907.
 STE. ANNE DE MONTS SUBDIVISION (Claude River to Cape Chatteil).

Number.	Districts.	FISHING BOATS.		FISHING GEAR AND MATERIALS.				KINDS OF FISH.					Total Value of All Fish.	Number.		
		Number.	Value.	Gill Nets.	Hand Lines.		Salmon, fresh, lb.	Herring, salted, lbs.	Cod, dried, cwt.	Halibut, lb.	Fish oil, galls.	Fish as bait, bbls.				
					Number.	Value.										
<i>Gaspé County.</i>																
1	Marsouis and Martin River	2	26	4	96	4	4	1000	7	15	.....	.....	12	4	258 60	1
2	Cap au Renard and Anse à Jean	4	17	8	189	56	10	.....	12	100	600	600	55	14	736 50	3
3	Ste. Anne's	90	1403	138	3701	198	252	63 0	1559	1534	5215	1250	200	.....	16,159 00	4
4	Cape Chatte	35	658	41	1033	592	101	1000	319	724	1560	510	147	.....	8,226 00	4
Totals		131	2197	191	4910	2089	370	17960	1927	2397	21505	1827	425	.....	25,380 10	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of Gaspé, Province of Quebec, for the Year 1907.

MAGDALEN ISLANDS SUBDIVISION—SOUTH.

Districts.	FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.										LOBSTER PLANT.											
	Vessels.					Boats.					Gill Nets.					Seine.						Trawl.					Hand-lines.					Canneries.
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.		Number.	Value.									
<i>Gaspé County.</i>																																
1	Entry Island	5	76	2000	21	140	5000	271	2775	11	300	24	3000	1200	3260	30	30	1	75	1	30	70	30	1	75	1						
2	Anahst Island																															
3	Grindstone Island ..																															
	Totals	5	76	2000	21	422	8075	1127		1030	2000	17000	20	4350	6620	13	7800	85	875	2570	815	17	22275									

MAGDALEN ISLANDS SUBDIVISION—NORTH.

1	All Right Island	2	38	1000	10	65	3250	300		200	6000	4000										
2	Grand Entry Island ..					130	2300	200		100	3000	1000										
3	Grosse Isle					30	1000	60		15	400	120	1	250	300							
4	Bryon Island					16	400	20		10	500	80										
5	Wolf Island																					
Totals		2	38	1000	10	235	6950	580		325	9700	5200	1	250	300	27	11500			1040	210	40 35700

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Gaspé, Province of Quebec, for the Year 1907.

MAGDALEN ISLANDS SUBDIVISION—SOUTH.

Districts	Kinds of Fish.															Total Value of All Fish.	Number.
	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	LoBSTERS, preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.	Halibut, lb.	Fels, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.		
<i>Gaspé County.</i>																	% cts.
1 Entry Island.....	90	5000		15600	318	3987	35			1500	40	19260	12570	200	6550		5,422 50
2 Amherst Island.....		20000	50000			113514	2887	15		7500	32	10600	5882	1200	13000		142,402 20
3 Grindstone Island.....						119965	3520										144,227 50
Totals.....	90	25000	50000	15600	7190	263509	6442	15		9000	72	59885	18507	1400	14550		292,052 20

MAGDALEN ISLANDS SUBDIVISION—NORTH.

|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of Saguenay, Province of Quebec, for the Year 1907.

GODBOUT SUBDIVISION (Tadoussac to Jambons).

Number.	FISHING VESSELS AND BOATS.				FISHING GEAR AND MATERIALS.									
	Vessels.		Boats.		Gill-nets.		Seines.		Trawls.		Weirs.		Hand-Lines.	
	Number.	Tonnage.	Men.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
<i>Saguenay County.</i>														
1 Colombiers to Bersimis.....	2	19	450	5	13	260	31	19	1048	1048	.....	.....	.....	.....
2 Pointe aux Outardes to Godbout.....	3	34	625	6	31	620	52	47	2300	2300	.....	.....	.....	.....
3 Pointe de Monts to Jambons.....	1	25	375	7	123	2460	102	131	6100	6100	5	200	200	2
Totals.....	7	78	1450	18	167	3340	185	197	9448	9448	7	425	400	3

MOISIE SUBDIVISION (Jambons to Pigeon).

1 St. Margaret's.....	.....	.....	.....	5	400	12	6	958	900	.....	.....	.....	.....	.....
2 Seven Islands.....	.....	.....	.....	29	1300	59	12	1805	1450	.....	.....	.....	.....	.....
3 Moisie.....	1	250	12000	10	25	1200	54	34	3258	3000	3	185	200	2
4 Pigeon.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	1	250	12000	10	59	2900	125	52	6111	5350	7	370	505	4

MINGAN SUBDIVISION, (Pigeon to St. Charles).

1 River aux Graines and Chaloupe.....	.....	.....	.....	26	1300	51	8	210	150	.....	.....	.....	.....	.....
2 Sheldrake.....	.....	.....	.....	26	1200	33	6	180	120	.....	.....	.....	.....	.....
3 Thunder River.....	.....	.....	.....	56	3350	121	15	375	375	.....	.....	.....	.....	.....
4 Dock to Jupitagan.....	.....	.....	.....	13	910	27	.....	.....	.....	.....	.....	.....	.....	.....
5 Magpie.....	.....	.....	.....	32	2550	75	8	240	150	.....	.....	.....	.....	.....
6 St. John's River.....	.....	.....	.....	44	3520	107	6	600	600	.....	.....	.....	.....	.....
7 Long Point, Mingan and Roumaine.....	.....	.....	.....	30	2700	74	4	400	400	.....	.....	.....	.....	.....
8 Esquimaux Point to St. Charles.....	69	6900	183	10	306	160
Totals.....	296	22450	676	57	2335	1955

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RETURN showing the kinds and quantities of Fish and Fish Products in the County of Saguenay, Province of Quebec, for the Year 1907.
GODBOUT SUBDIVISION (Tadoussac to Jambons).

Districts.	KINDS OF FISH.																TOTAL VALUE OF ALL FISH.	Number.		
	Salmon, fresh, lb.	Salmon, salted, brls.	Herring, salted, brls.	Herring, fresh, lb.	Lobsters, preserv'd in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Sardines, brls.	Whale, No.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.			Fish as manure, brls.	Seal skins, No.
<i>Saguenay County.</i>																				
1 Colombers to Bersimis,	18000	5	27	154	154	6	3230	1900	2500	1	14	3	177	921	36	45	307	2	3,558 85	1
2 Pointe aux Outardes to Godbout	13000	15	203	1824	1070	6	3230	1900	2500	1	14	15	921	892	175	40	59	2	4,884 05	2
3 Pointe des Monts to Jambons,	32500	2	250	1824	1070	6	38245	3700	2500	1	14	56	892	175	40		264		16,638 80	3
Totals,	63500	22	480	1824	1224	6	41475	6800	3450	1	14	74	1990	215	85		630	2	25,081 70	

MOISIE SUBDIVISION (Jambons to Pigeon).

1 St. Margarets	9240	18	312	2150	450	12	180	25	39	3,307 25		
2 Seven Islands	29051	320	2400	832	10	10139	77	231390	195	30	239	80,704 30
3 Moisie	213240		749	12800	700			347	130	30	158	37,218 10
4 Pigeon		4	25	2140				40	12		53	440 75
Totals	251541	342	2400	1918	10	27229	1150	231957	362	60	489	121,670 40

MINGAN SUBDIVISION (Pigeon to St. Charles).

1 River aux Graines and Chaloupe,	600			2340		1950				1250	300			20		11,669 00
2 Shellrake,				2200		6900				600	300			10		11,232 50
3 Thunder River,	5400	26		4500		12550				2300	730					24,247 00
4 Dock to Jupitagan,	1000			635		1000	600			350	200			15		3,861 25
5 Magpie,	7100			3880		900	500			1500	500			20		19,890 00
6 St. John's River,	7000			3060		2950	1000			2000	600			20		20,790 00
7 Long Point, Mingan and Romaine,	13700			2000		500				1100	450			50		12,172 50
8 Esquimaux Point to St. Charles,			50	2450	3262					2800	600			310		19,966 50
Totals,	34800	76		22450	22937		43760	2600					11910	3700		123,828 75

RETURN showing the Number and Value of Vessels and Boats, Nets, &c., in the County of Saguenay, Province of Quebec, for the Year 1907.
NATASHQUAN SUBDIVISION (St. Charles to Natashquan Point).

DISTRICTS.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.								LOBSTER PLANT.			
	Boats.		Gill Nets.		Seines.		Trap Nets.		Hand Lines.		Canneries.		Traps.		Persons employed in canneries.	
	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.
<i>Saguenay County.</i>																
1 Pisashre Bay.....	6	650	12	3	220	220	1	50	90	.....	.....	24	12	2	525	375
2 Washeshoo and Pashashiboo.....	1	125	1	3	110	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
3 Agwanish and Nabissippi.....	25	2500	60	4	320	300	4	200	270	.....	.....	240	120	2	500	325
4 Mission Island.....	8	800	20	.....	.....	.....	2	100	180	.....	.....	80	40	.....	.....	9
5 Natashquan.....	40	5000	120	5	600	600	8	400	720	.....	.....	480	220	.....	.....	5
Totals.....	80	9075	213	15	1250	1230	15	750	1260	.....	.....	824	392	4	1025	700

ROMAINE SUBDIVISION (Natashquan Point to Cape Whittle).

1 Kegashka.....	6	725	10	10	250	116	1	45	50	.....	.....	24	10	1	50	200
2 Washeshootai.....	3	75	3	5	300	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
3 Romaine.....	9	390	10	9	275	100	1	45	50	1	200	20	10	1	100	150
4 Cocoshoo.....	9	750	13	11	300	132	1	45	50	1	250	30	15	3	500	400
Totals.....	27	1940	36	35	1125	448	3	135	150	2	450	74	35	5	650	750

ST. AUGUSTIN SUBDIVISION (Cape Whittle to Chicatica).

1 Ekamamu and St. Mary's.....	8	200	8	10	500	250	1	50	100	.....	.....	50	15	.....	.....	1
2 Harrington.....	78	1600	112	18	1000	700	6	300	300	8	3000	390	150	1	50	60
3 Little Meccatina and Whale Head.....	41	750	60	16	1200	800	5	250	300	6	2200	246	85	4	200	300
4 Mutton Bay.....	80	1500	115	10	800	750	6	300	300	6	2000	480	100	.....	.....	3
5 Meccatina to Tabatiere.....	65	1400	110	10	1000	900	12	600	600	12	3600	325	85	.....	.....	4
6 Fondere a Fecteau to St. Augustin.....	30	700	40	20	2000	1000	4	200	200	2	500	120	50	.....	.....	5
7 Point a Groux to Chicatica.....	10	340	15	10	1000	600	2	100	50	1	200	50	30	6
Totals.....	312	6450	460	94	7 00	5000	36	1800	1850	35	11500	1661	515	5	250	360

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RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Saguenay, Province of Quebec,
for the Year 1907—*Continued*.
NATASHQUAN SUBDIVISION (St. Charles to Natashquan Point).

Number.	OTHER FIXTURES USED IN FISHERIES.				KINDS OF FISH.													TOTAL VALUE OF ALL FISH.	Number.	
	Smoke and fish-houses		Piers and wharfs.		Salmon, fresh, lb.	Salmon, salted, brls.	Herring, salted, brls.	Lobsters, pre- served in cans, lb.	Cod, dried, cwt.	Cod, tongues & sounds, brls.	Halibut, lb.	Trout, lb.	Smelt, lb.	Eels, brls.	Fish oil, galls.	Fish as bait, brls.	Seal skins, No.			
	Number.	Value.	Number.	Value.																
<i>Saguenay County.</i>																				
1	Pishtre Bay.....	6	300	.....	.....	.....	19	20	480	50	.....	.....	.....	.....	.....	275	20	82	959 00	1
2	Watsheeshoo and Pashashiboo	1	40	.....	.....	.....	17	.....	2784	.....	.....	.....	.....	.....	.....	24	.....	8	1,107 40	2
3	Agwaish and Nabisippi	10	1500	15	450	.....	66	.....	1000	10	1000	.....	.....	.....	.....	800	400	18	6,552 50	3
4	Mission Island.....	16	400	.....	.....	.....	.....	52	.....	320	.....	400	.....	400	.....	200	100	8	1,954 00	4
5	Natashquan.....	40	4000	10	700	9435	135	100	.....	2000	10	400	500	600	8	1600	1000	70	15,257 75	5
Totals.		67	6240	25	1150	9435	237	172	3264	3370	20	1800	500	1000	8	2899	1520	186	25,830 65	

ROMAINE SUBDIVISION (Natashquan Point to Cape Whittle).

1 Kegashka.....	6	200	4	200	5400	.....	80	816	500	.....	.....	.....	.....	.....	200	100	.....	3,874 80
2 Washeecotai.....	3	75	3	75	1000	.....	25	624	.....	.....	.....	.....	.....	.....	.....	.....	.....	337 20
3 Romaine.....	8	150	2	50	.....	10	40	768	94	1200	.....	.....	.....	.....	50	25	.....	1,605 00
4 Cocochoo.....	3	150	2	50	.....	10	40	4512	81	.....	.....	.....	.....	.....	40	25	.....	2,097 60
Totals.....	12	425	9	325	6400	35	210	6720	677	1200	.....	.....	.....	.....	290	150	.....	7,915 50

ST. AUGUSTIN SUBDIVISION (Cape Whittle to Chicatica).

1 Etamamu and St. Mary's.....	50	2000	30	500	.....	30	165	2000	50	.....	.....	.....	.....	.....	175	50	50	865 00
2 Harrington.....	20	700	15	500	.....	10	42	4780	2000	.....	.....	.....	.....	.....	1075	500	25	11,446 25
3 Little Meccatina and Whale Head.....	25	2000	16	600	.....	10	118	.....	1500	.....	.....	.....	.....	.....	1750	350	300	9,948 00
4 Mutton Bay.....	5	Meccatina and Tabatière.....	10	750	.....	25	.....	.....	2300	.....	.....	.....	.....	.....	1600	600	20	12,436 00
6 Fondère à Fectean to St. Augustin.....	2	100	2	150	120	5	.....	.....	500	.....	3000	.....	.....	.....	2700	170	780	5,565 00
7 Point à Giroux to Chicatica.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	.....	.....	.....	1000	130	250	5,157 50
Totals.....	107	5550	73	2500	.....	200	325	6780	7150	.....	3000	.....	.....	.....	8510	1800	1475	46,158 25

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity of Fish and Fish Products in the County of **Saguenay**, Province of **Quebec**, for the Year 1907.

BONNE ESPERANCE SUBDIVISION (Chicatica to Blancs Sablons).

FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.										
Number.	Districts.	Vessels.				Boats.		Gill-nets.		Seines.		Trap nets.		Trawls.						
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.				
<i>Saguenay County.</i>																				
1	Chicatica to Burnt Island	1	90	4500	6	40	1905	50	12	550	335	4	160	330	8	3100	15	60	1	60
2	Bonne Esperance.					60	3250	90	2	200	50	4	450	450	20	8000				
3	Pigeon Island to Salmon Bay					82	4000	152	26	1250	725	12	520	1200	28	10500	10	40		
4	Little Fishery and Five League.					12	600	12	4	200	100	2	80	200	3	1200				
5	Middle Bay and Belles Amours.	2	104	2000	20	46	2300	80	2	100	50	5	375	850	13	4900	30	120	5	120
6	Bradore	4	290	10000	35	55	3000	110	1	50	75	1	50	75	28	11000			6	200
7	Long Point					35	1200	45	1	50	75	1	50	75	14	4000			2	200
8	Green Island					40	2000	80	3	220	600	6	4000	600	6	4000	40	200		
Totals,		7	1384	16500	61	370	18255	619	46	2300	1260	31	1855	4205	120	46700	95	420		

THE ISLAND OF ANTICOSTI.

Number.	Districts.	Vessels.	Boats.	Gill-nets.	Seine.	Trap nets.	Trawls.
Number.	Districts.	Number.	Value.	Men.	Number.	Fathoms.	Value.
1	Fox Bay.....	35	350	35	10	400	250
2	Baie Ste. Claire.....	11	510	15	20	800	400
3	Strawberry Cove.....	12	600	15	16	640	350
4	Shallop Creek.....	3	50	4	6	200	100
	Totals.....	61	1510	69	52	2040	1100
					</		

SESSIONAL PAPER No. 22

Return showing the Kinds and Quantities of Fish and Fish Products in the County of Saguenay, Province of Quebec, for the Year 1907.

BOIXE ESPERANCE SUBDIVISION (Chicatica to Blancs Sablons).

Districts.	FISHING GEAR OR MATERIALS.				LOBSTER PLANT.		KINDS OF FISH AND FISH PRODUCTS.										TOTAL VALUE OF ALL FISH.	Number.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Smelt nets.		Hand Lines.		Cameries.		Salmon, fresh, lb.	Salmon, salted, brls.	Herring, salted, brls.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Halibut, lb.	Trout, lb.	Eels, brls.	Fish oil, galls.	Fish as bait, brls.			Seal skins, No.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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THE ISLAND OF ANTICOSTI.

1 Fox Bay	20	10	1	16000	600	3	...	43056	16	700	...	14,193 80
2 Baie Ste. Claire	30	15	15	20	200	200	2000	100	75	...	1,352 50
3 Strawberry Cove	30	15	15	...	...	...	20	300	300	...	...	...	1700	...	...	120	100	...	1,796 00
4 Shallop Creek	3	45 00
Totals	80	40	1	16000	600	6	40	43056	516	3700	220	875	...	17,367 30

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SAGUENAY COUNTY.

1 Godbout.....	1824	1224	6	41475	6800	3450	1	14	77	74	1990	211	85	630	2	25,081 70	1
2 Moisie.....	.....	1918	10	27229	1150	.....	.....	12	.....	.....	23197	362	60	489	.....	121,070 40	2
3 Mignan.....	.....	22387	.....	43760	2600	.....	.....	.....	.....	.....	11910	3700	.....	415	.....	123,828 40	3
4 Natashquan.....	.....	3264	20	1800	500	1000	8	.....	.....	.....	2899	1520	.....	186	.....	25,830 65	4
5 Romaine.....	.....	6720	675	1200	.....	.....	.....	.....	.....	.....	290	150	.....	.....	.....	7,915 50	5
6 St. Augustin.....	.....	6780	7150	.....	3000	.....	.....	.....	.....	.....	8610	1800	.....	1475	.....	46,158 25	6
7 Bonne Esperance.....	.....	.....	57830	.....	1200	.....	.....	.....	.....	.....	28420	1350	.....	350	.....	182,447 50	7
8 Anticosti.....	.....	13056	516	.....	.....	.....	.....	.....	.....	.....	220	875	.....	.....	.....	17,367 30	8
Totals.....	64094	75620	36	119164	15250	4450	11	26	77	74	286196	10028	145	3375	2	550,300 05	.....

GRAND TOTAL FOR GULF DIVISION.

1 Bonaventure County.....	62592	90	22510	57 6000	1235	12100	15900	101000	45	.....	14380	4645	29359	.....	.....	215,586 10	1
2 Gaspé County.....	12570 693037	.....	96388	46	380	116565	.....	89527	72	.....	121389	68124	2770	21685	.....	1,087,881 00	2
3 Saguenay County.....	64094	.....	75620	36	.....	119164	15250	4450	11	26	74	286196	10028	145	3375	550,300 05	3
Grand totals.....	12570 819723	90 194518	139 6000	1615 247769	31150 194977	128	26	30000	77	74	421965	82797	32265	25260	2	1,853,767 15	.....

RECAPITULATION

STATEMENT showing Yield and Value of Fisheries in Gulf Division, Province of Quebec, for the Season of 1907-8.

Description.	Quantity.	Price.	Value.
		\$ cts.	\$ cts.
Salmon, fresh, in ice	Lb. 782,580	0 15	117,387 00
" salted	Brls. 567	15 00	8,505 00
Herring, "	" 14,474	4 50	65,133 00
" fresh	Lb. 72,400	0 01	724 00
" smoked	" 179,600	0 02	3,592 00
Mackerel, fresh	" 26,800	0 12	3,216 00
" salted	Brls. 12,570	15 00	188,550 00
Lobsters, canned	Lb. 819,723	0 30	245,916 90
" fresh, whole	Cwt. 90	5 00	450 00
Cod, salt-dried	" 194,518	4 50	875,331 00
Cod tongues and sounds, salted	Brls. 139	10 00	1,390 00
Haddock, fresh	Lb. 6,000	0 03	180 00
" salt-dried	Cwt. 1,615	3 00	4,845 00
Halibut, fresh	Lb. 247,769	0 10	24,776 90
Trout, "	" 31,150	0 10	3,115 00
Smelt, "	" 194,977	0 05	9,748 85
Eels, salted	Brls. 128	10 00	1,280 00
Sardines, salted	" 26	3 00	78 00
Tommy cod, fresh	Lb. 30,000	0 03	900 00
Coarsed and mixed fish, salted	Brls. 74	2 00	148 00
Fish, whale and seal oil	Gall. 421,965	0 30	126,589 50
Fish as bait	Brls. 82,797	1 50	124,195 50
Fish as fertilizer	" 32,265	0 50	16,132 50
Seal skins	No. 25,260	1 25	31,575 00
White whale skins	" 2	4 00	8 00
Whales	" 77		
Total value, 1907			1,853,767 15
" 1906			1,930,727 26
Decrease 1907			76,960 11

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RECAPITULATION

Showing Number of Men, Vessels, Boats and Value of Material employed in **Gulf Division Fisheries, Province of Quebec**, for Season of 1907-8.

Description.	Value.
	§ cts.
22 vessels of 1826 tons, manned by 120 men	32,950 00
4,686 boats, fished by 9,115 men.....	189,702 00
196,509 fathoms of gill net.....	140,187 00
18,045 fathoms of seine	25,611 00
205 trap-nets for herring and cod	79,800 00
580 trawls.....	13,355 00
4 weirs.....	200 00
217 smelt and seal nets.....	9,500 00
22,769 hand lines and leads	11,634 00
100 lobster canneries, employing 1,672 persons.....	85,600 00
108,390 lobster traps.....	81,980 00
95 freezers and ice-houses	22,890 00
621 smoke and fish-houses and fish-weirs	187,595 00
230 private piers, wharfs and landing stages	72,200 00
8 tugs and smacks	20,950 00
Total value.....	974,154 00

SESSIONAL PAPER No. 22

PROVINCE OF QUEBEC—Continued.

RETURN showing the Number of Boats, Nets, &c., in the South Shore District from Rimouski County to Levis inclusive, Province of Quebec, for the Year 1907—Continued.

DISTRICTS.		FISHING MATERIALS.								KINDS OF FISH AND FISH PRODUCTS.							
Number.		Boats.		Gill Nets.		Seines.		Weirs.		Salmon, fresh, lbs.	Herring, salted, lbs.	Herring, fresh, lb.	Herring, smoked, lb.	Cod, dried, cwt.	Cod, green, lb.	Cod, fresh, lb.	Number.
		Value.	Mm.	Number.	Value.	Number.	Value.	Number.	Value.								
25	St. Thomas	2	20	8	225	170	1670	19	4500	90	..	..	..	..	..	..	25
26	Berthier	5	60	20	11	..	..	19	4500	120	..	..	..	..	..	..	26
27	St. Valer	6	65	6	..	..	..	4	800	160	..	..	..	..	..	..	27
28	St. Michel	12	130	12	..	..	..	8	3770	270	..	..	..	..	..	..	28
29	Beaumont	20	210	15	..	..	..	10	7500	820	..	..	..	..	..	..	29
30	St. Joseph and Levis.	13	120	13	..	..	..	12	8500	270	..	..	..	..	..	..	30
31	St. Romuald and New Liverpool	3	60	3	..	..	..	2	500	..	..	..	..	..	..	..	31
32	St. Nicholas	9	110	9	..	..	..	6	2500	200	..	..	..	..	..	..	32
Totals		448	7106	716	370	7590	4380	3	215	165	22719	1341000	412440	90	301400	57400	
Values.											3106	13158	8248	450	12656	1148	

8-9 EDWARD VII., A. 1909

PROVINCE OF QUEBEC—Continued.

RETURN showing the Kinds and Quantities of Fish and Fish Products, from the County of Rimouski to Levis, Province of Quebec, for the Year 1907.

Number.	DISTRICTS.	KINDS OF FISH AND FISH PRODUCTS.															VALUE.	Number.		
		Sturgeon, lb.	Whitefish, lb.	Halibut, lb.	Trout, lb.	Shad, lb.	Smelts, lb.	Bas, lb.	Pickrel, lb.	Eels, lb.	Sardines, brls.	Clams, brls.	Coarse and mixed fish, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.			Seal skins, No.	Beluga skins, No.
1	Capucins			1000								85		100	12	12			1,194 00	1
2	Petit and Grand Meclins			700	500							30		170	70	55			5,691 00	2
3	Grosses Roches			1000										200	50	20			3,421 00	3
4	Ste. Felicité			800	300									150	50				3,755 00	4
5	Matane			2000	350									75	40	50			3,137 50	5
6	Rivière Blanche			1000										80	25	20			2,681 50	6
7	Sandy Bay			4000										90	30	25			3,966 50	7
8	Metis and vicinity			8000								50		55	20	250			2,044 00	8
9	Ste. Flavie and Ste. Lucie			5000	100									11	255				1,695 50	9
10	Rimouski and Inland Lakes			2000	10000										300				2,972 00	10
11	Bac, St. Fabien and St. Simon						1200								700				892 50	11
12	Trois Pistoles	50					60				8				580				2,603 00	12
13	Isle Verte	650					5500				135				45				10,051 00	13
14	Cacouna	200					280			600	75			16	165				9,562 60	14
15	Lake Temiscouata and tributaries		4000		350														405 00	15
16	Riv. du Loup and N. D. du Portage	100				60				940	20			6	30		3		1,177 55	16
17	St. André	2250								1280	46				150				5,288 30	17
18	Kanouraski	600				800	200				300				105				1,084 50	18
19	St. Denis	500				200	450			2450	21			4	100		2		524 00	19
20	Rivière Onelle	180				20				14750				120	325				1,141 50	20
21	St. Anne				5400					5150									849 00	21
22	St. Roch and St. Jean Port Joli			2000						7400									644 00	22
23	Islet and Cap St. Ignace	200			1500					4350									440 00	23
24	Crane and Goose Islands							700		11700				45			15		804 25	24

RETURNS showing the Kinds and Quantities of Fish and Fish Products, from the County of Rimouski to Levis, Province of Quebec, for the Year 1907—Continued.

Districts.	Number.	Sturgeon, lb.	Whitefish, lb.	Hallibut, lb.	Trout, lb.	Shad, lb.	Smelts, lb.	Bass, lb.	Pickarel, lb.	Eels, lb.	Sardines, brls.	Clams, brls.	Coarse and mixed fish, lb.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Beluga skins, No.	Value.	Number.
25 St. Thomas	8500	100				10		270	520	359			6000					1,494 10 25	
26 Perth	3300	2000						2000	600	27300			60000					2,920 00 26	
27 St. Valier	2800	3200				500		85	600	21000								1,870 50 27	
28 St. Michel	980	430				1260		1075	430	27030								2,026 20 28	
29 Beaumont	600	1349				1970		1630	990	17300			62400					4,135 20 29	
30 St. Joseph and Lewis	800	620		600		1800		500	320	55400			5800					3,785 50 30	
31 St. Romuald and New Liverpool	100							120	180	3300			2200					296 00 31	
32 St. Nicholas	4600	1600				3800		600	1650	12300			6500					1,722 00 32	
Totals	26310	14020	25500	21100		10760	7350	7200	5350	246800	605	165	443700	111	308	3187	24		
Values	1576	1402	1275	2110		646	307	720	535	14808	1815	330	4437	333	402	1593	30		84,365 80

8-9 EDWARD VII., A. 1909

RETURN of the Number of Fishermen, Boats, Nets, &c., and the Quantities
Province of Quebec,

Number.	DISTRICTS.	FISHING MATERIAL.											
		Boats.			Gill Nets.			Seines.			Hoop Nets.		Shad, lb.
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	
	<i>North side of the St. Lawrence.</i>		\$				\$			\$		\$	
1	Ottawa River and tributaries, including Pontiac and Ottawa Counties...	63	630	65	79	1,500	400	...	...	...	20	200	...
2	Lake Two Mountains.....	100	1100	100	40	400	60	...	...	...	75	370	...
3	Jacques Cartier and Hochelaga.....	70	700	70	30	300	40	...	...	...	...	...	150
4	Terrebonne and l'Assomption.....	75	750	75	35	350	35	...	...	...	...	...	100
5	Berthier and vicinity.....	50	380	50	20	200	25	4	120	110	250	1250	300
6	Maskinongé County.....	50	370	50	25	250	25	...	...	...	240	1200	100
*7	St. Maurice, Champlain and Portneuf.....	75	520	85	50	500	160	3	90	100	30	150	2000
	<i>South Side of St. Lawrence.</i>												
8	Lotbinière and Nicolet Counties ...	73	410	75	50	500	150	10	300	200	50	250	1500
9	Yamaska County and River.....	62	600	65	5	100	25	10	200	150	1200	7300	...
10	Richelieu County.....	50	300	50	5	100	12	1	40	40	47	235	500
11	Richelieu River. (St. Denis to Lacolle).....	50	500	50	...	...	...	...	...	...	120	600	...
12	Vercheres County.....	48	240	48	...	...	...	2	80	80	20	100	50
13	Chambly County.....	30	300	30	...	...	...	...	...	...	...	...	300
14	Laprairie County.....	25	250	25	6	90	15	...	...	...	4	30	400
15	Lake St. Louis and tributaries.....	110	1100	110	...	...	...	...	...	...	...	...	...
16	Lake St. Francis and tributaries.....	70	700	70	...	...	...	...	...	...	...	...	...
17	Missisquoi Bay.....	13	250	40	...	...	...	13	1200	600	...	...	...
18	Lakes and Streams Eastern Tps.....	...	...	...	Angling and	...	...	trolling	only	...	...	...	...
	Totals.....	1014	9100	1058	336	4,290	887	43	2030	1280	2056	11685	5400
	Values.....												540

*In No. 7 add 96,000 lbs. tom. cods, \$2,880.

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of Fish caught in the Inland District from Quebec City to Pontiac,
for the Year 1907.

KINDS OF FISH.														
Whitefish, lb.	Trout, lb.	Bass, lb.	Pickarel, lb.	Pike, lb.	Maskinonge, lb.	Sturgeon, lb.	Eels, lb.	Perch, lb.	Bullhead, lb.	Catfish, lb.	Mixed and coarse fish, lb.	VALUE.		Number.
												¢	cts.	
5000	46300	9500	18500	45300	1200	14300	9200	9400	8000	8100	98000	14,798	00	1
.....	1600	1700	4500	5000	500	1200	6500	6000	2000	3200	6000	2,158	00	2
.....	.....	500	1500	1100	120	600	1800	1500	1200	1200	1100	619	00	3
700	30000	1000	1200	1500	200	1200	2100	1600	2000	600	2200	3,835	00	4
200	1500	300	1000	2000	150	400	2200	2500	3000	900	18000	1,263	00	5
.....	.....	300	500	3000	.....	300	2500	2000	2600	1100	15000	971	00	6
750	2000	1000	2000	2000	300	1500	4000	3000	2000	2500	3000	4,500	00	*7
.....
500	.....	1000	3200	6100	200	2000	11000	2000	3000	2500	30000	2,650	00	8
.....	.....	900	3000	13000	450	1500	15000	5000	3000	1600	76000	4,043	00	9
100	.....	250	1200	1200	250	1700	2000	5000	2000	900	8100	1,051	00	10
.....	.....	6000	3500	30000	.....	200	90000	40000	35600	.....	133500	14,312	00	12
300	.....	300	500	900	150	1000	1200	1000	1000	400	4000	499	00	13
400	.....	500	400	1000	150	500	1000	1200	700	500	10500	635	00	11
300	.....	1000	500	600	200	400	1000	6000	900	900	2000	766	00	14
.....	.....	16600	2000	1700	450	2100	4500	7000	4000	1700	1500	3,017	00	15
.....	.....	3000	2500	1500	600	3000	60000	3000	1500	2500	1200	4,789	00	16
1900	.....	.....	17700	4200	.....	.....	.....	53900	3500	.....	26000	4,562	00	17
5300	15600	5600	9100	7200	.....	.....	3000	11600	2400	2500	12400	5,123	00	18
15450	97000	49450	72800	127300	4920	31900	217000	141700	78400	31100	448600	.....	.....	.....
1545	9700	4945	7280	6365	492	1914	13020	7085	3920	933	8972	69,591	00	.....

8-9 EDWARD VII., A. 1909

STATEMENT of the North Shore Gulf of St. Lawrence from **Quebec** to the **Saguenay**,
including Lake St. John District, 1907.

Fishing Materials and Kinds of Fish.	Counties of Quebec and Mont- morency, with Island of Orleans.	Charlevoix including Isle aux Coudres.	Lake St. Johns with Tributaries, including Saguenay River.	Total Quantity.	Total Value.
<i>Materials.</i>					\$
Boats No.	12	15	10	38	222
Weirs " "	120	45	.....	165	12,375
Gill nets Fathoms.	350	320	300	970	194
Lines No.	50	40	100	190	190
Total value					12,981
<i>Kinds of Fish.</i>					
Salmon Lb.	1,000	3,000	27,000	31,000	4,650
Trout " "	7,200	10,000	20,500	37,700	3,770
Whitefish " "	1,800	.....	9,300	11,100	1,110
Ouananiche . . . . . " "	.....	.....	42,000	42,000	4,200
Herring . . . . . " "	.....	6,400	.....	6,400	64
Pickarel " "	600	.....	53,600	54,200	5,420
Pike . . . . . " "	.....	.....	52,500	52,500	2,625
Eels " "	230,000	36,000	.....	266,000	15,960
Perch . . . . . " "	.....	.....	1,100	1,100	55
Sardines Brls.	60	40	.....	100	300
Mixed fish Lb.	20,200	94,000	17,000	131,200	1,312
Beluga skins No.	.....	14	36	50	200
Total lbs. fish	272,800	156,800	226,600	658,200
Total values \$	15,292	4,790	19,584	39,666

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RECAPITULATION

SHOWING the Yield and Value of the Fisheries of the Province of Quebec,
(exclusive of the Gulf Division), for the Year 1907.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Cod, green and fresh	Lb.	367,800		13,654	00
Halibut, fresh	"	25,500	0.05	1,275	00
Salmon	"	53,710	0.15	8,056	50
Ouananiche	"	42 000	0.10	4,200	00
Trout	"	155,800	0.10	15,580	00
Whitefish	"	40,570	0.10	4,057	00
Herring, salted	Brls.	2,924	4.50	13,158	00
" fresh	Lb.	1,350,400	0.01	13,504	00
" smoked	"	412,440	0.02	8,248	89
Sardines	Brls.	705	3.00	2,115	00
Shad	Lb.	16,460		1,185	60
Eels	"	729,800	0.06	43,788	00
Maskinonge	"	4,920	0.10	492	00
Bass (sea)	"	7,200	0.10	720	00
" (achigan)	"	49,450	0.10	4,945	00
Pickarel (dore)	"	132,350	0.10	13,235	00
Pike	"	179,800	0.05	8,990	00
Perch	"	142,800	0.05	7,140	00
Sturgeon	"	58,210	0.06	3,492	60
Tom-cod	"	96,000	0.03	2,880	00
Smelts	"	7,350	0.05	367	50
Bull-heads, dressed	"	78,400	0.05	3,920	00
Catfish	"	31,100	0.03	933	00
Coarse and mixed fish	"	1,013,500		14,721	00
Clams	Brls.	165	2.00	330	00
Fish as bait	"	308	1.50	462	00
" as fertilizer	"	3,187	0.50	1,593	50
" oil	Galls.	1,111	0.30	333	30
Hair seal skins	No.	24	1.25	30	00
Beluga (white whales) skins	"	54	4.00	216	00
Total Value for 1907				193,622	80
" 1906				244,308	50
Decrease				50,685	70

RECAPITULATION

SHOWING the Fishing Materials in the above Districts, 1907 (exclusive of the
Gulf Division).

Articles.	Value.
	\$
1,500 fishing boats (2,000 men)	16,428
806 fishing gill nets (12,850 fathoms)	5,411
2,245 fathoms of seines	1,445
471 fish weirs (brush or wire)	61,255
2 large weirs (special for eels)	60,000
2,056 hoop nets	11,685
night lines and hand lines	1,612
40 fish-houses or ice-houses	1,425
900 fish boxes	900
Total	160,161

RECAPITULATION

Showing the Yield and Value of the Fisheries in the whole Province of Quebec, for the Year 1907.

Kind of Fish.		Quantity.	Price.	Value.
			\$ cts.	\$ cts.
Salmon, fresh	Lb.	836,290	0 15	125,443 50
" salted	Brls.	567	15 00	8,505 00
Ouananiche	Lb.	42,000	0 10	4,200 00
Trout	"	186,950	0 10	18,695 00
Whitefish	"	40,570	0 10	4,057 00
Smelts	"	202,327	0 05	10,116 35
Cod, dried	Cwt.	194,518	4 50	875,331 00
" green	Lb.	367,800		13,654 00
" tongues and sounds	Brls.	139	10 00	1,390 00
Haddock, dried	Cwt.	1,615	3 00	4,845 00
" fresh	Lb.	6,003	0 03	180 90
Halibut	"	273,269		26,051 00
Tom cod	"	126,000	0 01	3,780 00
Herring, fresh	"	1,422,800	0 01	14,228 80
" smoked	"	592,040	0 02	11,840 00
" salted	Brls.	17,398	4 50	78,291 00
Sardines	"	731	3 00	2,193 00
Shad	Lb.	16,460		1,185 60
Mackerel, fresh	"	26,800	0 12	3,216 00
" salted	Brls.	12,570	15 00	188,550 00
Bass, sea	Lb.	7,200	0 10	720 00
" (achigan)	"	49,450	0 10	4,945 00
Pickrel	"	132,350	0 10	13,235 00
Perch	"	142,800	0 05	7,140 00
Pike	"	179,800	0 05	8,990 00
Maskinongé	"	4,920	0 10	492 00
Eels, fresh	"	729,800	0 06	43,788 00
" salted	Brls.	128	10 00	1,280 00
Sturgeon	Lb.	58,210	0 06	3,492 60
Lobsters, canned	"	819,723	0 30	245,916 90
" shell	Cwt.	90	5 00	540 00
Clams	Brls.	165	2 00	330 00
Bull heads, dressed	Lb.	78,400	0 05	3,920 00
Catfish	"	31,100	0 03	933 00
Coarse fish	"	1,013,500		14,721 00
" salted	Brls.	74	2 00	148 00
Fish as bait	"	83,105	1 50	124,657 50
Fish as fertilizer	"	35,452	0 50	17,726 00
Fish oil	Gall.	423,076	0 30	126,922 80
Harr seal skins	No.	25,284	1 25	31,605 00
White whale skins	No.	56	4 00	224 00
Total for 1907				2,047,389 95
" 1906				2,175,035 76
Decrease				127,645 81

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RECAPITULATION

Of the Capital invested in Vessels, Boats, Nets, &c., in the Fisheries of all Quebec,
for the Year 1907.

Articles.	Value.	Total.
	\$ cts.	\$ cts.
22 fishing vessels, (1,826 tons, 120 men).....	32,950	
6,187 fishing boats.....	206,130	239,080
209,359 gill nets, fathoms.....	145,598	
20,290 fathoms of seines.....	27,056	
205 trap nets.....	79,800	
550 trawls.....	13,355	
477 weirs, brush and wire.....	121,455	
217 smelt and seal nets.....	9,500	
2,056 hoop nets.....	11,685	
22,769 hand lines, night lines, &c.....	13,246	421,695
100 lobster canneries, &c.....	85,600	
108,390 lobster traps.....	81,980	167,580
135 freezers and ice-houses.....	24,315	
621 smoke and fish-houses.....	187,595	
230 private fishing piers and wharfs.....	72,200	
8 fishing tugs and snacks.....	20,950	
900 fish boxes.....	900	305,960
Total.....		1,134,315

STATEMENT of the persons engaged in the Quebec Fisheries, 1907.

Number of men in fishing vessels.....	120
" " boats.....	11,115
Number of persons in lobster canneries.....	1,672
Total.....	12,907

APPENDIX No. 7.

ONTARIO.

GENERAL REMARKS.

In the province of Ontario, the fisheries yield is valued according to the provincial, the local government report, (from which the following statistics are extracted) at nearly two million dollars, showing an increase of a quarter of million of dollars over the production of last year.

The Great Lakes have produced the following values in their fisheries :—

Lakes.	1907.	1906.	Increase.	Decrease.
	\$	\$	\$	\$
Superior.....	240,704	241,847	.....	1,143
Huron and Georgian Bay.....	673,000	739,231	.....	66,231
Erie	592,629	437,901	154,728	.....
Ontario.....	175,258	145,469	.....	29,789

A glance at the above table indicates that while Lake Erie shows a considerable increase, Lakes Huron and Ontario have decreased, and Lake Superior produced nearly the same as last year.

In Lake Erie, the improvement is specially noticed in whitefish, pickerel and pike, which have yielded considerably in excess of 1906.

The fisheries of Georgian bay are included in the above statement in those of Lake Huron, which shows the largest decline of all the great lakes.

The following remarks upon Georgian bay fisheries, may prove interesting being reprinted from the report of the Georgian Bay Fishery Commission.

GENERAL DESCRIPTION OF GEORGIAN BAY AND CONTIGUOUS WATERS.

The fisheries of Georgian bay and the north channel are, in many respects, the most valuable fresh water fishing grounds in the world. They are so for two main reasons; the physical and biological conditions which they provide are precisely those most favourable to fish life, especially certain species of prime value for commercial and food purposes, while they possess the advantage of being exclusively within the Canadian territory, and not liable to injury and contrariety in regulations resulting from divided international jurisdiction and control. With the exception of Lake Superior, the vast area thus opened to the operations of Canadian fishermen exclusively, and restricted by law to exploitation by British subjects under the fishery regulations of Canada, is larger than any other inland fishing area in the Dominion, being more than twice the area of the Canadian portion of Lake Ontario, almost exactly twice the extent of the Lake Erie fishing grounds, and more than one thousand square miles vaster than the part of Lake Huron which lies within

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British territorial boundaries. Lake Winnipeg, in the province of Manitoba, it may be added, approaches the area of the Georgian bay waters, but its fishing grounds, particularly the whitefish grounds, are very much more restricted, as the southern half is a pickerel and coarse fish resort, rather than the habitat of the superior kinds. The great lake trout which constitutes one-third of the annual catch in Georgian bay waters, is absent from Lake Winnipeg: whereas, that valuable fish and the lake whitefish abound in these western Ontario fishing grounds dealt with in this report.

The area of the Canadian waters in the Great Lakes may be estimated as follows: Lake Ontario, less than 4,000 square miles; Lake Erie, about 5,000 square miles; Lake Huron, 11,000 square miles; whereas Georgian bay and the north channel exceed 12,000 square miles in extent. From Collingwood, at the northern end of the bay, to the outlet of St. Mary's river the distance is 225 miles, and the greatest width is 54 miles. The fact that, in the Great Lakes and other contiguous waters, Canada shares the fisheries with the United States; and that fully one-half of the area of these waters is within the bounds of the republic to the south.

It is entirely different with the Georgian bay fisheries, for they are wholly within Canadian limits and under Dominion laws and regulations, and no such disadvantage affects them as affects the Great Lake fisheries. Moreover, the conditions vary on the United States' side of these waters, because each of the bordering states has adopted a separate and often conflicting policy. At the western extremity of the north channel, the international boundary, it is true, passes between Cockburn island and Drummond islands, and skirts the southern and western margin of St. Joseph island, passing up the narrow channel by Sault Ste. Marie rapids to Lake Superior. But the fisheries of chief importance are not contiguous to the territorial boundary, and the protection, as well as exploitation, of these fishery resources is solely under the control of Canada.

No waters could be more favourable for the best species of fish. The esteemed black bass finds here ample feeding grounds and nesting resorts along the shelving shores and in the numberless bays of the west shore. This romantic coast, with its hundred thousand or more islands, has given it a reputation as a game fish region not to be surpassed. The southern and western parts of the bay have long been regarded as remarkable lake trout or salmon trout grounds; while the northern and northwestern portions, including the wide extent of open water east of the north channel entrance, are, undoubtedly, now the chief resorts for the great schools of whitefish. To these far-reaching waters must be added the prolific waters abounding in pickerel, with some trout and whitefish, from Kilarney to little Current and Sault Ste. Marie. In the deeper parts, summer whitefish fishing is carried on at an average depth of twenty-five fathoms by means of gill nets, while, later in the season, in July and August, operations are conducted nearer shore, and the nets may be set in seven to ten fathoms or less. Of course the large lake trout are scattered generally all over the waters here referred to, just as the whitefish occur in most localities, but the main fisheries may be geographically distinguished as stated above. Pickerel (yellow pickerel or wall-eyed pike) are of great commercial importance, and abound in moderate depths generally, while sturgeon, yellow perch, lake herring, speckled trout, maskinonge, catfish, &c., are also generally distributed, some being of moment for the markets, while others are principally of sporting value; but there are few portions of these waters along the shores of the Georgian bay where the species named may not be taken.

No words can exaggerate the former plenitude of fish in the past, and the great, if declining, fisheries at the present time testify to the extraordinary productiveness of the Georgian bay in spite of excessive and wasteful fishing in former years, and the enormous amount of gear which, the evidence showed, is still set in these waters. The records demonstrate that the catch of whitefish in all the Great Lakes did not, in 1890, equal the yield of Georgian bay, viz., 2,912 tons, or, if the Manitoulin island fishing be included, as is usually done, the total catch amounted to no less than 5,296 tons.

KINDS OF NETS AND GEAR USED IN GEORGIAN BAY.

Gill nets.—There have been at least five different kinds of nets used in the Georgian bay and north channel waters, the earliest of which was the gill net, which, in former days was made by the Indians of cedar withes woven together like one side of a coarse basket. The mesh was six or seven inches across, and it was only necessary to use a few yards of net by each Indian to catch his fish supply during the spawning season when the fish came into shallow water and were easily accessible. When the white man came upon the scene, cotton and linen gill nets took the place of the bark, and operations, up to the early sixties, were conducted by the gill-net. This net consisted of a wall of net about six feet high and of varying lengths. Along the upper margin passed the cork line, upon which floats of cedar, and at later time of cork, were fixed at intervals of nine feet. Along the lower margin passed the lead line, which was weighted with pieces of lead, also at intervals of nine feet. Nets are fastened together and fished in lengths called gangs, and at each extremity of a gang is a brail, which consists of a perpendicular stick five or six feet long attached to an anchor stone from which the buoy line extends to the surface of the water and is there fastened to the buoy or float. Each gang has, two buoys, one at each end, the buoy consisting of a pole eight or nine feet long fastened through a wooden bowl which is weighted at the bottom end to keep it upright and with the staff four or five feet above. At the upper end of the staff is the flag, so that location of the gill net can be determined, as the net is sunk to the bottom of the lake at depths varying from five to seventy fathoms according to where the fishermen locate the fish. The principal fish caught with the gill net are the whitefish and trout. The gill net fishery in Georgian bay began about the year 1834. It was prosecuted from canoes and small boats. Stones were used for sinkers and pieces of cedar for floats. The nets were lifted every morning. In those days most of the catch was whitefish, and was nearly all salted, the traders dealing in the fish supplying the fishermen with salt and barrels. The first official report made by the Canadian Department of Marine and Fisheries was issued in 1868, and by that report it appears that there were 451 men engaged in the fishery, with 144,750 fathoms of gill net. The catch amounted to 1,184,386 pounds of whitefish, 707,400 pounds of trout, and 7,800 pounds of pickerel. Gill nets were practically the only nets used down to 1881, although two American fishermen came over to St. Joseph island in 1858 and fished two pound nets and caught immense quantities of fish. Between 1870 and 1875 tugs were introduced into the gill net fishery, and their number increased, until 32 were employed in 1894. About the year 1890 the steam lifter was introduced, which facilitated the fisherman greatly in lifting his net, and enabled him to use more and larger gangs than he had done up to that time.

A gang of gill nets at the present day consists of from 18 to 20 boxes of nets with three pieces, weighing 9 pounds to the box. These pieces are about 125 fathoms long, or 375 fathoms to the box. A gang of nets ordinarily, therefore, nowadays consists of 7,500 fathoms of net, or about 9 miles.

Pound nets.—Of the pound net, it may be said that it consists of an inclosure of net called the pot, or crib, with a number of devices or arrangements for leading the fish into this inclosure, being always set off shore. First there is a wall of net called the leader, which is attached to a row of wooden poles erected at intervals of about five rods. This leader extends from the shore and runs an average distance of 30 rods straight out to the hearts, this being the name given to the second portion of the net. It has two openings by which the fish, passing along the leader, enter, and, having entered the hearts, they find their way by a conical passage called the tunnel into the final part or crib. The mesh in the leader is of large size—7 inches extension measure. The heart and tunnel are of smaller mesh, 5 inches extension measure, while the walls of the pot are (three sides and bottom) 4 inches extension measure, and the back or outer side 3 inches extension measure. Formerly, a much smaller mesh was used in the back, as also in the sides and bottom. This net is supposed to be lifted every day. The fisherman comes to the net, and passing inside of it with a small boat, lifts up the

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tunnel first, and then proceeds to raise the entire crib until the fish are all congregated at the back, which process is called 'shoaling up.' The fish are then dipped out of the back in a scoop net, and deposited in the boat. Pound nets were first introduced into the north channel and Georgian bay about 1883, although Americans, as stated, fished pound nets around St. Joseph island as far back as 1858.

Hoop nets or fyke nets.—The hoop or fyke net is almost identical in principle with the pound net, except that, instead, of a crib, it consists of a series of hoops arranged one behind the other, a funnel of net diminishing in diameter until the final compartment or pot is reached where the fish are congregated, and the end of the net is then undone and the fish dumped into the boat like potatoes out of a bag. The outer hoop, or entrance, is of the largest diameter, and leaders and wings, which are walls of net arranged perpendicularly, lead the fish into this entrance. This net is set in very shallow water.

Trap nets.—A trap net, which, although illegal, is still used extensively on Georgian bay, is practically a sunken pound net of smaller dimensions and completely submerged, the main difference being that the pot, or crib, is closed at the top—not open as in the pound net. It is held in place by three anchors, and being simply a floating net, is removable at any time by the fishermen. Owing to the extreme difficulty of regulating these nets, they have been made unlawful in the Georgian bay.

Seines.—A drag seine consists of a piece of net with a small mesh, and shaped in the form of a sling. It varies in length up to 300 yards. It has a cork line along the top and a lead line on the bottom. One end is fastened to the shore, and the fishermen, awaiting an opportune time to inclose a school of fish, row out into the lake with the other end, and, making a wide sweep, bring it to shore, inclosing whatever fish may be within its sweep. Both ends are then overhauled until the bunt or centre of the net is brought ashore containing the fish. Immense hauls have been made by means of the seine, and, owing to the damage which it does to the spawning beds and the small, immature fish which are necessarily brought ashore, its use has been prohibited. It has been claimed that as the wings are terminal and portions of the net on each side of the bunt, or centre, are of larger mesh, the small fish should escape; but, owing to the way in which the net is dragged, the larger meshes are closed, and few fish escape. The bunt, or bag, is of small mesh to prevent the fish gilling.

PRESENT STATE OF THE FISHERIES.

Whitefish.—Forty or fifty years ago immense quantities of lake whitefish were caught all over Georgian bay from Collingwood northward. Some thirty years since, a marked diminution was noticed, and the rapid and serious decline has continued from that time in the supply of this valuable fish. At the present time the depletion is so alarming in the Georgian bay waters that, unless drastic measures are immediately taken for its protection and preservation, this most valuable of all lake food fishes will become well-nigh extinct. The whole evidence gathered from witnesses at the most diverse points leads irresistibly to the conclusion that the present catches of whitefish are only a small proportion of the earlier catches, even with the largely increased machinery and amounts of nets and gear. The figures given below are startlingly instructive:—

Quantity of whitefish taken in different years, from 1875 to 1906, inclusive:—

1875.....	2,346,800 lb.
1880.....	1,042,000 "
1885.....	1,421,160 "
1895.....	1,355,275 "
1900.....	1,403,101 "
1906.....	1,259,450 "

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Lake Trout.—This fish is next in importance to the whitefish as a merchantable commodity, although of late years the pickerel is coming very fast to take rank above the trout in commercial importance. Existing evidence points to the conclusion that the trout are not diminishing at anything like the rate of the whitefish.

The quantity of lake trout taken in the Georgian bay and north channel in the several years from 1880 to 1906, inclusive is :—

1880.....	1,100,800 lb.
1885.....	3,369,860 "
1890.....	3,496,240 "
1895.....	3,062,604 "
1900.....	2,807,233 "
1905.....	3,498,390 "
1906.....	3,535,610 "

At the same time, it must be remembered in considering these large catches that, although the quantity of fish taken remains about the same, the quantity of nets used is largely increased, while the mesh has grown smaller. So, although the diminution in our lake trout is not so marked as in the case of the whitefish, there is still a decline.

Pickarel.—The supply of pickarel or pike-perch or doré in the Georgian bay seems to be on the increase, or else they are coming more plentifully into the net of the fisherman. While pickarel has been considered a coarse fish, the yellow pickarel, which is the most abundant species in the Georgian bay, is rapidly coming to the forefront as a food fish, and is almost, if not as valuable, from a merchantable point of view, as the trout. There seems to be a more particular demand for this fish in the American market, and, on account of the firmness of its flesh, it is a fish that is easily kept for a considerable length of time, and is in prime condition when offered for sale. During the winter months, pickarel brings specially a high price in the American markets, where it is esteemed highly by the Jewish people, and has been sold for as much as forty cents a pound.

Lake herring.—The lake herring fishery has always been of secondary importance in these waters, though in the southern portion of the Georgian bay it has been of somewhat greater value to the fishermen than in other parts. The supply of herring has not apparently declined, and the value has slightly increased; but there can be no fully satisfactory enforcement of the whitefish and trout close season if herring fishing is allowed to continue, as heretofore, during the month of November. As the herring are more valuable as food to the superior commercial fishes than as a marketable product themselves, the view exists that no nets whatever should be allowed for the taking of herring. There can be no doubt that if the herring are seriously depleted, such fish as trout and pickarel will prey even more extensively upon the young whitefish, so that it is of more importance to the fisheries to discourage the netting of herring than to allow a herring fishery to continue which, after all, is of inferior value and importance to the fishermen of the Georgian bay.

Other coarse fish.—We find that suckers, carp, mullets and other species of coarse fish are undoubtedly on the increase on the Georgian bay, particularly in the north channel, but one important fact is thrust forward, and that is that the coarse fish are rapidly becoming a marketable commodity to a considerable degree. Although coarse fish in the Georgian bay do not command as high a price as these fish in Lake Erie, which is close to the American market, still they have a value, although it is perhaps too small to make the catching of coarse fish a paying business. Suckers and carp can hardly be sold in the province of Ontario to Canadians, and the cost of transportation to other markets is too large to make the capture of coarse fish profitable. There appears, therefore, to be no ground for any protective measures to be adopted for their protection, but on the contrary, their capture should undoubtedly be encouraged.

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RECOMMENDATIONS REGARDING NETS.

The International Fishery Commission, in 1896 gave expression to views so strongly corroborated by the evidence taken by us at our recent sittings, that we have no hesitation in quoting the same verbatim before we proceed to express our own particular conclusions. The International Commissioners said:—

‘For many years the Georgian bay has been one of the principal sources of the market supply of whitefish, as already stated, and the fishery has been carried on with more vigour and enterprise than anywhere else in Canadian fresh waters. Whitefish and trout are found over the entire area of the bay and north channel, and furnish almost the sole object of the fishery. Prior to 1895, the amount of apparatus employed had not varied much for about 20 years, and the output has been constant.

(1) MESH OF GILL NETS.

In recommending a change in the mesh of gill nets, we realize that it would be a hardship to bring into force a change without ample notice, and we think that a period of three years should be specified as time sufficient for the fishermen to use up the present nets, viz., the years 1908, 1909 and 1910; but in 1911 a mesh of 5 inches extension should be used universally in the Georgian bay waters and north channel, and should be specified as the minimum legal mesh. The effect of this gradual increase in the size of the mesh would, without doubt, go far to preserve the immature fish and raise the average size of whitefish and lake trout all over the waters referred to, without too harshly pressing upon the men actually engaged in the gill net fisheries, and who will ultimately derive great and permanent benefit by this step.

(2) POUND NETS.

The commissioners found that in some parts of Georgian bay, a keen controversy has continued for many years on the relative destructiveness of gill nets and pound-nets, the gill-net men affirming with the utmost confidence that the pound-nets are responsible for the decline of the fisheries, and the pound-net men are emphatic in their opinion that the gill nets are the cause. Having looked into the matter very carefully, and having studied the pound net in all its bearings, making personal investigations and trials with various meshes of net in the pot, or crib, of the pound net, and having watched the setting and lifting the net, and the culling of the fish, and the removing of those illegal and unsuitable in size for the demands of market, they found the pound net to be the most efficacious instrument for catching fish, inasmuch as all schools of ‘leading’ fish which strike the lead get into the crib, while the condition of the fish caught is far superior from a merchantable and edible point of view than gill netted fish. Gill netted fish are choked to death and may be left sometimes for days in the water before being brought to land, and a considerable proportion frequently cannot be marketed, but have to go to the salt barrel. On the other hand, the fish taken in pound nets are kept alive until actually put in the boat and taken ashore, and are therefore in a much better condition both as to appearance and hardness. The method of fishing is far easier for the operator than the gill net. There is some trouble and difficulty in setting pound nets in spring and taking them up in the fall, but being set close inshore they are usually accessible by boat. Further, the great benefit which the pound net undoubtedly performs for the fisheries is that it captures a large number of the coarse predaceous species, which would otherwise be left in the water to wage their destructive warfare against the more valuable kinds. The gill nets do not catch these fish, and indeed are set as far as possible from the localities favoured by these inferior fish. The proportion of rough fish caught in the pound net is estimated at

more than one-half of the catch, if pickerel be included. Suckers, carp, mullets, grass-pike and other common species are taken. These fish escape the gill net. Another merit, from an official point of view, is its stationary character. It is readily perceptible above the service of the water, and easily regulated and controlled. In the case of the pound net, the fish must come to the net, whereas in the gill net it can be moved at any time, the schools of fish followed up and the nets set in their immediate vicinity.

(3) EVILS OF POUND NETS.

The prevalent evils connected with pound net fishing are plain and easily remediable, and owing to the lack of proper restriction and control in past years may be largely attributed the depletion of the fish supply. There has been the most reprehensible laxity in the supervision and regulation of pound nets in Georgian bay. They have been permitted to be set in close proximity to important whitefish spawning beds, and two small a mesh has been allowed to be used in the pot, so that immense numbers of immature fish, not fit for the market, were captured. These had to be thrown away, as the meshes used, 2, $2\frac{1}{4}$, $2\frac{1}{2}$ and 3 inches, captured all the small fish which went into the net. The use of pound nets began early, as United States fishermen in 1858 set them in Canadian waters around St. Joseph Island, and caught such multitudes of fish that the Canadian fishermen were stimulated to imitate the American methods, and wasteful fishing thus began fifty years ago, although Canadians did not fish pound nets in the north channel until about 1880. The most serious evils, as we have said, were that too small a mesh was used, that too small fish were captured in quantities, and no effort was made to return them alive to the water. Another grave drawback was that coarse predaceous fish, like suckers and spawn destroyers, instead of being taken ashore and destroyed, were liberated, thus not diminishing in any way the enemies of the valuable commercial fish. If these evils can be overcome, as no doubt they can, the pound net, with proper restrictions and regulations, is a legitimate mode of catching fish. The conclusion seems reasonable, however, that it is only desirable in suitable localities, and there are areas where pound net is not commendable. It has been strongly urged by gill-net fishermen that it was impossible for pound net fishermen to release immature fish uninjured, and that in the pot the thrashing of the larger fish and the rude handling by the fishermen mortally injured the small fish, even if returned alive to the water. Much evidence exists pro and con upon this subject. Without coming to any conclusion regarding these views, it appears not advisable to leave the matter of returning the fish to the water solely in the hands of the fishermen, but consider that a much larger mesh, sufficient to allow undersized fish to escape, should be made obligatory in all pound nets. Of course, the pound net, being made of a different thread, thickly tarred before using, and hung in a more rigid and unyielding manner than the gill net, will allow a larger fish to pass through than a gill net of similar mesh. The gill net, being of thin thread, and hung loosely, entangles the fish, even if not properly noosed or gilled; but in the pound net the fish cannot be thus tangled up, but can go straight through if the mesh is large enough.

STATISTICS FOR ONTARIO

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ARIO.

Vessels, Boats, Nets, &c., and the Fish caught during the Year 1907.

KINDS OF FISH.											Value.	Number.	
Herring, fresh, lb.	Whitefish, lb.	Trout, lb.	Pickrel or Doré, lb.	Pike, lb.	Sturgeon, lb.	Sturgeon bladders, No.	Eels, lb.	Perch, lb.	Tullibee, lb.	Mixed and coarse fish, lb.			Caviare, lb.
.....	239600	2960	88990	66600	83900	200	.....	.....	8950	.....	4300	56,025	1
.....	147640	80	24220	29450	.....	.....	.....	.....	750	.....	.....	19,595	2
.....	20000	10000	500	.....	.....	.....	.....	.....	.....	.....	.....	3,050	3
.....	12500	16460	6800	2000	.....	.....	.....	300	6000	100000	.....	9,105	4
.....	85000	9020	16000	10250	.....	.....	.....	.....	.....	.....	.....	11,822	5
.....	18.60	3350	8000	1500	7220	.....	.....	.....	.....	.....	600	4,764	6
.....	13000	500	8200	6350	.....	.....	.....	.....	.....	.....	.....	2,678	7
.....	79000	.....	6300	6000	1400	.....	.....	.....	.....	.....	.....	8,920	8
.....	612000	42310	159010	122150	92520	260	.....	300	15700	100000	4900	.....	.....
.....	61200	4231	15901	9772	13878	120	.....	15	942	5000	4900	115,959	.....
799200	223810	1104170	63030	1950	2540	.....	29600	.....	44400	22200	.....	185,154	1
.....	1060	56590	.....	.....	.....	.....	.....	.....	200	.....	.....	6,977	2
.....	7500	4500	150	.....	.....	.....	.....	.....	.....	.....	.....	1,215	3
.....	6200	24000	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,020	4
.....	14350	149530	.....	.....	.....	.....	.....	.....	3450	.....	.....	16,595	5
.....	4350	5650	.....	900	.....	.....	.....	.....	.....	.....	.....	1,072	6
.....	13320	200350	.....	.....	.....	.....	.....	.....	7900	.....	.....	21,841	7
.....	27050	30250	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,730	8
799200	300640	1575040	63240	2850	2540	29600	55950	22200
39960	30064	157504	6324	228	351	..	1776	3357	1110	240,704

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ARIO—Continued.

Boats, Nets, &c., also the Kinds and Quantities of Fish caught during the Year 1907.

KINDS OF FISH.														Value.	Number.
Herring, salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Whitefish, salted, brls.	Trout, salted, brls.	Trout, lb.	Pickered or Doré, lb.	Pike, lb.	Sturgeon, lb.	Perch, lb.	Catfish, lb.	Mixed and coarse fish, lb.	Caviare, lb.	Sturgeon bladders, No.	\$	cts.
		26460			48340	1950								7,636	00
		800			1600	1650	1400				2340			634	00
	100	100			500	100	1000		300		3780			359	00
	2000	26000			2000	20000		4000			20000	100		6,500	00
		13000			7000	18000		2000			4000			4,400	00
		8040			3970	23210	10250	500			140			4,424	00
		39100		9	12600	19180	3850	1320		150	1140	80		7,833	00
		18100			76000	1600								9,570	00
	400	101390			23530	9060	325	1180		50	2400	20		13,765	00
		27000	25	49	209000									24,340	00
		22500		21										2,460	00
		27700			56950									8,465	00
19		2000			1000	2000	3000	200						960	00
					83500	8000								9,150	00
		110600			249400	10000								37,000	00
		126200		20	372000									50,020	00
	4000	36790		41	326750									36,964	00
		55440			52540	25950	1775	180						13,562	00
		90000			101000	20000								21,100	00
	2900	2960			26000	120000	1450	3000		600	20000			16,655	00
	100	300			2800									315	00
	2200	22100			4000	5700	3100	1960				8		3,840	00
		1200			1600	60300	19900	8200		900	8500			9,629	00
	20000	30000			3000	1200	6000	2000			2000	200		5,500	00
19	31700	787780	25	140	1664080	345950	54000	24540	300	1700	64300	408			
190	1585	78778	250	1400	166508	34595	4320	3681	15	136	3215	408		295,081	00
		211515	10	10	334100	1400	1300							55,005	50
5		11750			15700	6575	47280	1500	600	100	12400	17		8,131	90
50	4900	33800	26	35	28200									7,555	00
25	39720	14870	10	34	51790		500	4940	500		5160	995		11,398	00
	6000	3500		16	358900									36,700	00
	100	17600			10460	10900	400				7000			4,087	00
19½	24180	205		56	513493		15							53,335	00
99½	74900	293240	46	151	1302183	18375	59995	6840	1100	100	24500	1012			
995	3745	29324	460	1510	130218	1837	4800	1026	55	8	1225	1012		176,215	40
	462	47680	5840	1	748690	290	1500	980	64560		3280			94,385	00
		6120	28400		171700									17,170	00
					63790	6540		960	223620		9880			21,998	00
	114700	47580			78080	391570	700	4260	33500	1650	83360	1127	4825	68,150	00
462	168500	81829	1	823	1062260	398400	2200	6200	321680	1650	96520	1127	4825		
4620	8425	8182	10	8230	106226	39840	176	930	16084	132	4825	1127	2895	201,703	00

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and the Quantities and Kinds of Fish caught in the **Province of Ontario**, for the 1907.

KINDS OF FISH.													Value.	Number.
Herring, salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Trout, lb.	Pickered or dove, lb.	Pike, lb.	Sturgeon, lb.	Perch, lb.	Catfish.	Mixed and coarse fish, lb.	Sturgeon caviare, lb.	Sturgeon bladders, No.	Whitefish, salted, brls.		
													\$ cts.	
				21331	8100	1950	21007	19140	187860				15,049 65	1
	22			9036	9510	1290	5040	4945	128070				8,909 30	2
	5545	119310		46400	15620	37625	26390	17850	249240	1261			40,212 10	3
	50	24500		2000	10365		625	40	50690				6,051 45	4
	5617	143810		78767	43595	40875	53062	41975	615860	1261				
	280	14381		7876	3487	6131	2653	3358	30793	1261			70,222 50	
	87220	4300		4760	31250	1360	6100	725	8940	97			8,878 00	1
	206900	194530		88760	144000	6620	75420	6000	231500	550			67,563 00	2
	669740	52850		205350	1097300	9210	213320		194580	1182			170,054 00	3
	396100	48500		595400		3680	43800	1700	41500	325			89,473 00	4
1	854700	7760		108800	1000		25600		11380				56,330 00	5
	124060	2370		12530			6400		180				8,022 00	6
	15520	19560	150	99610	14650		24620	6075	35560				18,875 00	7
	1900			150	800	4800	740	100	58520	854			4,719 00	8
	3580	230		52320	6550		17760	3150	57140				9,955 00	9
				1490	5850		2700	9750	133000				8,182 00	10
	183860	53880	310	371430			5440						52,027 00	11
	162900	157970	1000	342630	2200	9820	26040	3050	19640	468	20	300	66,962 00	12
	83400	31540		4980	185800	4300	15640	50	9120	513			24,936 00	13
	1240	800	300	7620	30800	12100	11940		11020	1145	245		7,653 00	14
1	2821120	574290	1760	1895830	1520200	51920	472520	30600	812080	5134	265	300		
10	141056	57429	176	189583	121616	7788	23626	2448	40604	5134	159	3000	592,629 00	

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Nets, &c., also Kinds of Fish caught during the Year 1907.

KINDS OF FISH.														Value.		Number.
Herring, salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Whitefish, salted, brls.	Trout, salted, brls.	Trout, lb.	Pickerel or dore, lb.	Pike, lb.	Sturgeon, lb.	Eels, lb.	Perch, lb.	Tullibee, lb.	Catfish, lb.	Mixed and coarse fish, lb.			
399	470540	23600	.....	.....	.....	14730	3200	4800	1050	5140	...	3500	10580	...	33,470 00	1
.....	79380	13050	.....	.....	8000	930	40000	.....	600	1460	...	700	21700	.....	10,617 00	2
.....	209000	.....	.....	.....	1800	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,630 00	3
.....	10000	3000	.....	.....	5000	.....	450	.....	300	500	.....	225	340	.....	1,414 00	4
.....	40000	4350	.....	.....	11320	.....	530	.....	.....	160	.....	.....	6180	.....	3,928 00	5
.....	6140	990	.....	.....	40	.....	50	.....	.....	.....	.....	.....	20	.....	415 00	6
.....	16000	800	.....	.....	1500	.....	.....	.....	.....	40	.....	.....	2000	.....	1,132 00	7
.....	12520	8310	.....	.....	29680	60	33000	.....	100	23940	.....	24150	35920	.....	12,002 00	8
38	15280	57940	.....	.....	32260	2450	13500	380	1950	10600	.....	17600	28360	.....	15,019 00	9
39	47920	99890	.....	.....	.....	40520	155050	.....	5400	98300	2600	221625	150880	.....	59,900 00	10
.....	6680	131660	1	.....	16190	13410	22800	1900	.....	11460	.....	600	1200	.....	19,260 00	11
.....	.....	100	7	.....	.....	290	27600	.....	11000	17020	550	28000	25960	.....	7,471 00	12
476	913460	343690	1	7	105790	72390	296200	7080	20400	168920	3150	297300	283140	.....	.....	.....
4760	45673	34369	10	70	10579	7239	23296	1062	1224	8446	189	23784	14157	.....	175,258 00	.....
7½	4880	.....	.....	.....	.....	.....	25150	.....	.....	6720	.....	27200	61530	.....	7,919 50	1
.....	5000	.....	.....	.....	1000	.....	6950	.....	.....	8980	.....	37300	33320	.....	6,005 00	2
.....	.....	570	.....	.....	.....	590	1850	50	.....	100	.....	500	53000	.....	2,966 50	3
.....	56990	27800	.....	.....	1000	159700	48900	83980	.....	.....	.....	.....	50390	9455	50,183 00	4
.....	20	1250	.....	.....	205	.....	.....	.....	.....	.....	.....	.....	650	.....	179 00	5
7½	66890	29620	.....	.....	2205	160290	82850	84030	.....	15800	.....	65000	198890	9455	.....	.....
75	334450	2962	.....	.....	220	16029	6628	12604	.....	790	.....	5200	9944	9455	67,253 00	.....

RECAPITULATION of the Number of Fishermen, Tonnage and

Number.	DISTRICTS.	FISHING MATERIAL.								
		Tugs or Vessels.				Boats.			Gill Nets.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men	Yards.	Value.
				\$		\$			\$	
1	Lake of the Woods and Rainy River	4	300	6000	12	26	4850	57	44000	5800
2	Lake Superior	29	393	74020	132	49	3905	50	450700	26060
3	Lake Huron (North Channel)	22	394	80500	122	75	11880	150	776200	69580
4	Georgian Bay	24	494	60800	111	111	10772	204	1013300	66036
5	Lake Huron (Proper)	13	344	43000	72	128	15941	238	783850	40430
6	Lake St. Clair and River Thames	12	10	3950	20	154	15015	302	.....	.....
7	Lake Erie	36	763	108050	214	319	45596	587	480500	46893
8	Lake Ontario	4	52	6900	28	389	21809	564	485208	18617
9	Inland Waters, including Lake Nipissing	5	30	4400	14	197	4857	303	14860	663
	Total	149	2780	387620	725	1448	134625	2455	4048618	274019

RECAPITULATION of the quantity of Fish

Number.	DISTRICTS.	Herring salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Whitefish, salted brls.	Trout, lb.	Trout, salted, lb.	
1	Lake of of the Woods and Rainy River.....			612000		42310		
2	Lake Superior.....		799200	300640		1575040		
3	Lake Huron (North Channel).....	19	31700	787780	25	1665080	140	
4	Georgian Bay	993	74900	293240	46	1302183	151	
5	Lake Huron (Proper)	462	168500	81820	1	1062260	823	
6	Lake St. Clair and River Thames.....		5617	143810				
7	Lake Erie.....	1	2821120	574290	300	1760		
8	Lake Ontario.....	476	913460	343690	1	105790	7	
9	Inland Waters, including Lake Nipissing	7½	66890	29620		2205		
	Totals.	1065	4881387	3166890	373	5756628	1121	
	Values	\$	10650	244069	316689	3730	575662	11210

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FISHERIES—*Concluded.*

Value of Tugs, Vessels, Boats, Fishing Material, &c., for 1907.

FISHING MATERIAL.									OTHER FIXTURES USED IN FISHING.				
Seines.			Pound Nets.		Hoop Nets.		Night Lines.		Freezers and ice-houses.		Piers and wharves.		Number.
Number.	Yards.	Value.	Number.	Value.	Number.	Value.	Number Hooks.	Value.	Number.	Value.	Number.	Value.	
		¢		¢		¢		¢		¢		¢	
.....	.....	.....	14	2000	2	250	.....	.....	9	10825	1	200	1
.....	.....	.....	31	3700	.....	.....	.....	.....	13	14600	2	2100	2
.....	.....	.....	90	23025	.....	.....	.....	.....	13	5600	2	2500	3
.....	.....	.....	1	400	.....	.....	.....	.....	20	17750	2	7425	4
25	939	293	76	16080	3	10	.....	.....	22	10100	.....	.....	5
73	10266	3287	10	2625	138	7110	3200	178	5	775	14	6595	6
51	17250	5693	250	89425	65	.....	12100	121	122	47070	5	1000	7
6	60	62	.....	.....	195	3425	1300	26	69	3178	.....	.....	8
11	255	320	20	7990	80	1530	4300	46	22	5815	.....	.....	9
166	28770	9665	492	145245	483	12325	20900	371	275	115713	32	19820	.....

caught in Ontario for 1907— *Concluded.*

Piked or Dore, lb.	Pike, lb.	Sturgeon, lb.	Eels, lb.	Perch, lb.	Tullibee, lb.	Carfish, lb.	Mixed and coarse fish, lb.	Caviare.	Sturgeon bladders, No.	Value.	Number.
159010	122150	92520	.....	300	15700	.....	100000	4900	200	115,950 00	1
63240	2850	2540	29600	.....	55950	.....	22200	.....	.....	240,704 00	2
345950	54000	24540	.....	300	.....	1700	64300	408	.....	295,081 00	3
18375	59995	6840	.....	1100	.....	100	24500	1012	.....	176,215 40	4
398400	2200	6200	.....	321680	.....	1650	96520	1127	4825	201,703 00	5
78767	43595	40875	.....	53062	.....	41975	615860	1261	.....	70,222 50	6
1895830	1520200	51920	.....	472520	.....	30600	812080	5134	265	592,629 00	7
72390	296200	7080	20400	168920	3150	297300	283140	.....	.....	175,258 00	8
160230	82850	84030	.....	15800	.....	65000	198890	9455	.....	67,253 00	9
3192252	2184040	316545	50000	1033682	74800	438325	2217490	23297	5290	.....	.....
319225	174723	47481	3000	51684	4488	35066	110874	23297	3174	1,935,024 90	.....

RECAPITULATION.

Of the Fishing Tugs, Boats, Nets, &c., employed in the Province of Ontario, 1907.

Articles.	Value.
	\$
149 tugs (2,780 tons), 725 men.....	387,620
1,448 boats, 2,455 men.....	131,625
4,048,618 yds. gill net.....	274,019
166 seines (28,770 yds).....	9,665
492 pound nets.....	145,155
483 hoop nets.....	12,325
20,900 hooks on set lines.....	371
275 freezers and ice houses.....	115,713
32 piers and wharfs.....	19,820
90 spears.....	90
Total.....	1,099,403

STATEMENT of the Yield and the Value of the Fisheries of the Province for the Year, 1907.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Whitefish.....	brls. 373	10	00	3,730	00
".....	lb. 3,166,890	0	10	316,689	00
Trout.....	brls. 1,121	10	00	11,210	00
".....	lb. 5,756,628	0	10	575,662	80
Herring.....	brls. 1,065	10	00	10,650	00
".....	lb. 4,881,387	0	05	244,069	35
Pickarel.....	" 3,192,252	0	10	319,225	20
Pike.....	" 2,184,040	0	08	174,723	20
Sturgeon.....	" 316,545	0	15	47,481	75
Caviare.....	" 23,297	1	00	23,297	00
Bladders.....	" 5,290	0	60	3,174	90
Eels.....	" 50,000	0	06	3,000	00
Perch.....	" 1,033,682	0	05	51,684	10
Catfish.....	" 438,325	0	08	35,066	00
Coarse Fish.....	" 2,217,490	0	05	110,874	50
Tullibee.....	" 74,800	0	06	4,488	00
Total.....				1,935,024	90

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COMPARATIVE Statement of the Yield of the Fisheries of the Province.

Kinds of Fish.		1906.	1907.	Increase.	Decrease.
Whitefish	lb.	2,875,450	3,166,890	291,440	.. .. .
" (salted).....	"	52,200	74,600	22,400	.....
Herring.....	"	4,280,500	4,881,387	600,887	.....
" (salted).....	"	263,200	213,000	.....	50,200
Trout.....	"	6,456,260	5,756,628	.....	699,632
" (salted)	"	475,000	224,200	.....	250,800
Pickarel.....	"	2,956,200	3,192,250	236,050	.....
Pike.....	"	1,950,200	2,184,040	233,840	.....
Sturgeon.....	"	329,000	316,545	.....	12,455
Caviare.....	"	21,520	23,297	1,777	.....
Eels.....	"	20,100	50,000	29,900	.....
Perch.....	"	754,700	1,033,682	278,982	.....
Catfish	"	530,800	438,325	.....	92,475
Coarse fish.....	"	2,138,200	2,217,490	79,290	.....
Tullibee	"	38,000	74,800	36,800	.....
Bladders.	"	500	5,290	4,790	.....
Total.....		23,141,830	23,852,424	1,819,156	1,105,562
Total increase 1907 .....		.....	.....	711,594	.....

APPENDIX No. 8.

MANITOBA.

REPORT ON THE FISHERIES OF MANITOBA, FOR THE YEAR 1907, BY
THE INSPECTOR OF FISHERIES WM. S. YOUNG.

SELKIRK, Man., June 1, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa, Canada.

SIR,—I have the honour to submit the annual report on the yield of the fisheries for the province of Manitoba and the unorganized district of Keewatin lying north and east of the province of Manitoba, for the year ending 31st March, 1908, including statistics showing the number of men employed, the number of boats, nets, &c., their value, and varieties and quantities of fish caught.

The subdivisions of my district are the same as made in my last report, with exception of a change in the Lake Winnipeg district which is as follows:—Lake Winnipeg and its tributaries, comprising the principal waterways, as the Red river flowing from the south; the Winnipeg river and its expansions forming from the east. Lakes Winnipegosis, Waterhen and Dauphin comprise all the waters of Lake Winnipegosis, which lies about the centre of the province and extends to the northern end of the province; Lake Dauphin lies to the south of Winnipegosis. Waterhen river or lake lies in between the waters of Winnipegosis and Lake Manitoba.

The following waters comprise the Lake Manitoba district: Manitoba, Shoal and St. Martin. Lake Manitoba lies between Lake Winnipeg and Winnipegosis; St. Martin lies between Lakes Winnipeg and Manitoba, and is connected to both of these bodies of water by the Little Saskatchewan river on the one side and the Fairford river on the other, which are also included in this district.

Lakes Moose, Atikameg, Cormorant, and Saskatchewan river comprise a chain of lakes lying to the north of the Saskatchewan river and east of the eastern boundary of the province of Saskatchewan, there is also included all the waters of the Saskatchewan river and its expansions and tributaries.

Nelson river, Hudson and James Bay district comprise all the waters of the Nelson river and its expansions and tributaries.

Lakes Rock, Pelican, Swan and Louise and a district formed of small lakes lying to the south and west of the province, the principal ones of which are Lakes Oak, Clearwater, and Killarney, and Fish lake on the boundary line, a portion of which extends across into the State of Dakota.

The yield and value of fish produced are as follows:—

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Kinds of Fish.	Lbs.	Value.
		\$
Whitefish.....	3,695,000	258,650
Trout	100,000	7,000
Pickereel.....	3,995,000	239,700
Pike	2,321,000	81,235
Sturgeon.....	177,000	17,700
Perch	82,000	2,870
Tullibee.....	1,380,000	48,300
Cattfish	175,000	14,000
Coarse fish.....	2,425,000	52,000
Goldeyes.....	586,100	17,710
Home consumption.....	1,665,000	49,950
Caviare.....	17,500	17,500
Total.....	16,538,500	806,615

In the production and handling of these fish twenty-two tugs and vessels were used, of a tonnage of ten hundred and thirty-four tons, valued at one hundred and thirty-two thousand eight hundred dollars, on which were employed one hundred and forty-nine men.

Also five hundred and thirty boats were used, valued at twenty-four thousand, eight hundred and seventy five dollars, on which seven hundred and five men were employed.

The total amount of capital invested in the fisheries of my districts amounting to the sum of five hundred and ten thousand, four hundred dollars. In connection with the work of our fisheries over eighteen hundred men were employed.

It will be noted that there is a large falling off in the production of whitefish, while the apparatus used was practically the same as used the previous year. In the first place, the season was a month later than usual in opening up, it being about the first of July before any fish were taken. Throughout the summer season the weather conditions were very unfavourable for successful operations of the fisheries, which created a shortage in the catch. My observations lead me to believe that the shortage was entirely due to the above cause, and not from depletion of the fishery. I have no doubt but that when the weather conditions are favourable for successful operations the fishery will redeem itself.

The only other fishery operated, during the summer season, is that of Cedar and Moose lakes, and Nelson river districts, which kept up their previous record by yielding in value of fish caught to the amount of thirty-two thousand, one hundred and seventy-five dollars.

All the winter fisheries did well, although the catch is under the average. This was not caused by any scarcity of fish but owing to the fact of an overloaded market, on account of which many fishermen pulled out their nets and suspended operations.

In conclusion, I would like to say that the action of the department in passing an order in council shortening the commercial season will have the desired effect of protecting the whitefish of Lake Winnipeg, which was heretofore prosecuted up to the fifth day of October. I am satisfied that the fisheries will have a good future if the policy of the department is carried out, by keeping the commercial season as it is at present, which dates from the first day of June to the fifteenth day of August. The policy of the department will redound to their credit by protecting the fisheries without seriously curtailing the industry.

All of which is respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

W. S. YOUNG,

Inspector of Fisheries

RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Vessels and Boats, the Quantity and Value of all Fishing Materials, &c., in the Fishing Industry in the Province of Manitoba and Keewatin for the Year 1907-08.

Number.	DISTRICTS.	FISHING MATERIALS.												OTHER FIXTURES USED.									
		Tugs or Vessels.			Boats.			Gill-nets.			Seines.			Pound-nets.			Men employed, freezers and docks.			Freezers and Ice-House.		Piers and Wharfs.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
1	Lake Winnipeg and its tributaries.	13	829	102300	115	475	19000	600	6666	40000	61660	11	363	385	325	96	212000	29	15000	1			
2	Lakes Winnipegosis, Waterhen and Dauphin	3	75	5000	10				1250	75000	12500				35	5	9000	2	1000	2			
3	Lakes Manitoba, Shoal and St. Martin	1	15	1500	3				1083	65000	10830				25	3	2000			3			
4	Lakes Cedar, Moose, Atikameg, Cormorant and Saskatchewan River.	4	90	20000	16	30	3000	60	920	46000	9200				40	4	500	4	200	4			
5	Hudson and James Bay and Nelson River district	1	25	4000	5	20	2000	40	720	30000	7200				30	3	3000	1	200	5			
6	Lakes Rock, Pelican, Oak and Clearwater					5	75	5	25	1250	250									6			
	Totals	22	1034	132800	149	530	24075	705	10664	623250	106640	11	363	385	455	111	226500	36	16400				

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RETURN showing the Kinds and Quantities of Fish in the Province of Manitoba and Keewatin for the Year 1907-08.

Number.	Districts.	KINDS OF FISH.											Value.	Number.	
		Whitefish, lb.	Trout, lb.	Pickarel, lb.	Pike, lb.	Sturgeon, lb.	Perch, lb.	Tullibee, lb.	Catfish, lb.	Mixed and coarse fish, lb.	(old-eyes, lb.	Home consumption, lb.			Caviare, lb.
1	Lake Winnipeg and its tributaries.....	200000	.....	275000	75000	150000	75000	125000	175000	200000	40000	75000	15000	498,265 00	1
2	Lakes Winnipegosis and Dauphin.....	50000	.....	70000	60000	.....	.....	5000	.....	30000	6000	35000	.....	114,885 00	2
3	Lakes Manitoba Shoal and St. Martin.....	14000	.....	30000	90000	.....	7000	12500	.....	10000	10000	30000	.....	78,420 00	3
4	Lakes Cedar, Moose, Atikameg and Cormorant and Saskatchewan River.....	70000	10000	20000	2000	20000	.....	.....	.....	75000	.....	75000	2000	75,820 00	4
5	Nelson River and tributaries—Hudson and James Bays.....	35000	.....	5000	5000	7000	.....	.....	.....	75000	.....	15000	500	32,175 00	5
6	Lakes Rock, Pelican Oak and Clearwater.....	5000	.....	40000	60000	.....	.....	.....	.....	50000	.....	40000	.....	7,050 00	6
Totals.....		3685000	100000	3995000	2321000	177000	82000	1380000	175000	2600000	500000	1665000	17500		
Total Values.....		258650	7000	239700	81235	17700	2870	48300	14000	52000	17710	49950	17500	806,615 00	

APPENDIX No. 9.

SASKATCHEWAN.

REPORT ON THE FISHERIES OF SASKATCHEWAN BY INSPECTOR
E. W. MILLER, FOR THE YEAR ENDING MARCH 30, 1908.

QU'APPELLE, SASK., April 1, 1908

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit the following report on the fisheries of the province of Saskatchewan for the year ending March 31, 1908, together with statistical returns showing yield of fish, values of the catch, plant, &c.

The fishery year as now computed to coincide with the Dominion fiscal year, includes both the complete summer and winter seasons and thus enables a more exact report than was formerly possible.

The extremely cold winter of 1906-7 made the lakes unusually late in breaking up, the ice continued quite solid throughout April, and it was not until the latter end of May that the lakes became wholly free of it. The spring spawning fish were correspondingly late in running and many of them caught in June were not clean fish. With the exception of the sturgeon fishery carried on in the Cumberland district, the fishing in summer season throughout the province was strictly for immediate local consumption, there being yet no provisions for the storage and conveyance of fish caught in hot weather. Only a few of the minor lakes are so situated as to permit of the speedy conveyance to a market of fish caught there in summer time. This is unfortunate, for then, locally, the best sale could be made. Early in the fall it became apparent that owing to the partial failure of the crop in many districts there would be many more settlers anxious to fish during the winter than in previous years. The number of licenses applied for was, in fact, more than double that of the previous winter, and there is no doubt that to those settlers conveniently situated near the lakes, the supply of fish obtained was most acceptable. In some cases the local markets were over supplied and prices ruled low accordingly. The export demand was also weak especially towards the close of the season, so that operations on the northern lakes terminated much earlier than usual and the returns were disappointing. The season was exceptionally mild and open which while favourable to the actual operations of the fishermen tended to make the safe storage and conveyance of the fish uncertain and difficult, which added to the large catch made in more eastern waters accounts for the comparatively poor demand and price.

No alterations was made in the conditions on which fishery licenses are issued in this province and consequently all fishing was done under 'domestic' licenses which are granted to individuals and only for a limited extent of net. Companies operating here have consequently to confine themselves to the fitting out of fishermen who have secured licenses and the subsequent purchase of their catch. This course has not been found very satisfactory and no large development of the more northern fisheries is likely under these conditions.

Numerous applications are received from time to time for the stocking with fish of various small bodies of water; in nearly all cases these lakelets though appearing to the settler of recent years to be permanently fit by depth and area for the reception of fish, have been and are again liable to be at any time so reduced by a dry season or two as to be quite incapable of sustaining fish life: others have waters too alkaline. There are however a few cases in which it would appear that coarse fish could be placed

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with justifiable hopes of success and it is desirable that provision should be made for such cases.

The active enforcement of the regulations against the taking of fish in their spawning seasons and the prevention of the use of illegal and destructive nets, &c., at other times, have been most successful in preserving a full supply of fish. At a few points the number of licenses has now reached the maximum number which can safely be issued without fear of depletion. At other remote points there is room for a large expansion of the fishing as soon as freighting facilities and the extension of settlement tend to make it remunerative.

In the older districts where the lakes are beginning to draw large numbers of summer visitors, there is a demand for the stocking of such waters as may be found suitable, with black bass so that better sport may be offered to the angler. Many of the small lakes in the southern part of the province are already far more appreciated and visited for the purposes of recreation and pleasure than they ever were from a utilitarian standpoint, and any measures for this improvement of the nature suggested would meet with general favour.

Mr. Andrew Halkett, curator of the Department's museum at Ottawa, visited this province in the summer, and was successful in obtaining good specimens of the different species of fish life in our waters, including many small varieties which do not often come under general observations.

Returns from the Grand Rapids and Nelson River districts, situated in Keewatin, were formerly included in the report of this inspectorate, but they have now been transferred to the Manitoba inspectorate. Consequently the very large catch made in Playgreen, Cedar, Moose and Clearwater Lakes for export, does not now appear in these returns, and the aggregate is smaller accordingly.

Four hundred and ninety seven licenses to fish with nets were issued during the year, a very large increase notwithstanding the reduction of the district to Saskatchewan alone.

Nineteen prosecutions were made for infringements of the Fisheries Act, a conviction being secured in each case.

In the small lakes of the Moose Mountain district no whitefish are found and a very limited number of net licenses are issued. The lakes are however much visited for pleasure purposes and the amount of angling done is very large.

At Fish lake, Guardian Powell reports that in the catches made pike are now as more numerous than formerly, when pickerel formed the main part, but both varieties well as mullet continue to be plentiful. At Gooseberry lake although but a small sheet of water large catches of pike were made until this year when none are to be found. This is attributed to the severe winter of 1906-7 when the ice formed was so thick that the water beneath became very impure and the fish nearly all died and were thrown upon the shore in spring. Overseer Silverthorn reports that the net fishing in Long lake was confined to a limited amount through the summer as has hitherto been the case owing to lack of proper means of marketing the fish in good condition. A large amount of angling was done and good catches of pike and pickerel made. A large number of the latter species died from some natural cause during the hotter months. A great increase took place in the winter fishery when whitefish formed the main catch, no less than ninety licenses being issued. The fishing is done by settlers resident in the district and the catch marketed locally, the cities of Regina and Moosejaw being well supplied from this lake. The dam on the Qu'Appelle river constructed by the Public Works Department to turn a portion of that river's flow into the lake, has been effectual in maintaining its level and while primarily constructed to improve the navigation of the lake, has materially benefited it from a fishery point of view. Whitefish were caught in the winter at places where in previous seasons it was quite useless to set nets.

The Qu'Appelle chain of lakes continue to show a slight improvement in the quantity of whitefish caught and certainly exhibit no falling off in the stock of the coarser varieties. The amount of angling done in these lakes is very large, both in summer and winter.

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The Indians and many of the foreign settlers prefer setting hooks through the ice to fishing with nets and make astonishingly large catches in that way, though of course they do not get whitefish or tullibee. The largeness of the pike caught in these lakes is often a matter of remark, Guardian Leader reporting several instances where 30 lbs. were exceeded. The Katepwe dam remains in good shape and answers its purpose of preventing an excessive lowering of water level in these lakes.

Crooked and Round lakes, lower down the Qu'Appelle valley, have also kept in good condition. Only a few net licenses are in operation here but the number of visitors to the lake and the catch of fish by angling shows a steady increase.

A large number of small lakes lie along the line of the Canadian Northern Railway in Eastern Saskatchewan, many of them are well stocked with pike and mullet, the principal ones being Fishing lake and Devil's lake. These waters are much appreciated by the settlers and a large amount of fishing in the aggregate is done. Licenses are issued for a small amount of netting only so as to make the fishing of as much general benefit as possible.

Eagle Quill Lake near Swift Current is noteworthy as the only lake in the province lying south of the Canadian Pacific Railway which contains whitefish. A fair catch is made here in proportion to the size of the lake, all of which meets with a ready local sale. In the Jackfish and Turtle lakes north of Battleford, the summer fishing was of the usual limited nature for local consumption only. The winter season however brought a very large increase, a much larger number of settlers taking out licenses than in any previous year, one hundred and twenty-three being issued. These lakes are not large enough to permit of so much net as that authorized by such a number of licenses, every year, but Guardian Schaefer reports that many of the license holders fished only a short time and that the full amount of net sanctioned was not used by a large number of the men. The catch made was very satisfactory and of course much in excess of local requirement. As mentioned in another portion of my report, the export demand was poor and towards the close of the season the prices realized by the fishermen were not very remunerative. Brightsand lake was also fished to a small extent, but it was found that nets set there were very quickly destroyed by a grub prevalent in its waters.

Cold lake, a large and beautiful lake on the boundaries of the two provinces about 90 miles north of Lloydminster, was fished more extensively this winter than heretofore. This lake is plentifully stocked with lake trout and very fine whitefish. In the summer the only call on it is the few fish caught by the band of Indians resident in its neighbourhood. Twenty licenses were granted for the winter fishery, the catch being drawn by sleigh to Lloydminster and thence exported. Owing to the great depth of this lake, fishing through the ice is rarely practicable until after Christmas, when brought within easier access, this and neighbouring lakes should give a large production of fish. Four carloads were shipped this winter.

In the Prince Albert district now under charge of Overseer Headrick, the summer season presents no special features of interest. There was a slight increase in the amount of fishing done in the two branches of the Saskatchewan river, but very little of the catch finds its way even to the local markets. At the beginning of the winter preparations were made for conduct of a fishery for the export trade at Montreal, Red Deer and the Trout lakes and fifty licenses taken out for that purpose. The fishermen were informed that they would have to restrict themselves to the amount of net authorized under their domestic licenses. Fish were found plentiful but the regular fishermen claimed that they were unable to make a profitable season under the conditions imposed. Moreover the market proved rather flat and consequently operations ceased at a much earlier date than usual. Only five carloads were exported from Prince Albert against nineteen the previous season. In the more northern lakes where the catch is at present confined to that needed by the traders, missionaries, and Indians for their food supply, conditions remained normal and no scarcity of fish is reported from any point.

There is, in this district, a large surplus of fish over and above local requirements and while under existing conditions no large and immediate development can be anticipated, the future will no doubt see a flourishing industry established.

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In the Cumberland lakes, the summer sturgeon fishery was carried on but for a more limited season than in former years, owing to the stoppage of the transport facilities down the Saskatchewan river. Gill nets only were in use, the pound nets having been discarded, their working not proving successful in these waters.

In conclusion I would say that the conditions attending the fishery in different parts of the province vary so much, that the present system of issuing one style of license only is proving more and more impracticable. The bulk of the licenses are issued to settlers who fish in the waters of their own immediate district and who do so only at such times as they can temporarily without inconvenience leave their main occupations. Their catch is consumed to a large degree by themselves and families and the balance disposed of among neighbours or sold in neighbouring villages and towns. Few of them use the full amount of net sanctioned by the domestic license. The case of men who wish to rely on fishing for their sole employment in the winter season is very different. Their fishing is done in lakes so situated that they have to make winter homes on the spot and fishing is their business. If they are not allowed to use the quantity of net they are capable of working efficiently, their work becomes desultory and unsatisfactory.

At the more northern lakes to which these men resort, and which lie in as yet unsettled districts there is no local demand for fish and they depend on the export of their catch from the nearest railway point. Transport to that point often takes a considerable percentage of the value of the fish and consequently to have a reasonably profitable season they must make a much larger catch than men fishing in more accessible waters. It will be seen therefore that changes in the regulations to enable such varying conditions to be fairly dealt with have become very necessary.

I have the honour to be, sir,

Your most obedient servant,

ERNEST W. MILLER,

Inspector.

SASKATCHEWAN.
RETURN of the Number of Fishermen, Value of Boats, Nets, &c., and the Quantity and Value of all Fish in the Province of
Saskatchewan for the Year 1907-8, by Fishery Inspector E. W. Miller, at Qu'Appelle.

Number.	Districts.	FISHING MATERIAL.										Trout, lb.	Pickerey, lb.	Pike, lb.	Sturgeon, lb.	Tullibee, lb.	Mixed and coarse fish, lb.	Value.	Number.
		Boats.			Gill-nets.														
		Number.	Value.	Men Licensed.	Fathoms.	Value.													
1	Qu'Appelle.....	90	1800	171	9000	1400	80060	.....	149000	220000	.....	16000	50000	19,540 00	1		
2	Battleford.....	30	600	153	21000	3150	425000	20000	10000	80000	8000	.....	40000	30,240 00	2			
3	Prince Albert.....	50	600	65	15000	2250	280000	30000	12000	110000	2000	5000	30000	23,160 00	3				
4	Northern Lakes.....	250	2500	24	6000	900	250000	30000	15000	80000	.....	.....	30000	20,250 00	4		
5	Cumberland.....	100	1000	12	3000	450	60000	5000	10000	40000	40000	5000	30000	9,300 00	5				
Totals.....		520	6500	425	54000	8150	1095000	85000	187000	530000	45000	26000	180060	.....	.....		
Values.....							65700	5100	9350	15900	3600	1040	1800	102,490 00					

APPENDIX No. 10

ALBERTA.

NOTE.—REMARKS ON SOME OF THE PRINCIPAL LAKES IN THAT PROVINCE PUBLISHED IN LAST YEAR'S REPORT.

Some of the principal fishing lakes of Alberta.

Lac la Biche.—This lake is well stocked with fish. Though the lake has been tried by experienced men, accustomed to fish in lake Winnipeg and other northern waters, they have not been able to catch fish after the real cold weather sets in. If the fish could be located a profitable fishing industry would spring up. This lake could stand one commercial license, without doing it any harm, especially if the fishing were limited to the winter months of the year.

Touchwood Lake.—This lake lies some twenty miles north of Lac la Biche. The whitefish in this lake will average about four pounds and are in fine condition. Pickerel are also fairly numerous in this lake. Within a radius of thirty miles of this lake there are many lakes where the conditions are exactly similar. Trout lake contains trout similar to that of Cold lake. None of these lakes are very large, and are only separated one from another by short portages of from one to six miles.

Back Lake.—Thirty miles south west of Lac la Biche, which was at one time pretty well fished out is now well stocked with large whitefish. Formerly there were quite a number of half-breeds who lived at this lake and made a fishery there in the fall for winter use, and so fished out the lake. This fall fishing during spawning season, was stopped and the lake is now full of fine fish. There are very few Indians who resort to this lake now.

Beaver Lake.—The south end of this lake runs within three miles of Lac la Biche. Fish spawn in it about October 7, while in Lac la Biche they do not begin to spawn until the fifteenth. The lake which at one time was pretty well fished out is now well stocked with fish.

Whitefish Lake.—This lake is picking up, not because it is protected, but because it is not as heavily fished as in former years, many of the Indians having moved on to the reserve at Saddle lake.

Little Whitefish Lake.—Lying north of Victoria or Pakan, is a good little lake not much fished. The present close season for whitefish gives it no protection as the fish in it do not spawn until after Christmas.

Little Devil's Lake.—The whitefish in this lake do not increase, the lake is really just a widening of the Sturgeon river, which flows out of Lake Ste. Anne, and as it is now well stocked with fish there is nothing to prevent their passage to Devil's lake. The lake swarms with pike, they would have to be killed off before whitefish could make much headway in the lake. As this lake at one time was swarming with whitefish, it is a pity it could not be brought back to its former state, as it is so close to Edmonton.

White Whale Lake.—This lake is miscalled Wabamun on the maps. Wabamun is not an Indian word it means nothing. Wabamao is the Cree name of the lake and really means the Big Fish lake, as the Indians have a tradition of a very big fish of a white

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colour having been seen there. The white traders on this account gave it the name of White Whale lake. The lake is well stocked with fish. Fishing on this lake is now confined to residents within a radius of two miles of the lake. Many of the settlers have no experience as fishermen, and were only learning the business last winter, and did not do much, especially in first part of season. Water overflowing the ice also was a great hindrance to the fishermen nearly all winter. The half breeds of Lake St. Anne were previous to this year allowed to fish in this lake. This is not now allowed.

Lake St. Anne.—This is another lake where the whitefish cannot be caught after cold weather sets in. The fishermen now that they cannot get leave to fish in White Whale lake will make greater effort to locate the fish, which are now very plentiful.

Shining Bank Lake.—This lake which is west of Lake Ste. Anne, is well stocked with large whitefish and is now attracting settlers and fishermen. I tried to send an officer there during the winter but the state of the roads was such that it was impossible for one man and a team to pass through. This lake will hereafter require supervision.

McLeod Lake.—The same remarks apply to this lake as to the previous one. The largest whitefish in the country are killed in this lake. They will average seven or eight pounds. Worms are very bad in this lake. A net set at night will be eaten up entirely by morning. Tanning the nets gives some protection but does not always prove effective.

Pigeon Lake.—A wonderful lake, heavily fished for years, the fish are still plentiful and always fat. Fishing in this lake is now confined to residents within a radius of one and a half miles. If summer fishing were to be carried on to any extent, the residence limit would have to be cut down.

Battle River Lake.—A beautiful little lake not too heavily stocked with whitefish. No fishing for sale on any kind of license should be allowed in this lake, as in its present state it will not stand heavy fishing.

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PROVINCE OF ALBERTA.

RETURN of the Number of Fishermen, Number and Value of Fishing Boats, Nets and all Kinds of Fish in the Lakes of the Province of Alberta, for the Year 1907-8.*

Districts.	FISHING MATERIAL.										KINDS OF FISH.						Number.
	Boats.			Gill-nets.			Hand lines.		Whitefish.	Pickerel.	Pike.	Tullibee.	Mixed fish.	Value.			
	No.	Value	Men.	No.	Fathoms.	Value	No.	Value							Lbs.	Lbs.	
1 Lac LaPiche	60	600	80	250	7,500	800	100	100	20,000	1,500	.....	2,500	4,000	1,215	1	
2 Beaver, Cooking and Hasting Lakes	15	100	18	45	450	700	100	100	21,000	.....	.....	.....	6,000	2,520	2
3 Heart Lake	10	80	10	20	700	70	.....	.....	9,000	.....	.....	.....	52,000	1,720	3
4 Whitefish Lake	8	40	15	40	1,200	120	.....	.....	3,000	.....	.....	.....	5,000	500	4
5 Buffalo Lake and vicinity	50	500	600	85	3,000	250	400	400	382,000	25,000	330,000	.....	135,000	11,400	5	
6 Pigeon Lake and vicinity	30	450	120	700	20,000	2,500	.....	.....	.....	1,500	.....	.....	55,000	22,450	6
7 Conjugung Lake and vicinity	24	240	144	60	1,800	200	150	150	20,000	.....	1,500	.....	3,200	152	7
8 Ste. Anne Lake	15	140	15	45	450	100	.....	.....	100,000	1,500	2,500	.....	5,000	1,050	8
9 White Whale Lake	18	180	75	150	4,200	500	.....	.....	25,000	4,500	6,000	20,000	13,000	9,650	9
10 Bad, Baptiste and LaLune Lakes.	25	200	70	80	2,500	250	100	100	48,000	4,000	3,000	.....	80,000	3,490	10	
11 Buck Lake and vicinity	10	50	15	30	90	240	.....	.....	45,000	2,500	3,000	.....	1,000	2,475	11
12 Finchwood Lake .....	.....	.....	8	40	1,200	120	100	100	.....	.....	.....	.....	10,000	100	12
13 Saskatchewan River in Alberta .....	.....	.....	100	30	900	90	.....	.....	776,000	40,500	463,000	22,500	370,200	.....	13
Totals	265	2,580	1,270	1,645	43,990	6,030	950	950	.....	.....	.....	.....	.....	.....	.....
Values .....	.....	.....	.....	.....	.....	.....	.....	.....	38,800	2,025	13,890	900	3,702	59,317	.....	

* Mostly estimated.

RECAPITULATION

OF the Yield and Value of the Fisheries of the Provinces of **Manitoba, Saskatchewan** and **Alberta**, in 1907-08.

Kinds of Fish.		Quantity.	Value.
			\$
Whitefish	Lbs.	2,566,000	363,150
Trout	"	185,000	12,100
Pickarel	"	4,222,500	251,075
Pike	"	3,313,890	111,025
Sturgeon	"	222,000	21,300
Sturgeon caviare	"	17,500	17,500
Perch	"	82,000	2,870
Tullibee	"	1,428,500	50,240
Catfish	"	175,000	14,000
Gold eyes	"	506,000	17,710
Coarse fish, including home consumption	"	4,715,200	107,452
Total for 1907..			968,422
Total for 1906.....			1,492,923
Decrease.....			524,501

RECAPITULATION

Of the Fishing Crafts, Nets, &c., in the three above Named Western Provinces.

Articles.	Value.	Total.
	\$	\$
22 fishing vessels or tugs (1,034 tons, 149 men)	132,800	165,955
1,315 fishing boats (2,400 men)	33,155	
721,240 fathoms of gill nets	120,820	
363 fathoms of seines	385	125,755
12 pounds nets	3,600	
950 hand lines	950	
111 freezers	226,500	242,900
36 fishing piers and wharfs	16,400	
Total..		534,610

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APPENDIX No. II.

BRITISH COLUMBIA.

REPORT ON THE FISHERIES OF BRITISH COLUMBIA FOR THE YEAR
1907-8, BY INSPECTORS C. W. SWORD, J. T. WILLIAMS AND E. G.
TAYLOR.

DISTRICT No. 1.

NEW WESTMINSTER, B.C., June 8, 1908.

To the Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to inclose statistics for District No. 1, British Columbia, for the Fishery year ending 31st March last.

There is little to remark upon in these. The sockeye salmon run has been poor. The total pack for the Fraser river being only 59,815 cases against 178,787 in 1906 and 204,849 in 1903. The pack on Puget sound was 93,934 against 183,977 in 1906 and 151,828 in 1903.

The re-establishment of the annual close season from 25th of August to the 15th September, while worthless as regards supplying the depleted spawning grounds in the interior with eggs (such spawning grounds being dependent solely on the earlier runs) had a bad effect in preventing the possibility of using the fall fish to fill up with in a year like last.

Your obedient servant,

C. B. SWORD,
Inspector of Fisheries.

District No. 2.

VANCOUVER, B.C., March 11, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to inclose my annual statistical report of the Fisheries of the Northern Coast of British Columbia, (*District No. 2*), for the fiscal year ending March 31, 1908, including statement of salmon packs of the different canneries. These returns show a decrease in the aggregate, the total value of fish and fish products in 1907 being \$2,335,053, against \$2,589,474 in 1906. This is accounted for by the decrease in the Rivers Inlet pack, of some 28,000 cases.

SALMON.

The total pack of salmon for the district season, is as follows:—

	1907	1906
	Cases.	Cases.
Sockeye	239,823	263,522
Cohoe	39,397	31,275
Spring	14,460	22,277
Humpback	35,638	45,101

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Approximate detailed decrease and increase, season 1907.

	Cases.
Skeena river, decrease	3,000
Rivers Inlet "	28,000
Naas River "	700
Northern Coast increase	5,000

By reference to the above figures it will be noticed that there is a decrease in the Rivers Inlet pack of about 28,000 cases. It is probable there was no diminution of salmon, the climatic conditions were not so favourable for catching the fish, as on the previous season.

The increase in the North Coast fisheries occurred at Bella Coola and Lowe Inlet, but at Kimsquit there was a failure, this matter will be dealt with further on in my report.

SKEENA RIVER.

With regard to the Skeena river I am pleased to report a good pack, almost equal to last season, the run of spring salmon was exceptionally good, there was a fair run of Steelhead, and some cannerymen are packing these excellent table fish in ice, and sending them to the Cold storage at New Westminster, where they are forwarded to their ultimate destination.

There were not so many commercial licenses issued as last season, consequently the pack is more encouraging. The regulations were fairly well observed, this season for the better protection of the salmon and the enforcement of the regulations, the department is building a fast gasoline launch, this vessel will be of valuable assistance to our officers in carrying out the aforesaid regulations.

Good fishing was obtained in the Oxtahl river a tributary of the Skeena. We have every reason for expecting an improvement in this river, in the near future. In the spring of 1905, certain obstructions were removed by the department, and since that time large quantities of salmon have been observed in the lake above where the obstruction existed.

Regarding the Upper Skeena I am able to report most satisfactory results from the work of our fishery officers. No barricades were constructed during last season, and the Indians confined their fishing operations to legal methods, securing an ample supply of food for themselves and families during the winter.

The Babine Indians with whom we had so much trouble in 1906, were perfectly contented with the nets provided them by the department, for catching their winter supply of food, and I consider great credit is due the department for the masterly manner in which this most difficult, complicated and delicate question was settled.

I attach extracts from Overseer Helgesen's interesting report of his work and observations in this district last season.

During February the department undertook the work of removing certain obstructions in the Copper river, a tributary of the Skeena, that had been in existence for a considerable time.

This obstruction was removed in sufficient time to enable the salmon, principally sockeye, to ascend to the large area of spawning ground at the head waters of this river, and during the fall a fishery officer was despatched to the head waters of this river, with instructions to report on the quantity and variety of the salmon reaching these spawning grounds. He reported large quantities of salmon of all varieties, with a large preponderance in favour of the sockeye. This I consider most gratifying as for the last twenty years this area of water has been entirely depopulated, owing to the obstructions in the river.

Some additional work remains to be done in this river, and the department have issued instructions to proceed immediately with it, this will be done as soon as climatic conditions are favourable and render it possible.

Work on the removal of certain obstructions on Tatcha river, Babine lake has been authorized, and will be proceeded with, and I have every reason to believe, will be com-

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pleted in sufficient time to allow the salmon to ascend to this additional area of spawning ground, which cannot be over estimated, considering the large quantities of salmon frequenting these waters and the limited area of spawning ground. In my opinion, the work of removing obstructions, thereby opening up new areas of spawning ground, and relieving the congestion frequently occurring there, is of paramount importance, I have always maintained and my experience teaches me that natural propagation is more effectual and satisfactory than artificial.

The new Babine Hatchery was erected this season, and some millions of eggs spawned, this is considered extremely satisfactory, taking into consideration the difficulties that were met with during construction, and the inaccessibility of the district and location.

RIVERS INLET.

With reference to Rivers Inlet, I have to report a falling off in the catch of sockeye, in comparison with last season, this is not attributable to any specific cause, there were even more boats fishing than any previous year, it was considered about a three-quarter pack.

Fishery Overseer Nordschow reports that the fishery regulations were only fairly observed, owing to the large quantity of boats fishing and the officers had difficulty in covering the extensive area of water. This season, however, the department has authorized the building of a gasoline launch, for the better protection of the fisheries in this district, which will assist the fishery guardians materially.

The spawning beds in Oweekeyno lake were patrolled as in previous years, the Indians attempt no illegal fishing.

Large quantities of all varieties of salmon were observed in the lake and tributary spawning creek. It does not follow because the catch of salmon by the fishermen was smaller, that there were less fish than on previous years, climatic conditions affect the waters of this inlet, rendering them too clear for good fishing with gill nets, and consequently large quantities of fish escape, that would have been captured had the water been less transparent.

NAAS RIVER.

With regard to the Naas river the pack amounted approximately to the same as last season, the same number of canneries were in operation.

The spring salmon run was good, but the sockeye show a slight decrease.

I consider a snag scow would assist the fishermen materially by removing the larger snags in the principal drifts.

I can only reiterate the remarks made in former reports, that until the obstructions at the head waters of the Naas, at the mouth of the Majiarden lake are removed, we shall see no perceptible or permanent improvement in the sockeye run on this river.

NORTH COAST FISHERIES.

The statistics show an increase in these outlying canneries, which occurred at Bella Coola and Lowe inlet, the run of Cohoe at Bella Coola was extremely good, the fish being large, in first class condition and colour.

Unfortunately there was a total failure at Kimsquit river, which stream contributes considerably towards the sockeye pack of the north coast fisheries, the cause of this failure which has been personally investigated by me is as follows:—

The spawning grounds of the Kimsquit river, which are frequented principally by sockeye, are located to a large extent in the river and tributary creek although there is a large lake at the headquarters of river it provides no spawning grounds, as the water is deep, the banks being rocky and steep. The salmon as I have said consequently

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spawn in the river and tributary creeks, which run through low swampy ground frequented by beaver, and are subject to overflow caused by heavy rains. Should these rains occur when the salmon are ascending for the purposes of spawning, they leave the main channel and creeks and spawn in the overflowed gravel banks, the water quickly recedes leaving them and their spawn high and dry. This combination of climatic conditions occurs very rarely, only once before has it been known, within the last twenty years.

There are some log-jams in the river, which the department are contemplating removing, when this is accomplished I consider it will materially reduce the chances of the river overflowing its banks. The Indians that frequent this river are few in number, and comparatively speaking do little harm to the fisheries.

BELLA COOLA AND SALMON RIVERS.

During last September, I made a tour of inspection of the head waters of the Bella Coola and Salmon rivers; my exhaustive report has been forwarded to the department. Taking these fisheries as a whole I found the conditions most satisfactory, with the exception of one log-jam in the Bella Coola river and an obstruction on the Salmon river, which I was unable to inspect, but which will be inspected this coming fall. I consider the Indians do little harm in these waters, but they were given instructions in connection with the taking of their winter supply of food.

I made certain recommendations to the department which I believe will be carried out. The remarks in my last year's report on this subject hold good for this season. Very little change occurred in these fisheries, approximately the same amount of fish were salted and the same methods employed.

HALIBUT.

Although there are extensive halibut banks in my district and very large catches are made, they are all taken to Vancouver and exported from that port, only a small quantity being exported direct from my district, therefore the statistical returns are forwarded to the department of Inspector Sword in his report.

The protection of this valuable commercial product, I am pleased to see is engaging the attention of the department. It is an admitted fact, by all who are competent to judge that our halibut banks are being rapidly depleted.

I must reiterate my remarks in my last year's report in connection with our deep sea fisheries, and beg to call the attention of the department to them, also the protection of our clam beds is another matter that should receive immediate attention.

I am, sir, your obedient servant,

JOHN T. WILLIAMS,
Inspector of Fisheries.

EXTRACTS MADE FROM A REPORT OF OFFICER HELGESON AT ESSINGTON, B.C., DATED THE OCTOBER 19, 1907.

I herewith submit the annual report of my work and observations during the season of 1907, for the upper part of District No. 2 committed to my charge, comprising the Skeena from Lakelse north to its head waters including Copper, Kitwangah, Kitualka, Bulkley, Kispiax, Blackwater, Babine rivers, and their tributaries.

I am pleased to say that there has been a good run of salmon this season and the Indians who fished have caught a sufficient quantity for themselves and families, and seem to be well satisfied.

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On the 4th July, I attended a meeting of the Indians. Father Cocoola and the Indian Agent were also present. In the meeting I took the Indians severely to task for the very unfriendly manner in which they were treating the hatchery people and endeavoured to shame them. I told them of the great benefit the hatchery people would be to them and the necessity for them to have their good will, and Father Cocoola did the same in unmistakable language, but I regret to say it had no effect, finally the Indians condescended to rent a big lumbering bateau they had to carry cordwood to the village. With that clumsy heavy thing we circumnavigated the 110 mile lake, all but a few miles, and finally located a hatchery site on Salmon creek, on the east side of Babine lake. On the 19th we reached Babine village, the sockeye were not running yet. I distributed the nets and left Babine, and reached Hazelton on the 25th. On August 3rd, I inspected the contract work done during winter on Copper river obstruction, prepared a report on same, and forwarded it to the inspector.

There has been no communication with this place since, as all the three river boats are either lost or come to grief, lately a canoe swamped and five men were drowned. When inspecting the Copper river obstruction, I concluded that the contract though completed had not gone far enough, as the place is still very steep and the water very turbulent, and I reported accordingly, though I considered some of the strongest fish might reach the spawning grounds, and to determine this, for certain, I sent Guardian Norrie on the 4th September over to the head of Copper river, knowing if any of the sockeye did get up, they would reach the upper parts by the time he would reach there. I instructed him particularly that if he found salmon, to see if there was a fair quantity of females amongst them. He returned on the 13th and reported having seen hundreds of sockeyes male and female fairly divided, all busy spawning, so after all the contract has had the desired effect, and the sum the department kindly expended has furnished the Skeena with a great auxiliary feeder, which had been unproductive for the space of 20 years.

I hereby recommend that the department forbid all salmon fishing on Copper river for the next four years, that can be done without working any hardship or disappointment to any one. It would be a pity to do otherwise, if the river is exempt for that period, it would be properly stocked with salmon.

Guardian Frank, on Beat No. 1, reports that there has been no attempt at Barri-cading, the close season has been well observed, the Indians having captured sufficient quantity for themselves and families, and seem to be well satisfied.

Stewart Norrie, on Beat No. 2, states great work has been done both in exploring and patrolling. After his first trip up the Bulkley I sent him up Kispiax river to explore where he had been unable to reach before, where he found a very extensive country with numerous large and small lakes and a vast area of spawning ground, this was before the salmon began to run. He was told by Indians that every known variety of salmon spawn in the streams there in large numbers. He described the scenery there as very grand, beautiful clear mountain water, clean pebbly bottom, and large shoals of excellent trout were seen, so there can be little doubt but that any true disciple of Isaac Walton would rejoice at the situation.

G. Spinning, on Beat No. 3, reports that the Indians are jubilant, having received a sufficient quantity of splendid sockeye net with which they have caught what salmon they need, in fact some of them have quit fishing some time ago, not wishing more. They have also received a good quantity of the best of trout nets, twine, lines, Norwegian ice cutters, so that they can work the nets under the ice in winter, and get fresh fish whenever they choose. Thorough instructions how to work the nets has been given them.

It will be of interest to give the extent of country we have to contend with. H. Frank, on Beat No. 1, Skeena river from Lakelse to Hazelton, distance 120 miles, by canoe down stream, by steamers up stream, this does not include the travel up and down the numerous salmon streams.

G. Spinning, on Beat No. 3, Babine lake, distance from old fish town to head of big lake, 118 miles, to make one round of his beat, has to travel in his canoe, 236 miles

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S. Norrie, on Beat No. 2, has made the following trips this season :—

Trip to Morrice town and back.....	70 miles.
" Hugglegate Village.....	9 "
" Sha-gun-jah Creek.....	18 "
" Kispiax and La-ka-dah.....	130 "
" Glen Vowel Skeena.....	10 "
" Morrice town.....	70 "
" Kispiax River.....	16 "
" Hugglegate.....	9 "
" Blackwater Lake.....	240 "
" Head of Copper River.....	130 "
" Sha-gun-jah Creek.....	47 "

Total distance travelled by Norrie. . . 749

Fourty-four miles of the above distance were done on horse back, 705 miles by walking, leading the government horse, packing provisions, blankets, &c. The above distance does not include the many journeys off the trail to look for fish, rock-falls, log-jams, &c.

It will readily be seen by the above, that our work has greatly increased by the upper part of Copper river and the immense country to be traversed up the Kispiax valley, in fact it will be impossible to carry on the business successfully in the future with the help at hand. I therefore trust that the department will give us another guardian on Beat No. 2 next season. There being no hope of any steamer coming up the Skeena to Hazelton this fall, so I, with the help of Guardian Norrie, built a boat in which we made a successful trip down the Skeena to Essington, which we reached on the 17th, having made the run in three days and a half.

District No. 3.

NANAIMO, B.C., May 1, 1908.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to inclose my statistical report of the fisheries for District No. 3, of British Columbia, for the year ending March 31, 1908.

In some of the branches of our fisheries the development has been very satisfactory during the past year, this is especially noticeable in the expansion of the herring industry.

SALMON.

There was a marked increase in smoked salmon, also in the salmon pack; one firm putting up nearly 30,000 cases. A large number of spring salmon were taken in the traps, and the demand for this valuable fish is steadily growing. A new cannery was operated at Knight Inlet for the first time and therefore new waters explored.

HALIBUT.

The halibut fishing received more attention during the past season, and the returns show an increase in the catch. A vessel was built at Victoria and engaged in the halibut fishing on the west coast of Vancouver Island. As there are extensive halibut banks along the west coast there is every reason to expect that this branch of the fisheries will develop rapidly.

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HERRING.

The herring industry continues to grow, but last season was the banner one, the catch being more than double that of the previous season. The herring came into the harbours in as great numbers as in former seasons; but were much larger, especially was this the case at Nanaimo.

WHALING.

Three factories were in full operation last season. The new one at Pages Lagoon was completed and began operations early in the autumn. This factory is very complete and is excellently situated; but the number of whales taken in the Gulf of Georgia was disappointing, and as the company was anxious to operate the station at Pages Lagoon, dog-fish were procured in large numbers from the fishermen, and converted into fertilizer. As whales are, however, abundant all along the west coast of Vancouver Island the industry has had a very successful year.

SEALING.

The Victoria Sealing Company despatched sixteen vessels to the Behring sea. The catch is the smallest for many years. As will be seen by the report the number of sea otter was far in advance of any previous year, and as they are very valuable they make quite an addition to the returns of the seal hunters. During the past year very few Indians engaged in sealing along the west coast of Vancouver Island.

BIOLOGICAL STATION.

The Biological Station at Departure bay has been completed and it is expected that there will be an opportunity for scientific research work, in connection with the habits and methods of the various forms of marine life.

PATROL.

The patrol boat now under construction at Nanaimo, is about completed and will be a great acquisition to the present patrol service, especially in the protection of the large and important fishing areas between Vancouver Island and the mainland.

I have the honour to be, sir,

Your obedient servant,

EDWARD G. TAYLOR,
Inspector of Fisheries.

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RECAPITULATION DISTRICT, No. 1, BRITISH COLUMBIA, 1907-08.

Kinds of Fish.	Quantity.	Price.		Value.
		\$	cts.	\$
Salmon, canned..... (in cases of 48 lb.)	163,116	6	00	978,696 00
" dry salted	6,500,000	0	05	325,000 00
" dried (Indian con.)	800,000	0	05	40,000 00
" smoked.....	120,000	0	10	12,000 00
" fresh and frozen.....	3,600,000	0	05	180,000 00
Sturgeon.....	100,000	0	05	5,000 00
Halibut.....	12,914,925	0	05	645,746 25
Herring, fresh and salted.....	70,000	0	01	700 00
" smoked.....	9,000	0	10	900 00
Oulachans, fresh.....	15,000	0	05	750 00
" salted	35	10	00	350 00
" smoked.....	1,000	0	10	100 00
Smelts.....	250,000	0	05	12,500 00
Trout.....	170,000	0	10	17,000 00
Cod.....	350,000	0	05	17,500 00
Shad.....	10,000	0	05	500 00
Mixed fish.....	80,000	0	05	4,000 00
Fish oil.....	233	9	00	2,097 00
Guano.....	1,294½	25	00	32,362 50
Oysters, clams, crabs and other fish (not included in above).....				10,000 00
Total value.....				2,285,201 75

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CAPITAL INVESTED IN BRITISH COLUMBIA FISHERIES,
DISTRICT No. 1, 1907.

Description of Property.	Number.	Value.	Total.
		%	%
Canneries, wharfs, &c.....	35*	911,000	
Steamers and gasoline boats including 4 chartered	18	111,700	
Steamers in halibut trade.....	5	260,000	
Dories and gear.....		28,000	
Boats.....	2,700	162,000	
Gill and seine nets (fathoms)	350,000	263,500	
Trawls and lines.....		8,000	
Scows.....	150	30,000	
Cold storage plants.....	3	135,000	
Oil factories.....	2	45,000	
Salteries.....	5	7,500	
			1,961,700
EMPLOYEES IN FISHERIES.		Number.	Total.
Salmon fishermen		3,450	
On vessels (including 187 in halibut fishing)		259	
In canneries		1,400	
			5,109

* Only 19 of the above were operated.

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BRITISH COLUMBIA SALMON PACK, DISTRICT No. 1, 1907.

Name of Cannery.	Owners or Agents.	Sockeye	Cohoe.	Springs.	Hump-backs and dog salmon.	Totals.
		Cases.	Cases.	Cases.	Cases.	Cases.
Ewen's.....	B. C. Packers' Association.	23,956	12,033	1,682	12,115	49,786
Brunswick.....						
Imperial.....						
Terra Nova.....	A. B. C. Packing Co.....	8,487	3,621	259	13,607	25,974
British America.....						
Phoenix.....						
Richmond.....	Todd & Sons.....	5,000	4,500	.....	9,800	19,300
Scotch Canadian.....	Malcolm, Cannon & Co.....	3,740	.....	24	1,037	4,801
Dea's Island.....	B. C. Canning Co.....	3,440	2,808	469	1,585	8,302
Star.....	Canadian Canning Co.....	5,902	.....	145	18	6,065
Vancouver.....						
Brunswick.....	Burrard Canning Co.....	1,167	4	95	142	1,408
Steveston Canning Co.....	.....	1,300	3,300	.....	.....	4,600
Great West Packing Co.....	.....	1,556	445	243	4,408	6,652
St. Mungo Canning Co.....	.....	2,430	6,547	500	3,751	13,228
Great Northern Canning Co.....	Northern Canning Co.....	1,137	284	588	4,819	6,828
Unique.....	C. S. Windsor.....	224	12,248	12,472
Eagle Harbour.....	J. J. Mulhall.....	1,700	2,000	3,700
		59,815	35,766	4,005	63,530	163,116

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BRITISH COLUMBIA SALMON PACK, 1907—(CASES)—DISTRICT No. 2
OR NORTHERN DISTRICT OF BRITISH COLUMBIA.

Name of Cannery.	Location.	Sockeye, 48 lb. cases.	Coho, 48 lb. cases.	Spring, 48 lb. cases.	Hump- back, 48 lb. cases.	Cannery Totals.	District Totals.
		Cases.	Cases.	Cases.	Cases.	Cases.	Cases.
Balmoral.....	Skeena.....	19,912	4,121	1 693	6,320	32,046	
Cunningham.....							
British America.....		16,098	1,645	2,931	5,249	25,923	
North Pacific.....							
Dominion.....		7,039	619		1,354	9,012	
Inverness.....	".....	8,400	800	800	2,300	12,300	
Oceanic.....	".....	10,783	952	1,776	3,588	17,099	
Claxton.....	".....	16,027	1,930	1,710	1,869	21,536	
Skeena River Com.....	".....	7,549	1,700	253	628	10,130	
Cassiar.....	".....	10,021	1,121	528	1,750	13,420	
Alexandra.....	".....	1,966	1,530		500	3,996	
Carlisle.....	".....	10,618	829	687	1,659	13,793	
Village Island.....	".....	200	15	35	10	260	
Totals.....		108,613	15,262	10,413	25,227	159,515	159,515
Brunswick.....	Rivers Inlet.....	30,457	68	134		30,659	
Wadhams.....							
Good Hope.....		12,323		59		12,382	
Rivers Inlet.....		12,669	229			12,898	
Beaver.....		12,200	3,200		700	16,100	
Strathcona.....	".....	10,466		61		10,527	
Kildela.....	".....	9,759	1,543	196		11,498	
Totals.....		87,874	5,040	450	700	94,064	94,064
Naas Harbour.....	Naas.....	5,853	2,307	176	1,251	9,587	
Arrandale.....		6,016	2,340	245	2,636	11,237	
Port Nelson.....		5,944	1,446	867	2,070	10,327	
Totals.....		17,813	6,093	1,288	5,957	31,151	31,151
Lowe Inlet.....	North Coast.....	7,400	1,216		348	8,964	
Kingsuit.....		853	1,969			2,822	
Namu.....		1,971	1,124		2,861	5,956	
Manitou.....		1,372	9	38		1,419	
Bella Coola.....		3,750	6,637	1,971	545	12,923	
Smith's Inlet.....		10,000	1,200	300		11,500	
Queen Charlotte Isds.		177	827			1,004	
Totals.....		25,523	13,002	2,309	3,754	44,588	44,588
Skeena.....		108,613	15,622	10,413	25,227	159,515	
Rivers Inlet.....		87,874	5,040	450	700	94,064	
Naas.....		17,813	6,093	1,288	5,957	31,151	
North Coast.....		25,523	13,002	2,309	3,754	44,588	
Totals of each variety.....		239,823	39,397	14,460	35,638	329,318	329,318

Grand Total.....329,318 cases.

BRITISH COLUMBIA FISHERIES, 1907—DISTRICT No. 2.

District No. 2	VESSELS, BOATS, &c.					FISHING MATERIALS.					KINDS AND QUANTITIES OF FISH AND FISH PRODUCTS.				
	Vessels.			Boats.		Gill Nets.		Seines.		Trawl Lines.		Salmon, (86 cases).	Salmon, salt, 210 lbs.	Salmon, dry salt, 5c. lb.	Salmon, salted, 10c. lb.
	Number.	Gross Tons.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Fathoms.	Value.				
1 Skeena	19	1,000	71,750	69	821	78,591	2,536	188,500	96,000	200	350	60	159,515	196,000	40,000
2 Rivers Inlet.....	8	400	38,000	40	825	38,622	1,830	160,000	64,485	100	500	40	94,064	500,000	3,000
3 Naas River.....	4	200	5,850	10	141	15,150	564	37,970	20,645			80	31,151	75,000	60,000
4 North Coast	12	400	27,500	36	177	8,060	761	31,800	15,100	2,000	5,800	400	43,584	120,000	50,000
5 Q. C. Islands	3	100	4,000	12	12	1,000	79			200	600	400	1,004	90,000	.....
Totals..	46	2,100		167	1,976		5,773	418,270		2,500		980	329,318	981,000	153,000
Values	\$		147,100			141,413			196,230		7,250		1,975,908	49,050	15,300

* Including all Cannery employees.

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BRITISH COLUMBIA FISHERIES, 1907—No. 2—Continued.

KINDS AND QUANTITIES OF FISH AND FISH PRODUCTS.														
Districts No. 2.	KINDS AND QUANTITIES OF FISH AND FISH PRODUCTS.													
	Salmon, fresh, 5c. lb.	Salmon, frozen, 5c. lb.	Salmon in tierces,* mild, cured.	Halibut, 5c. lb.	Herring, salt and fresh, 1c. lb.	Herring, smoked, 10c. lb.	Oulachon, fresh, 5c. lb.	Oulachon, salt, 80 hbl.	Oulachon, smoked, 5c. lb.	Trout, 10c. lb.	Mixed, 5c. lb.	Hair seal skins, 25c. lb.	Fish Oil, 35c. gall.	Canned clams, 24.80 case.
1 Skeena.....	160,200	1037,785	999	400,000	5,000	3,500	10,000	70	800	6,000	10,000	300	1,300	...
2 Rivers Inlet.....	18,600	.....	.....	4,000	4,000	.....	.....	.....	.....	1,000	2,000	400	500	.....
3 Naas River.....	9,000	.....	168	100,000	3,000	900	400,000	300	4,000	800	6,000	200	700	.....
4 North Coast.....	7,000	.....	.....	70,000	100,000	.....	.....	130	3,000	8,000	10,000	600	8,000	.....
5 Q. C. Islands...	90,000	.....	.....	200,000	60,000	8,000	.....	.....	.....	2,000	40,000	300	7,750	1,800
Totals.....	284,800	1037,785	1,167	774,000	172,000	12,400	410,000	500	7,800	17,800	68,000	1,800	18,250	1,800
Values	14,240	52,228	79,930	38,700	1,720	1,240	20,500	5,000	780	1,780	3,400	450	6,387	8,640
Estimate of Fish not included in above \$50,000														
Grand total.....														
50,000														
\$2,335,053														

* A tierce is 700 lb.

RECAPITULATION

OF Yield and Value of Fisheries in Northern British Columbia, for Year 1907,
District No. 2.

Kinds of Fish.	Quantity.	Price.		Value.
		\$	cts.	\$
Salmon, canned.....48 lb. cases	329,318	6	00	1,975,908
" salted.....brls.	980	10	00	9,800
" dry salted.....lb.	981,000	0	05	49,050
" smoked....."	153,000	0	10	15,300
" fresh....."	284,800	0	05	14,240
" frozen....."	1,037,785	0	05 ¹ / ₂	52,228
" mild cured.....tierces	1,167			79,930
Halibut.....lb.	774,000	0	05	38,700
Herring, fresh and salted....."	172,000	0	01	1,720
" smoked....."	12,400	0	10	1,240
Oulachon, fresh....."	410,000	0	05	20,500
" salted.....brls.	500	10	00	5,000
" smoked.....lb.	7,800	0	10	780
Trout....."	17,800	0	10	1,780
Mixed....."	68,000	0	05	3,400
Hair seals.....skins.	1,800	0	25	450
Fish oil.....galls.	18,250	0	35	6,387
Canned clams.....cases.	1,800	4	80	8,640
Estimate of fish not included in above.....				50,000
Total.....				2,335,053

RECAPITULATION of the Fishing Material used in British Columbia, 1907,
District No. 2.

Description of Property.	Number.	Value.	Total Value.
		\$	\$
<i>Fisheries—</i>			
Canneries, wharfs, &c.....	40	950,900	
Vessels.....	46	147,100	
Boats, scows and camp scows.....	1,976	141,413	
Gill and seine nets (fathoms).....	420,770	203,480	
Trawls and lines.....		500	
Oil factories.....	2	8,000	
Salteries.....	6	24,000	
Total capital.....			1,475,393
<i>Employees in fisheries—</i>			
Fishermen and cannery workers.....	5,773		
Employed in vessels.....	167		
Total.....	5,940		

SESSIONAL PAPER No. 22

BRITISH COLUMBIA—DISTRICT No. 3, OR VANCOUVER ISLAND.

RETURN showing the Number and Value of Vessels and Boats, Nets, &c., also the kinds of Fish caught in British Columbia for the Year ending March 31, 1908.

VESSELS AND BOATS.				FISHING MATERIALS.				KINDS OF FISH.										
Vessels.				Boats.		Gill Nets.		Seines.		Trap Nets.		Lines.						
Number.	Value.	Men.	Number.	Value.	Men.	Value.	Fathoms.	Value.	Fathoms.	Value.	Number.	Value.	Value.	Salmon canned cases.	Salmon dry-salted.	Salmon smoked.	Salmon fresh.	Number.
1 Nanaimo.....	6	24,500	26	106	6,560	315	6,200	4,360	4,000	6,900	.....	.....	1,400	.....	494,500	49,900	224,000	1
2 Cowichan.....	1	4,000	6	35	2,100	70	1,800	1,440	800	1,200	.....	.....	450	.....	258,000	33,000	195,200	2
3 Victoria.....	17	22,800	58	41	2,460	90	2,100	1,680	500	750	34	340,000	3,200	24,525	1,687,000	20,100	233,600	3
4 Clayoquot.....	2	15,000	10	40	2,400	100	3,000	2,400	2,800	4,200	.....	.....	375	6,580	1,452,500	13,000	26,000	4
5 Alberni.....	2	11,500	8	43	2,580	140	3,100	2,480	2,300	3,450	1	10,000	500	6,737	40,200	9,600	29,400	5
6 Alert Bay.....	2	6,500	9	32	1,920	65	2,100	1,680	800	1,200	.....	.....	525	.....	45,400	2,400	6,100	6
7 Quathiaska.....	1	3,500	6	20	1,200	68	1,200	960	2,500	3,750	.....	.....	100	3,900	78,900	2,900	5,300	7
8 Comox.....	1	1,000	1	15	1,110	62	1,150	1,160	1,500	2,750	.....	.....	100	.....	.....	1,000	6,700	8
9 West Coast, Mainland.....	4	5,500	8	34	2,040	86	1,080	864	4,600	6,900	.....	.....	1,500	8,021	514,000	10,000	10,400	9
Totals.....	36	.....	135	370	996	22,630	.....	20,400	.....	.....	35	.....	.....	49,832	4,570,500	144,900	736,700	
Values.....	8	100,300	.....	.....	22,200	.....	.....	17,624	.....	31,100	.....	350,000	8,750	323,908	228,525	14,490	73,670	

SESSIONAL PAPER No. 22

RECAPITULATION

OF the Yield and Value of the Fisheries of District No. 3, British Columbia.

Kinds of Fish.	Quantity.	Price.		Value.
		\$	cts.	\$
Salmon, canned..... Cases.	49,832	6	50	323,908
" dry, salted..... Lb.	4,570,500	0	05	228,525
" smoked..... "	144,900	0	10	14,490
" fresh..... "	736,760	0	10	73,670
Halibut, fresh..... "	615,800	0	05	30,790
Herring, fresh and salted..... "	19,104,500	0	01	191,045
" smoked..... "	170,800	0	10	17,080
Smelts..... "	213,700	0	05	10,685
Oulachon, fresh and salted..... "	7,500	0	05	375
Trout..... "	24,500	0	10	2,450
Cod..... "	398,900	0	06	23,934
Mixed fish..... "	385,500	0	05	19,275
Hair seal skins..... No.	3,360	0	75	2,520
Fish oil..... Galls.	91,400	0	35	31,990
Clams..... Sacks, 125 lb. each.	9,900	1	00	9,900
Oysters..... "	1,710	3	50	5,985
Crabs..... Doz.	6,700	0	50	3,350
Product of whaling stations.....				291,848
Shrimps and prawns.....				2,450
Abalonies and mussels.....				2,600
Estimate of fish not included above.....				95,300
Fur seal skins..... No.	5,397	20	00	107,940
Otter skins..... "	38	330	48	12,558
Total.....				1,502,668

8-9 EDWARD VII., A. 1909

STATEMENT of the Capital invested in District No. 3, British Columbia Fisheries,
1907.

Description of Property.	Number.	Values.	Totals.
		\$	\$
Canneries, wharfs, &c.		108,000	
Vessels.	36	100,300	
Boats.	370	22,200	
Gill and seine-nets (fathoms).	42,430	48,724	
Trap-nets and traps.	35	350,000	
Lines.		8,750	
Whaling stations.	3	246,646	
Salteries.	19	47,500	
Scows.	40	18,000	
Oil factories and barges.	3	13,000	963,120
Fur sealing—			
Vessels.	36	348,358	
Boats and canoes.		2,946	
Guns and equipments.		16,346	367,650
Capital, total.			1,330,770

Employees in Fisheries.	Number.	Totals.
Fishermen and cannery employees.	1,650	
On vessels.	135	1,785
Sailors and hunters in fur sealing—		
White men.	197	
Indians.	220	417
Total.		2,202

SESSIONAL PAPER No. 22

BRITISH COLUMBIA SEALING REPORT, 1907-08.

Number.	Vessels.	License, No.	Masters.	Tons.	CREWS.		Boats.	Canoes.	B. C. COAST CATCH.		CATCH OUTSIDE AREA OF AWARD.		EASTERN BEHRING SEA CATCH.		Totals.	Branded skins.	Other skins.
					Whites.	Indians.			Males.	Females.	Males.	Females.	Males.	Females.			
1	Casco.	3	Wm. Munro.	63	19	..	6	..	9	12	..	..	..	..	21	..	18
2	Orto.	14	J. G. Searle.	86	7	23	2	11	25	47	..	..	217	157	446	1	..
3	Dora Seward.	11	Wm. Heater.	94	8	27	2	13	40	39	..	..	286	191	547	..	..
4	Markland.	10	Geo. Heater.	99	7	26	2	13	60	67	..	..	115	151	393	3	..
5	Vera.	4	A. K. St. Clare.	60	20	..	6	..	125	103	..	..	..	..	228	..	20
6	Victoria.	2	A. B. Whidden.	63	21	..	6	..	75	94	71	77	59	67	443	..	..
7	Ida Etta.	7	B. M. Balcom.	69	20	..	6	..	45	66	132	91	22	12	418	..	..
8	C. G. Cox.	12	John Christian.	76	21	..	6	..	74	59	Seized.	..	..	..	133	..	..
9	Allie J. Alger.	13	Wm. Delouchrey.	75	8	20	2	9	36	29	..	..	114	82	281	..	..
10	Labbie (spring).	6	J. G. Searle.	93	8	24	2	12	57	44	..	..	..	..	101	..	..
11	E. B. Marwin (Cape Horn).	..	W. Hirtz.	..	20	..	8	..	..	..	..	..	..	..	..	..	..
12	Ella G.	1	John C. Voss.	16	8	..	2	..	97	88	21	56	..	..	262	2	..
13	Eva Marie.	15	V. Jacobson.	77	8	24	3	11	97	119	..	..	172	243	631	..	..
14	Jessie.	8	H. F. Brown.	48	7	17	2	8	22	28	..	..	..	..	50	..	..
15	Thomas F. Bayar-L.	9	H. Blakstad.	67	7	28	2	14	107	65	..	..	281	265	658	8	..
16	Umbria.	5	John Haan.	99	8	31	3	14	89	75	..	..	241	243	648	1	..
				1,085	197	220	60	105	1,008	926	224	224	1,507	1,351	5,240	15	38

Indian catch (by individual Indians in canoes along the coast)

Total catch of Canadian vessels

SUMMARY.

British Columbia coast catch.....	1,934
British Columbia Indians	157
Catch outside area of award.....	448
Eastern Behring sea catch (vicinity of Pribyloff islands).	2,898
Other	5,397
Total seal	38

157

5,397

8-9 EDWARD VII., A. 1909

RECAPITULATION

OF the Yield and Value of all **British Columbia** Fisheries for the Year 1907-08.

Kinds of Fish.	Quantity.	Rate.	Value.	Total Value.
		\$ cts.	\$	\$ cts.
Salmon, cans. 48 lb. cases.	542,266	.....	3,278,512	
" fresh	5,659,285	.....	320,138	
" smoked	417,900	0 10	41,790	
" salted, dry	12,851,500	0 05	642,575	
" "	980	10 00	9,800	
" mild cured	799,300	0 10	79,936	
				4,372,745 00
Halibut	14,304,725	0 05	.....	715,236 25
Herring, fresh and salted	19,346,500	0 01	193,465	
" smoked	192,200	0 10	19,220	
				212,685 00
Oulachons, fresh and salted	539,500	.....	26,975	
" smoked	8,800	0 10	880	
				27,855 00
Smelts	463,700	0 05	.....	23,185 00
Trout	212,300	0 10	.....	21,230 00
Cod	744,900	.....	.....	41,434 00
Shad	10,000	0 05	.....	500 00
Sturgeon	100,000	0 05	.....	5,000 00
Mixed fish	533,500	.....	.....	26,675 00
Oysters	1,710	3 50	.....	5,985 00
Clams	9,900	1 00	9,900	
" canned	1,800	4 80	8,640	
				18,540 00
Crabs, mussels, &c				8,400 00
Fish not mentioned above				155,300 00
Whale product				291,848 00
Fish oil	116,640	.....	.....	40,474 00
Fur, seal skins	No. 5,397	.....	.....	107,940 00
Hair, seal skins	No. 5,160	.....	.....	2,970 00
Sea otter skins	No. 38	.....	.....	12,558 00
Fish, guano	1,294½	25 00	32,362 50
Total for 1907				6,122,922 75
" 1906				7,003,347 00
Decrease				880,424 25

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RECAPITULATION

OF Fishing Materials in the whole of **British Columbia**, in the Year 1907-8.

Description.	Number.	Value.	Total.
		\$	\$
Fishing vessels and steamers.....	105	619,100	
" " boats.....	5,046	325,613	
" dories and gear.....		28,000	972,713
Fathoms of gill-nets and seines.....	813,200	515,704	
Trawls and lines.....		17,250	
Trap-nets.....	35	350,000	882,954
Salmon canneries, wharfs, &c.....	75	1,969,900	
Salteries for fish.....	30	79,000	
Oil factories.....	7	66,000	
Cold storage for fish, &c.....	3	135,000	
Fishing scows.....	190	48,000	
Whaling stations.....	3	246,646	2,544,546
<i>Fur Seal Fleet.</i>			
Vessels.....	36	348,358	
Boats and canoes.....	165	2,946	
Equipment.....		16,346	367,650
Total.....			4,767,863

STATEMENT of Employees in the Fisheries of all **British Columbia**, 1907-8.

Men.	Number.	Total.
In fishing vessels.....	561	
In fishing boats, canneries, &c.....	12,273	12,834
Seal hunters—		
Whitemen.....	197	
Indians.....	220	417
Total.....		13,251

APPENDIX No. 12.

FISHERIES REPORT

BY CAPTAIN BERNIER, ON HIS VISIT IN THE NORTHERN REGION
IN STEAMER ARCTIC IN 1906-1907.

List of the whaling licenses that were issued to the Scotch whalers, during the expedition to Arctic regions and Hudson Strait, in 1906-7.

Whalers.	Licenses.	Year for.
' Diana '.....	2	1906-7
' Balena '.....	2	1906-7
' Eclipse '.....	2	1906-7
' Morning '.....	2	1906-7
' Albert '.....	2	1906-7
' Windward ' lost on June 26, 1907.....		
' Scotia ' and ' Snowdrop ' were not in our neighbourhood, and we did not collect licenses from them.....		

I am very sorry to have to report that on the 26th of June the steam whaler *Windward*, from Dundee, Scotland, was totally lost on the Carey Islands. Captain Cooney and his crew had to sail from the place of the wreck to Pond's Inlet, in the ship's lifeboats. They were taken on board of another Dundee whaler, in Pond's Inlet.

No licenses were collected from Kekerton and Blacklead stations for the following reason :—

On August 28, being outside of Kekerton, in Cumberland Gulf, I sent the chief officer on shore to communicate with the agent of that station, Mr. W. F. Milne. This officer returned on board with the news that Mr. Milne, the agent of the station, had died, on the 13th of the same month, under suspicious circumstances. I sent Doctor Pepin with some officers ashore to hold an inquest into this death. The result of this inquest proved that the late agent had shot himself with a gun in a moment of despair caused by nostalgia, as shown by some letters written by him some time before committing the deed, and which had been left on his desk.

We also landed at Blacklead, on the 30th of August, but we found no agent at this place. He had left the year previous, as we learned from the few natives at this station ; there were no representatives from whom we could collect the license. We proceeded and we arrived at Port Burwell on September 2.

SESSIONAL PAPER No. 22

WHALING.

TABULATED statement of information concerning the whale fishery in Baffin Bay and in Hudson Bay.

BRITISH WHALING FLEET.*

Year.	Steamer.	Sail.	Whales.	Oil.	Bone.
				Tons.	Cwt.
1865	11	12	65	742	710
1866	15	11	81	848	933
1867	17	11	24	228	60
1868	18	12	134	1,228	1,164
1869	16	10	22	266	207
1870	14	8	79	962	1,111
1871	15	6	152	1,348	1,544
1872	17	5	138	1,392	1,486
1873	18	4	172	1,426	1,475
1874	16	3	190	1,662	1,680
1875	18	2	98	975	970
1876	17	3	82	1,115	1,132
1877	13		80	955	850
1881	11		48	514	495
1882	9		79	670	560
1883	6		17	524	190
1884	9		79	755	780
1885	12		28	350	200
1886	8		15	375	240
1887	8			496	140
1888	7		6	308	43
1889	3		8	125	110
1890	5		11	403	265
1891	5		6	167	70
1892	5		7	228	78
1893	4		30	391	410
1894	5		15	218	250
1895	5		3	233	36
1896	3		3	60	15
1897	3		8	102	110
1898	4		8	235	100
1899	7		26	419	330
1900	7		17	290	230
1901	6		15	260	164
1902	6		13	212	187
1903	6		14	145	175
1904	6		11	110	197
1905	10		23	290½	339
1906	9		7	111	73
1907	8		3	97	32½
40 yrs.	382	87	1,817	21,244½	19,051½

* The returns from 1865 to 1877, inclusive, are from the report of the United States Consul at Dundee, 1877. The returns from 1881 to 1904 have been furnished by Capt. W. F. Milne, of the British whaler *Eclipse*. The returns from 1904 to 1907, inclusive, have been prepared by Capt. J. E. Bernier, Commander of the C. G. S. *Arctic*.

The details of the season's catch for 1907 are as follows :—

Ships.	Black whales.	White whales.	Wal- ruses.	Seals.	Bears.	Foxes.	Oil.		Bone.
							Tons.	Cwt.	
'Active'.....		32	374	185	63	650	28	.....	1
'Diana'.....	1	1	13	5	33	.....	4½	.....	½
'Balena'.....			3	26	43	.....	1	.....
'Eclipse'.....			13	.....	11	.....	2½	.....
'Morning'.....		3	7	45	28	.....	1	.....
'Snowdrop'.....			184	190	23	50	10½	.....
'Scotia'.....	2		19	10	27	.....	32½	.....	32
'Albert'.....			21	560	28	40	17	.....
* 'Windward'.....									
	3	36	634	1,021	258	740	97		32½

* Lost on the 26th of June.

The results accruing to the work of the Dundee whaling fleet during the season of 1907 are expressively tabulated in the above statement, which has been compiled by Mr. James Mitchell, shipbroker, Dundee. The season was opened with in some cases the burden of the loss incurred by the comparative failure of the previous season to be cleared off; but the work of the past year has proved even less profitable than that of the previous one. Only three black whales, yielding an aggregate of 32½ cwt. of bone, were caught, and of these 2, representing 32 cwt. of the total bone produce, were taken by Captain Robertson of the *Scotia*. The scraps, however, compare more favourably with former catches. Calculating on the basis of the revenue in a moderately successful season, the monetary loss to the shareholders is estimated at about £50,000. The unproductiveness of the season is reflected in the scarcity of bone on the market, and the consequently rising prices. A regrettable feature of the year was the wreck of the *Windward*, which itself represents a large material loss to the owners.

The following returns given in tabular form will show the results of the last six seasons of Arctic fishing and trading with natives :—

Years.	1902.	1903.	1904.	1905.	1906.	1907.
Ships.....	6	7	7	10	9	9
Black whales.....	12	14	11	23	7	3
White whales.....	632	79	163	37	8	36
Walruses.....	118	107	45	122	534	634
Seals.....	1,984	3,229	1,135	408	1,264	1,021
Polar Bears.....	168	157	109	200	189	258
Foxes.....	.....	127	211	471	817	740
Oil, (tons).....	212	175	113	339	73	32½

SESSIONAL PAPER No. 22

WHALING INDUSTRY BY AMERICAN WHALERS, IN HUDSON BAY
AND CUMBERLAND GULF.

The following is a short account of the whaling industry as pursued by the American whalers in Hudson Bay and Cumberland Gulf, from information received from Capt. Comer:—

1846-52. One ship yearly to Cumberland Gulf: yielding 350 tons of oil and 2.5 tons of bone.

1853-58. Five ships yearly to Cumberland Gulf: 750 tons of oil, 5.75 of bone.

1860. First two ships to winter in Hudson Bay: value of catch, \$60,000.

1863. Fourteen ships in Hudson Bay and Cumberland Gulf.

1864. Fifteen ships in Hudson Bay.

1865. Two ships in Repulse Bay.

1866. Four ships wintered in Repulse Bay.

1889. Schooner *Antarctic*, Capt. Gifford: no whales.

1890.

1891. Bark *A. A. Tucker*, New Bedford, Mass., Capt. Fisher, wintered at Marble island: 4 whales, 4,500 lb. of bone.

1891. Bark *Perserverance*, Capt. Murray, H.B.C. Wintered at Repulse Bay: 2 whales, 1,800 lb. of bone. Returned home in 1893.

1893. Two ships: 8 whales, 18,500 lb. of bone. Bark *Canton*, Capt. Fisher, New Bedford, Mass. Wintered at Depot island; returned home in 1894: 5 whales, 6,000 lb. of bone. Bark *A. A. Tucker*, Capt. West, New Bedford, Mass. Wintered at Depot Island: returned home in 1894: 3 whales, 4,500 lb. of bone.

1894. Bark *Perserverance*, Capt. Murray, H.B.C., first winter at Depot Island, second winter at Chesterfield Inlet; third winter at Repulse Bay. Catch very small: 5 whales, 2,500 lb. of bone.

1895. Bark *Canton*, Capt. Peel, New Bedford, Mass., wintered at Cape Fullerton; returned home in 1896: 2 whales, 2,000 lb. of bone. Bark *A. A. Tucker*, Capt. West, New Bedford, Mass., wintered at Cape Fullerton: 1 whale, 1,600 lb. of bone. Schooner *Era*, Capt. Comer, New Bedford, Mass., wintered at Cape Fullerton; returned home in 1896: 3 whales, 6,700 lb. of bone.

1896. *Desdemona*, Capt. Willard, New Bedford, Mass., lost before winter; crew returned home in *Era*: 2 whales, 2,600 lb. of bone. *Platina*, Capt. Mackenzie, New Bedford, Mass., wintered at Repulse Bay; returned home in 1896: 2 whales, 1,600 lb. of bone.

1897. Bark *A. A. Tucker*, Capt. Nichols, New Bedford, Mass., wintered at Cape Fullerton; returned home in 1898: 1 whale, 1,750 lb. of bone. Schooner *Era*, Capt. Comer, New Bedford, Mass., wintered at Cape Fullerton; returned home in 1899: 16 whales, 18,000 lb. of bone. Schooner *Francis Allyn*, Capt. Gibbons, New Bedford, Mass., wintered at Repulse Bay; returned home in 1898: 2 whales, 2,000 lb. of bone.

1898.

1899. Schooner *Francis Allyn*, Capt. Gibbons, New Bedford, Mass., wintered at Cape Fullerton; returned home in 1900: 6 whales, 4,500 lb. of bone.

1900. Schooner *Era*, Capt. Comer, New Bedford, Mass., 1st winter at Cape Fullerton; 2nd winter at Repulse Bay; returned home in 1902: 8 whales, 8,000 lb. of bone.

1901. Schooner *Francis Allyn*, Capt. Santos, wintered at Depot Island, was burnt in 1902, to the south of Cape Fullerton; no whales.

1902.

1903. Schooner *Era*, Capt. Comer, New Bedford, Mass., wintered at Cape Fullerton: 3 whales to date; 1,800 lb. of bone.

Eight vessels have been lost at the whale fishery during the last thirty years, to the knowledge of Capt. Comer, they are: the *Omay Taft*, *Albert Lawrence*, *A. E. Hanton*, *Ellen Rodman*, *Isabel*, *Desdemona*, *Francis Allyn* and the *Polar Star*. Capt. Comer does not state that all were lost in Hudson Bay, but leads to that inference.

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Since 1904 Capt. Comer has taken 7 whales, (1904-05) with the schooner *Era*; went home to New Bedford, Mass., where he wintered. Left New Bedford for Hudson Bay, in June, 1906, on board the schooner *A. T. Gifford*, to spend two years in Hudson Bay; probably in Repulse Bay; it is to my knowledge that he was there in October, 1907. He has not paid any license for the last year. No other vessels have been whaling in this inland sea this year, except the steam whaler *Active*.

The steam whaler *Active*, Capt. Murray, Dundee, Scotland, has visited Hudson Bay annually, since 1898, and being assisted by a large number of natives, from Savage Islands, has succeeded in capturing some whales and a goodly number of walrus.

In 1899 the *Active* brought out materials for a small station, which is erected on the south shore of Southampton Island. This venture was a commercial failure, and the place was abandoned in 1903. In the meanwhile the owners of the *Active* sent two fishing smacks to Hudson Bay, to remain in those waters, to act as tenders to steamships. One, the *Ernest Williams*, (1903 and 1904) has wintered in Repulse Bay, being used as a trading station; with the expectation of securing from the natives some whalebone as well as musk-ox skins and other furs. The second smack, *Queen Bess*, is stationed on the north shore of Hudson Strait, near Icy Cove, where her owners are working a mine for mica.

The following conclusion may be drawn from the above information:—In the height of the whaling industry there were from 600 to 630 whaling vessels in active service, in the Atlantic, Pacific and Arctic oceans, hailing from the United States and from ports of the United Kingdom: now the number scarcely reaches fifty. There has not been and there cannot be a revival of this industry until there is first a renewal of the supply of whales, and at the present time there appears to be no prospect of this. As will be inferred from the above reports, this year has been a total failure in the Arctic Sea; only three whales having been caught. It must, therefore, be admitted that, at least for the present, the whaling fishery is nearly exhausted. Taking into consideration the state of things at present a closed season should now be enforced and remain so for ten to fifteen years: so as to give the whale time to multiply. The whaling industry will soon be a thing of the past if no enactment is passed for its temporary restriction.

J. E. BERNIER,

Fishery Officer.

APPENDIX No. 13

REPORT ON FISH-BREEDING OPERATIONS IN CANADA

1908

REPORT OF PROFESSOR EDWARD E. PRINCE, COMMISSIONER AND
GENERAL INSPECTOR OF FISHERIES FOR THE
DOMINION OF CANADA.

To the Honourable L. P. BRODEUR,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report on the fish-breeding operations carried on in the hatchery establishments conducted under the auspices of the Dominion government. In presenting my report it is my duty to again place on record the fact that the work of fish-culture has been greatly extended during the past year. No less than thirty-six fish hatcheries are now equipped and actually at work. Notwithstanding the rapid development to which I have year after year referred during the last thirteen years, and the present magnitude of the work, there is a widespread demand for its further encouragement and extension.

EXTENSION OF FISH-HATCHING.

New hatcheries have been urgently asked for and the applications for supplies of eggs and of fry or young fish have continued to multiply. The public are alive to the great benefits of fish breeding as carried on in up-to-date and well-conducted hatcheries, and the demands being made cannot be met unless the operations be expanded not only by the erection of new institutions but by increasing the capacity and scope of the stations already established.

CANADIAN AND UNITED STATES OPERATIONS.

Canada now occupies the leading position amongst the nations in operating thirty-six fish hatcheries, with the exception of the United States, which possess fifty-five hatcheries and sixty-four collecting or subsidiary stations. Many of the Canadian hatcheries are of very large capacity and in numerous cases have adjacent to them rearing ponds for the young fry and retaining ponds for the parent-adults, while bass, trout and lobster ponds are also operated in addition.

TOTAL OUTPUT FROM HATCHERIES, 1907-8.

The table which follows shows the various species of fish and the total number of each kind respectively hatched and successfully planted from the different establishments operated by the department during the year.

8-9 EDWARD VII., A. 1909

Atlantic salmon (<i>Salmo salar</i>)	12,800,000
B. C. salmon	54,475,350
Speckled trout (<i>Salvelinus fontinalis</i>)	863,000
Salmon trout (<i>Salvelinus namaycush</i>)	3,476,000
Grey trout (<i>Crustivomer namaycush</i>)	840,000
Pickeral or Doré (<i>Stizostedion vitreum</i>)	41,500,000
Lake whitefish (<i>Coregonus clupeformis</i>)	199,025,000
Lobster (<i>Homarus americanus</i>)	501,000,000
Total	813,979,350

TWENTY YEARS' PROGRESS.

The vast expansion of the system of fish-breeding in the Dominion of Canada can be realized by reference to its extent twenty years ago. At that time (1888) there were in existence twelve hatcheries as compared with thirty-six to-day, while the total output in 1888 was 58,109,000 as compared with 813,979,350 or thereabout planted from the hatcheries last season, 1907.

ADDITIONAL PRODUCT OF FRY FROM PONDS.

The number of hatcheries has trebled, but the output of young fish has been increased in a disproportionately greater ratio, having increased nearly eightfold. Nor do these enormous figures embrace the whole of the product of the fish-breeding operations for there are several schemes being carried out each season, which there is every reason to claim, nearly double the total output recorded by the hatchery officers in the several provinces. There should be added the product of the black bass ponds, Belleville, Ontario; the brook trout ponds, Lake Lester, Quebec, and the Fourchu lobster ponds, Cape Breton.

CAPE BRETON LOBSTER PONDS.

The department has received testimony that beneficial results have followed along the Nova Scotia shore, where for five years about 50,000 adult egg-bearing lobsters have been procured annually by a local arrangement, and retained in a privately-owned lobster pond, near Gabarouse, C.B., until the close season, when they have been liberated, and the eggs thus permitted to hatch out under undisturbed natural conditions. About a quarter of a million female parent lobsters have been saved from destruction in the local canneries and their enormous product of eggs has in this way been added to the replenishment of the coastal waters of the district.

In the department's (Fisheries) Report, 1903, pp. 224-225) I described in detail the tidal enclosure in Cape Breton, where this work is carried on each summer, and I need only add that it has been under strict and careful official supervision, and has been carried out in accordance with the department's requirements. The prevalent local opinion amongst fishermen and canners is that the scheme has maintained and greatly increased the supply of lobsters along the Nova Scotia shore referred to.

APPLICATIONS FROM IRELAND AND NEW ZEALAND.

I received a letter from the Fisheries Department in Dublin on a proposal to experiment with the land-locked salmon eggs in waters owned by Sir Thomas Grattan Esmonde, Bart., M.P. In Mr. Cunningham's appended report the details of the shipment are given, and it is to be hoped that this fine fish may be established in Irish

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waters as a result. The government of New Zealand again applied for salmon eggs from Canada and 130,000 Atlantic salmon ova were taken by Mr. C. L. Ayson for stocking certain waters at the Antipodes.

SUCCESS OF PACIFIC SALMON IN NEW ZEALAND.

As to former shipments of Pacific salmon conjointly sent by this department and by the United States government, their success has been remarkable. In a recent letter to me, Mr. Ayson of the government salmon station, Hakataranua, New Zealand, informs me that the spring salmon or quinnat sent from British Columbia and California have become thoroughly established and are now spawning in the New Zealand rivers where they were planted. 'I have been busy collecting Quinnat salmon eggs,' Mr. Ayson writes on July 2, 'the run now being just over.' 'It will be interesting for you to know,' Mr. Ayson adds, 'of the great and also quick success of the acclimatization of this species of salmon in our waters. This year (1908) the run was extremely gratifying, over twice the number of spawning fish being taken this year that were taken in the two previous years.' It is anticipated that the valuable sock-eye salmon of which the eggs from British Columbia have been planted in New Zealand, will in a season or two be also found spawning in their new habitat.

DIFFICULTIES OVERCOME IN HATCHERIES.

It is unnecessary to refer in any detail to the work of the hatcheries in the various provinces as the Superintendent of Fish-Culture (Mr. F. H. Cunningham) furnishes full information in his report and the various hatchery officers give in their own reports all the details; but I cannot refrain from pointing out how great is the credit due to such officers as are in charge of hatcheries in wild remote regions such as those at Babine and Stuart lakes, at Lakelse river (Skeena river), Rivers Inlet and Pemberton (Birkenhead river) where the successful operation of these institutions in isolated localities calls for great resourcefulness and unusual qualifications. Storms in the mountains, land and snow slides, freshets in the upper waters, often of the nature of torrents, make the work difficult and perilous, and the great success reported is a testimony of skill and energy in the officers in charge. At Pemberton hatchery, great freshets have threatened the success of the season's work, but Officer Robertson overcame all the difficulties, while at Lakelse, the supply dam, through damage by giant trees, and changing channels and banks ran short of water at a most critical time (February 28), and Mr. Whitwell's skill and energy were severely tested, but resulted in success and the eggs were all safely developed and hatched. The dam can only be made secure by the use of solid cement, as the officer recommends. Hardly a season passes without some more or less trying experience testing the resourcefulness and skill of the various officers in charge, and the success which I have been able to report of the fish-breeding operations as a whole reflects the highest credit on the staff in the different provinces.

SUPPLIES OF SALMON TROUT EGGS FROM FISHERMEN.

It will be noticed that, on the Georgian Bay waters, reliance has been placed on the fishermen for supplies of salmon trout (*C. namaycush*) instead of the pound-nets operated by departmental officers for over twenty years. Certain United States hatcheries (in Michigan and Wisconsin) have secured considerable supplies of these eggs from our fishermen on the Canadian side and in return for this courtesy have planted a proportion of the fry annually on our side of the boundary line; but it seemed desirable to take advantage of the large quantities of spawn in a ripe condition which

are available during the latter part of October. The main spawning time being late in that month, great numbers of ripe fish are caught annually before the November close season commences. By utilizing the fish taken by the fishermen for commercial purposes a further source of supply is secured. As reports in various years show there has been some uncertainty as to the full quantity to be obtained from the departmental nets. Indeed in the department's report for 1888, already referred to, it is pointed out that owing to severe weather 5,800,000, instead of 9,000,000, got in 1887, had alone been obtained, the falling off in 1888 being stated as 2,940 mother fish in 1887, and only 1,690 in 1888, a decrease of 1,250 females to get eggs from.

PICKEREL OR PIKE-PERCH HATCHERY OPENED.

The operation of a pickerel or pike-perch hatchery erected at Point Edward, at the head of the St. Clair river, is an important step, the pickerel being one of the marketable fish of prime commercial value.

The new hatchery on the Miramichi river, N.B., was completed and replaced the old hatchery operated since October, 1874.

LOBSTER HATCHERIES.

The five lobster hatcheries at Shippigan, Shemogue, Canso, Pictou and Charlottetown, have had a successful season and turned out 501,000,000 fry, an enormous output which will be increased shortly when three further new hatcheries at Georgetown, P.E.I., Lunenburg, N.S., and Magdalen Island, P.Q., are erected and in operation. The question of rearing lobsters, just as fingerling salmon and trout have been reared, has long been under consideration; but many difficulties arose and it has not hitherto seemed very practicable. The experiments of Professor H. C. Bumpus, and the remarkable methods devised by Professor A. D. Mead in Rhode Island waters, appear now to have reached assured success. The mechanical methods of creating sea-water currents and supplying food, in the enclosures containing lobster fry as devised by Dr. Mead, have overcome the difficulties, and lobster rearing may now be regarded as an accomplished fact and quite feasible as a branch of fish-culture.

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QUANTITIES DISTRIBUTED FROM THE HATCHERIES.

The following table shows the number of various species of fish turned out from the Dominion hatcheries, 1907-08 :

Number.	Name of Hatchery.	Number of Fry distributed.	Number of Eggs sent to other Hatcheries.	Species of fish.
1	Ottawa, Ont.	877,000	292,000	Salmon Trout.
"	"	525,000	"	Whitefish.
"	"	95,000	"	Atlantic Salmon.
"	"	55,000	"	Speckled Trout.
2	Newcastle, Ont.	1,807,000	"	Salmon Trout.
3	Sandwich, Ont.	61,500,000	"	Whitefish.
"	"	41,500,000	"	Pickarel.
4	Gaspé, P. Q.	1,175,000	"	Atlantic Salmon.
5	Tadoussac, P. Q.	3,360,000	500,000	" "
6	Lac Tremblant, P. Q.	642,000	"	Salmon Trout.
7	St. Alexis, P. Q.	670,000	300,000	Speckled Trout.
8	Magog, P. Q.	150,000	"	Salmon Trout.
"	"	105,000	155,000	Speckled Trout.
"	"	840,000	"	Grey Trout.
"	"	115,000	"	Atlantic Salmon.
9	Bedford, N. S.	440,000	"	" "
"	"	33,000	"	Speckled Trout.
"	"	"	"	"
10	Marvaree, N. S.	925,000	"	Atlantic Salmon.
11	Windsor, N. S.	721,000	"	" "
12	Bay View, N. S.	155,000,000	"	Lobsters.
13	Canso, N. S.	60,000,000	"	"
14	Miramichi, N. B.	1,670,000	"	Atlantic Salmon.
15	Restigouche, N. B.	2,139,000	"	" "
"	"	"	"	"
16	Grand Falls, N. B.	1,365,000	"	Atlantic Salmon.
17	Shenogue, N. B.	126,000,000	"	Lobsters.
18	Shippegan, N. B.	80,000,000	"	"
19	Charlottetown, P. E. I.	80,000,000	"	"
20	Kelly's Pond, P. E. I.	790,000	"	Atlantic Salmon.
*21	Selkirk, Man.	45,000,000	"	Whitefish.
*22	Berens River, Man.	92,000,000	"	"
23	Fraser River, B. C.	5,500,000	"	B. C. Salmon.
24	Granite Creek, B. C.	6,858,000	"	"
25	Skeena River, B. C.	4,125,750	"	"
26	Harrison Lake, B. C.	14,724,600	"	"
27	Nimpskish, B. C.	4,870,000	"	"
28	Pemberton, B. C.	10,820,000	8,000,000	"
29	Rivers Inlet, B. C.	7,577,000	"	"

FISH

STATEMENT showing the Places where and the years in which the Dominion Fish Hat-
annually since the commencement of

Number.	YEAR.	ONTARIO.			QUEBEC.	
		Newcastle.	Sandwich.	Ottawa.	Magog.	Tadoussac.
		Fry.	Fry.	Fry.	Fry.	Fry.
1	1868-73.....	1,070,000				
2	1874.....	350,000				
3	1875.....	650,000				60,000
4	1876.....	700,000	8,000,000			150,000
5	1877.....	1,300,000	8,000,000			1,180,000
6	1878.....	2,605,000	20,000,000			707,000
7	1879.....	2,602,700	12,000,000			1,250,000
8	1880.....	1,923,000	13,500,000			1,155,000
9	1881.....	3,300,000	16,000,000		200,000	334,000
10	1882.....	4,841,000	44,000,000		975,000	660,000
11	1883.....	6,053,000	72,000,000		250,000	995,000
12	1884.....	8,800,000	37,000,000		100,000	985,000
13	1885.....	5,700,000	68,000,000		300,000	720,000
14	1886.....	6,451,000	57,000,000		1,400,000	1,627,000
15	1887.....	5,130,000	56,500,000		675,000	900,600
16	1888.....	8,076,000	56,000,000		3,475,000	850,000
17	1889.....	5,846,500	21,000,000		2,800,000	1,600,000
18	1890.....	7,736,000	52,000,000	5,732,000	2,875,000	1,700,000
19	1891.....	7,807,500	75,000,000	7,043,000	3,050,000	1,300,000
20	1892.....	4,823,000	44,500,000	4,909,000	2,400,000	624,000
21	1893.....	9,835,000	68,000,000	6,208,000	3,600,000	2,060,000
22	1894.....	6,000,000	47,000,000	4,480,000	2,035,000	1,975,000
23	1895.....	6,000,000	73,000,000	3,210,000	3,350,000	2,060,000
24	1896.....	5,200,000	61,000,000	3,950,000	3,400,000	2,500,000
25	1897.....	4,200,000	72,000,000	4,100,000	4,500,000	3,272,000
26	1898.....	4,325,000	71,000,000	3,020,000	3,100,000	2,200,000
27	1899.....	4,050,000	73,000,000	3,700,000	3,098,000	2,125,000
28	1900.....	5,175,000	90,000,000	3,450,000	3,099,000	1,400,000
29	1901.....	5,900,000	67,000,000	3,410,000	3,135,000	2,960,000
30	1902.....	650,000	100,000,000	1,245,000	933,000	2,730,000
31	1903.....	2,500,000	90,000,000	1,201,000	885,000	1,625,000
32	1904.....	1,475,000	75,000,000	877,000	283,000	2,615,000
33	1905.....	1,480,000	106,000,000	1,103,000	1,098,000	1,550,000
34	1906.....	1,550,000	88,000,000	1,123,000	875,000	2,435,000
35	1907.....	1,807,000	103,000,000	1,552,000	1,210,000	3,360,000
	Total.....	145,911,700	1,814,500,000	60,313,000	53,103,000	51,634,000

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BREEDING.

cheries have been erected ; also the number of Fry distributed from each Establishment operations, including the year 1907.

QUEBEC—Continued.			NEW BRUNSWICK.					Number.
Gaspé.	St. Alexis des Monts.	Mont- Tremblant	Resti- gouche.	Miramichi	St. John River.	Lobster Hatchery, Shemogue.	Lobster Hatchery, Shippigan.	
Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	
.....	100,000	60,000	.....	.....	.....	1
.....	600,000	150,000	.....	.....	.....	2
110,000	300,000	60,000	.....	.....	.....	3
50,000	600,000	320,000	.....	.....	.....	4
1,051,000	1,015,000	665,000	.....	.....	.....	5
650,000	1,470,000	1,025,000	.....	.....	.....	6
1,597,000	1,500,000	805,000	.....	.....	.....	7
730,000	740,000	770,000	170,600	.....	.....	8
500,000	1,400,000	640,000	588,000	.....	.....	9
530,000	300,000	925,000	72,000	.....	.....	10
520,000	940,000	795,000	811,000	.....	.....	11
859,000	660,000	900,000	155,000	.....	.....	12
290,000	1,380,000	945,000	2,181,000	.....	.....	13
576,000	1,500,000	900,000	2,479,000	.....	.....	14
630,000	1,720,000	1,290,000	4,142,000	.....	.....	15
800,000	1,280,000	850,000	3,570,000	.....	.....	16
450,000	2,396,000	1,022,000	3,492,000	.....	.....	17
806,000	1,750,000	1,503,000	3,165,000	.....	.....	18
1,000,000	1,240,000	1,310,000	2,378,000	.....	.....	19
96,000	8,300	975,000	3,299,000	.....	.....	20
910,000	1,080,000	1,010,000	4,096,000	.....	.....	21
850,000	2,885,000	1,200,000	4,060,000	.....	.....	22
675,000	1,250,000	1,430,000	4,068,000	.....	.....	23
300,000	2,100,000	1,558,000	4,155,000	.....	.....	24
1,100,000	1,135,000	1,557,000	3,290,000	.....	.....	25
.....	2,025,000	1,605,000	3,980,000	.....	.....	26
.....	1,125,000	1,620,000	3,957,000	.....	.....	27
.....	1,750,000	1,800,000	3,605,000	.....	.....	28
734,000	2,310,000	1,700,000	998,000	.....	.....	29
830,000	2,052,000	1,000,000	648,000	17,000,000	.....	30
1,520,000	125,000	.....	2,525,000	1,500,000	909,000	52,000,000	50,000,000	31
1,100,000	298,000	570,000	2,333,000	1,400,000	807,000	100,000,000	100,000,000	32
1,100,000	493,000	555,000	1,620,000	1,650,000	1,350,000	122,000,000	70,000,000	33
1,175,000	670,000	642,000	2,139,000	1,675,000	1,365,000	126,000,000	80,000,000	34
22,408,000	1,586,000	1,767,000	48,103,000	36,615,000	63,841,200	417,000,000	300,000,000	35

FISH-BREEDING.
STATEMENT showing the Places where and the Years in which the several Fish Hatcheries have been erected, &c.—Continued.

Numbr.	YEAR.	NOVA SCOTIA.				P. E. ISLAND.			BRITISH COLUMBIA.	
		Bedford.	Margaree.	Windsor.	Lobster Hatchery Bay, View.	Lobster Hatchery, Causo.	Kelly's Pond.	Lobster Hatchery, Charlottetown.	Fraser River.	Harrison Lake.
1	1868-73	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.
2	1874									
3	1875									
4	1876	385,000								
5	1877	1,000,000								
6	1878	1,400,000								
7	1879	1,740,000								
8	1880	730,000								
9	1881	680,000								
10	1882	850,000	*315,000							
11	1883	800,000	*659,000							
12	1884	1,000,000	*853,000							
13	1885	670,000	*772,000							
14	1886	950,000	*1,179,000							
15	1887	4,230,000	*1,415,000							
16	1888	4,390,000	*1,559,000							
17	1889	3,850,000	*2,034,000							
18	1890	3,860,000	*1,353,000							
19	1891	2,550,000	*1,000,000							
20	1892	2,620,000	*690,000							
21	1893	3,180,000								
22	1894	3,805,000	*288,000							
23	1895	3,815,000	*195,000							
24	1896	4,225,000	*243,500							
25	1897	5,450,000	*496,000							
26	1898	3,000,000								
27	1899	4,025,000								
28	1900	3,970,000								
29	1901	3,980,000								
30	1902	960,000	95,000							
31	1903	710,000	600,000							
32	1904	1,213,000	562,500							
33	1905	880,000	799,500							
34	1906	1,071,000	910,000	575,000						
35	1907	473,000	925,000	721,000						
Total		72,472,000	17,543,500	1,296,000	2,044,300,000	139,000,000	7,585,000	330,000,000	130,926,800	50,002,600

* Output of Sydney Hatchery, now closed.

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FISH-BREEDING.
STATEMENT showing the Places where and the Years in which the several Fish Hatcheries have been erected, &c.—*Concluded.*

Number.	YEAR.	BRITISH COLUMBIA.					MANTOBA.		TOTAL.
		Granite Creeks, Steamers.	L. Lakelse, Skeena River.	Pember- ton.	Rivers Inlet.	Nimipkish River.	Saskink.	Borens River.	
		Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.
1	1868-73.								1,070,000
2	1874.								510,000
3	1874.								1,570,000
4	1876.								9,655,000
5	1877.								13,451,000
6	1878.								27,012,000
7	1879.								21,684,700
8	1880.								21,013,600
9	1881.								22,919,000
10	1882.								53,739,000
11	1883.								83,784,600
12	1884.								53,143,000
13	1885.								81,007,000
14	1886.								76,714,000
15	1887.								79,273,000
16	1888.								88,109,000
17	1889.								47,699,500
18	1890.								90,212,000
19	1891.								115,772,300
20	1892.								135,059,000
21	1893.								238,314,000
22	1894.						14,500,000		254,919,000
23	1895.						19,000,000		294,040,000
24	1896.						4,500,000		202,459,000
25	1897.								198,859,000
26	1898.						9,000,000		192,477,000
27	1899.						20,000,000		222,350,000
28	1900.						32,000,000		271,996,000
29	1901.								203,540,000
30	1902.	6,750,000					23,000,000		271,301,000
31	1903.	4,866,500	3,450,000			1,636,000	12,000,000		314,576,500
32	1904.	3,074,000	4,000,000			2,496,000	31,500,000		473,238,500
33	1905.	4,000,000	3,767,900			2,800,000	25,500,000		627,541,400
34	1906.	10,888,000	3,784,000	17,450,000	8,000,000	4,873,400			657,925,400
35	1907.	6,858,000	4,125,750	10,820,000	7,577,000	4,870,000	45,000,000	92,000,000	813,979,350
Total.....		36,446,500	19,127,650	28,270,000	15,577,000	16,675,400	236,000,000	92,000,000	6,281,014,350

HATCHERIES AID SCIENCE.

The desirability of co-relating the records of the various hatcheries with a view to deciding many questions of scientific and of practical value in fish-development has long presented itself to me. The three biological stations at St. Andrews, N.B., Departure Bay, B.C. and Georgian Bay, Ont., would find much aid in the technical work carried on by notes and observations at the various hatcheries. Thus the question of the dates and periods of spawning, and the conditions which may hasten or delay them could be largely decided by a comparison of the hatchery records for a number of years. Thus the first ripe sockeye (*S. nerka*) eggs last season (1907-8) were obtained at the Lakelse hatchery, Skeena river, on August 6, and the spawning continued until September 3. At Stuart's lake, head of the Fraser river, it was nearly two weeks later (August 18, and the last eggs were got on October 15. Pemberton hatchery took its first eggs on August 31, and the last on October 26. The sockeyes in the Babine waters (head of the Skeena river) were not ripe until September 4th and they continued nearly six weeks, while the Harrison River hatchery, relying on salmon schools that have a short migration from the sea, obtained eggs about the same date (at Silver Creek), on September 10 at Douglas Creek, and at the lowest spawning ground viz.: Morris Creek, on September 21. The Rivers Inlet fish have a short migration, but it was September 18th before ripe fish were found and most fish occurred about October 11 and continued till the 22nd, a condition much the same as the Nimpkish river (Alert Bay) which secured its eggs between October 8 and 31. The salmon having the longest distance to ascend, enter very early and reach the upper waters at an early date. The early schools must be distinct from the later schools, which implies that each school of migrating salmon has its own spawning resort, supported by the strongly marked local variations noticed by fishermen and those who handle salmon. In the reports of the hatchery officers, variations in the size of the eggs produced have been observed, and at the Harrison Lake hatchery it has been noticed that the size of the ovum is distinctive for each locality. The salmon resorting to the spawning grounds in the Harrison river produce larger eggs (viz. 6,000 to the quart) than those which go into Morris Creek which is close by. Eight thousand eggs from the Morris Creek salmon fill a quart measure, whereas at Silver Creek up Harrison lake, the eggs are midway in size, viz.: 7,000 to a quart. The Indians have long claimed that they are able to identify these local schools, and it is certainly very remarkable that there should be such variation in the eggs as the Morris Creek salmon migrate up the Harrison river rapids, yet never remain in the rapids, nor do the Harrison river sockeyes with the large eggs ever appear to enter Morris Creek, a short distance away. Records made year after year and compared would yield most valuable results and afford much needed information as to the movements and the local variations of important salmon schools.

CONCLUSION.

The report of the Superintendent of Fish Culture is followed, as usual, by the reports of the officers in charge of the respective hatcheries, and as a final appendix to this fish-breeding report is the report of the department's oyster expert (Mr. Ernest Kemp).

I have the honour to be,
Your obedient servant,

EDWARD E. PRINCE,
Commissioner of Fisheries and General Inspector of Fisheries for Canada.

APPENDIX A.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have much pleasure in submitting my annual report as superintendent of the fish cultural operations conducted under the Fisheries Branch of the Department of Marine and Fisheries for the season of 1907-8.

Reference was made in my last report to the extension of this service and during the past year further additions have been made to the number of establishments erected at various points for the purpose of assisting nature in the work of keeping up and replenishing one of Canada's great national assets, viz.:—The fisheries.

During the past season four additional buildings have been put in operation, thus giving a total of thirty-six hatcheries as against thirty-two for the season of 1906-7.

These establishments are distributed over the various provinces as follows :—

British Columbia.. . . .	9
Manitoba.. . . .	3
Ontario.. . . .	6
Quebec.. . . .	6
New Brunswick.. . . .	5
Nova Scotia.. . . .	5
Prince Edward Island.. . . .	2

HATCHERY SITES.

The remarks on this phase of the work which appears in my last report are so pertinent and to my mind so important as a factor in obtaining good results that I again desire to call attention to them.

The selection of a suitable site is the initial and most important factor of the work. Not only must a supply of pure water be available at all times, but the spawning grounds should be within a reasonable distance of the location.

Whilst this remark refers generally, it is perhaps more applicable to British Columbia where it is found that the Pacific salmon will not survive in confinement to the same extent as the Atlantic salmon, hence it becomes necessary that the locations for hatcheries on the Pacific coast must be nearer the spawning grounds than is actually necessary in the east, which means the erection of hatcheries far up the streams, and, as very often happens in isolated places, hard to reach and expensive to maintain.

The question arises, why not locate the hatcheries in more convenient places and transport the eggs and fry to and from such points. This could be done providing the navigation would allow; but unfortunately for the system in British Columbia the streams are so rapid that the reaching of even the spawning beds nearest the mouths of the rivers would be a very expensive and hazardous undertaking.

Hence it became necessary when locating additional hatcheries in this province to go as far up the Skeena river as Babine and Stuart lakes to reach the natural spawning beds, at which points it is expected the hatcheries located there, which are now in operation, can be filled with eggs every year.

As a proof of the wisdom of this contention especially in so far as British Columbia is concerned, it may be said that before the end of September of this season,

both the Babine and Lakelse hatcheries were filled with eggs. The parent fish being caught practically at the doors of the hatcheries and thus enabling the fry to be distributed on the natural spawning beds without necessitating portaging the eggs and young delicate fry long distances over rough roads.

RETAINING PONDS.

This is another adjunct of value and importance to fish culture as it enables the parent fish to be purchased from the commercial catch and thus not only are the eggs produced from these fish saved, but the parent fish themselves are released after being spawned and return to the sea.

REARING PONDS.

In connection with nearly all the hatcheries in British Columbia, it has been possible owing to natural advantages to establish ponds. These semi-enclosures protect the fry from climatic conditions and their natural enemies to a very large extent. They remain in these ponds until instinct calls for a change, when they can, of their own accord, leave the enclosure and take up the graver fight for life in their natural haunts.

These ponds are looked upon with favour and are being put in operation at all hatching points affording the necessary facilities.

DISTRIBUTING FRY.

It has not been possible to put into force my suggestion of last season to stock lakes by localities as owing to the increasing number of individual applications, it was impossible to change a system which has been in vogue for so many years without causing wide dissatisfaction. It must, however, be better understood that owing to the difficulty of securing speckled trout eggs in large numbers that it is utterly impossible to fill but a few of the many applications for this much applied for sporting variety.

HATCHERIES.

The following remarks apply to the respective establishments which have been uniformly successful with the exception of the two hatcheries located on Lake Winnipeg, which, owing to the early freezing up of the north end of the lake, it was impossible to fill with eggs; the departmental steamer being caught in the ice and remained all winter until released at the opening of navigation this spring.

With such a large number of hatcheries in operation it is impossible to avoid mishaps, and the best laid plans in fish culture as in other business transactions fail to materialize, but on the whole there is cause for congratulation that general success has followed the department's efforts to resplenish the waters of the Dominion with fish life.

BRITISH COLUMBIA.

Harrison Lake Hatchery.

This may be considered the banner fish-breeding establishment in the Dominion. It is a pretentious building some 220 feet long and 40 feet wide.

The location from practical and scenic points are all that could be desired and its close proximity to the reliable spawning ground of Morris Creek adds greatly to its

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value as an adjunct to nature in stocking the Fraser river watershed with that valuable commercial commodity, the sockeye salmon.

Mr. Thos. Robinson who has been in charge of this establishment since its inception, resigned the position at the close of the fiscal year to enter commercial life.

Pemberton Hatchery.

One of the greatest transformation scenes coming under my notice has taken place on the Birkenhead river at the point where this hatchery is located. From a dense forest far in the interior of British Columbia, has been erected a modern fish hatchery, and the grounds surrounding the building would be a credit to any establishment located in the heart of civilization. The energetic officer in charge has taken advantage of all that nature offered to improve the efficiency of the hatchery and at no additional expense to the department, the improvements having all been made by the regular employees. The installing of the electric light plant at this out-of-the-way point reflects great credit on the officer in charge. It might be here explained that the fry from this establishment choose their own time for leaving their parent waters, Owl creek, which empties into the Birkenhead, being equipped with stop logs, which allows of the little fish dropping from pool to pool and thus eventually finding their way into the Birkenhead river.

Granite Creek Hatchery.

Owing to the very high water in Shuswap lake at the spawning season, few sockeye were taken and in addition to this it is questionable if the run of adult fish was up to the usual standard in these waters.

For some seasons past eggs taken from parent sockeye captured in Morris Creek, Harrison lake district, have been transferred to Granite Creek hatchery and the resulting fry distributed in creeks emptying into Shuswap lake and these are now returning to their parental waters as adult fish which no doubt accounts for the distinct species of sockeye found there.

This establishment is situated on the main line of the Canadian Pacific Railway and the practical results obtained together with economical management by the officer in charge is very satisfactory.

Lakelse Lake Hatchery.

This hatchery is located on Lakelse lake, sixty-five miles up the Skeena river from Port Essington, and whilst difficult of access splendid returns are derived from the operations conducted here. The building is small, accommodating about 4,500,000 eggs. The eggs are procured in this section earlier than at other establishments, the quota required being deposited on the trays and undergoing incubation by September 3. Over four millions of fry were liberated from this small establishment as the result of last season's operations, the work of distribution being completed by April 22. The run of sockeye salmon was good and no difficulty was experienced in securing all the eggs the building could accommodate. Mr. Whitwell, the officer in charge, is a capable and energetic officer and fills a difficult position in a very satisfactory manner.

Rivers Inlet Hatchery.

The operations at this establishment were very satisfactory and resulted in a distribution of 7,500,000 fry for the season's work. The run of parent fish was very satisfactory and large numbers spawned naturally in the different creeks. This estab-

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lishment is also difficult of access, but in British Columbia it is absolutely necessary that the hatcheries should be as near the natural spawning beds as possible as the parent fish ascend to the head waters of the various rivers; this cannot be very well avoided.

Nimkish Hatchery.

This is a small establishment operated by the British Columbia Packers Association. The result of the operations for the season of 1907-8 was a distribution of some 4,900,000 fry in good condition. This establishment is doing good work.

Babine and Stuart Lake Hatcheries.

It was strongly impressed upon the department that the fishing interests of the Pacific coast demanded additional hatcheries, and to meet these requirements two buildings were erected in the northern portion of the province; the Babine establishment being on the Skeena river watershed, and the Stuart lake is on the Fraser river waters.

These hatcheries, owing to the long and arduous portages of all building material and maintenance supplies, were expensive and difficult to erect; but owing to the indefatigable energy of Mr. W. H. Brunel, coupled with the assistance of building foremen Blair and Nicholson, they were completed in time for the fall operations of 1907. The buildings are constructed of logs, each being 40 feet by 90 feet, and will accommodate ten millions of eggs to each establishment.

The initial season's operations are very satisfactory, the Babine hatchery accounting for a distribution of some 4,600,000 fry, and the output from the Stuart lake hatchery was some 2,400,000. As the buildings were barely completed before the spawning season was over, the result is very satisfactory to the department and very creditable to Officers Pretty and Gibbs.

Fraser River Hatchery.

Since the erection of the large hatchery on Harrison lake, it has been difficult to secure the required quantity of sockeye eggs for this establishment as Morris Creek, formerly the source of supply for this hatchery, was drawn upon as a basis for the larger hatchery on Harrison lake. The building and dam are in need of extensive repairs, but it is questionable, considering the difficulty of procuring sockeye eggs in sufficient quantities within a reasonable distance of the hatchery, whether a large expenditure for repairs would be in the interests of the service. The suggestion of hatching coho eggs only at this point is worth considering and if adopted, the repairs required would be justified, as a full quota could be obtained each season.

Some 10,400,000 fry were liberated during the past season, which is considered very satisfactory.

ONTARIO.

Sandwich Hatchery.

The only whitefish hatchery in operation in Ontario at present, is located on the Detroit river, and is stated to have been of great assistance to nature in replenishing the waters of Lakes Erie, Ontario and other adjacent bodies of water with this valuable commercial species of fish. It is only within the last three years that whitefish have again become plentiful in the Bay of Quinte, and it is stated on all sides that the increase is the result of distribution from the Sandwich hatchery. Fisher-

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men, stating that beyond question they are, owing to their size and colour, the progeny of whitefish indigenous to the waters of Lake Erie.

Of the one hundred millions of eggs placed in this hatchery, fifty-four millions were purchased from Mr. C. W. Gauthier, and the balance were taken from fish captured under the superintendence of the department's officers. In addition to the quantity placed in this hatchery, some twenty-four millions were transferred to the establishment located on the Red river, in Manitoba.

The season's operations resulted in a distribution of some seventy-nine millions of fry.

Ottawa Hatchery.

The fry from this establishment is distributed over a very wide area, necessitating about three weeks' steady travelling by four men, and a deposit of fry in no less than sixty-seven lakes. The operations included the hatching of salmon trout, speckled trout, Atlantic salmon, ouananiche, whitefish and pickerel. The past season was a very successful one, resulting in a total distribution of over two million of fry in the smaller inland lakes in the surrounding country.

Newcastle Hatchery.

This establishment, located on Lake Ontario, is the parent hatchery of the Dominion, as at this point the late superintendent of fish culture commenced the incubation of fish, and the service which has now been extended to all parts of Canada, may be said to have received its inception from this establishment. For many years the eggs required have been procured from parent fish captured in Georgian bay, and whilst somewhat expensive, the eggs were always in good condition, and gave full returns for the money invested. Last season, over two millions of fry were distributed in the waters of Lake Ontario, Huron and the smaller inland lakes.

Reference must be made to the yearling salmon trout which are now an annual feature of the operations. They are distributed in the spring, and last season some 3,000 beautiful specimens of this variety were liberated. They grow rapidly in the rearing tanks and the spring water is ideal for this purpose.

Warton Hatchery.

The season of 1907-8 saw the first hatchery on Georgian bay in operation, and for an initial season, the results are very gratifying. The eggs were procured from the principal fishing grounds and taken from the commercial catch of fish. This is a direct saving, as otherwise these eggs would have been lost to both natural and artificial incubation. The spawn takers accompanied the tugs to the fishing grounds and as the nets were fished, such fish as were in a condition to yield eggs were spawned and the total result was a collection of over five millions of eggs, from which over 4,500,000 of fry were liberated in the waters of Georgian bay and Lake Huron. These eggs were collected at a nominal expense; the hatchery being filled at a cost not exceeding \$300. The officer in charge, Mr. A. McNab, is a valuable employee, and spares no pains to conduct the establishment under his charge in a competent and economical manner.

Sarnia Hatchery.

During the year of 1907-8, the first pickerel hatchery in Canada was put in operation. It is true that for several seasons past, this species have been incubated in the whitefish hatchery, located on the Detroit river, but this establishment was inaugur-

ated for this specific purpose and is located on the St. Clair river, within easy distance from the spawning grounds. The land on which the building is located is leased from the Grand Trunk Railway Company at a nominal rental. There is no close-season for pickerel at this point, and the eggs are taken from fish caught for commercial purposes.

Quinté Bass Ponds.

The ponds, located on the Bay of Quinté, are becoming of more service to the department each year, but the area is too small to afford anything like the number of young bass required to fill the applications.

Last season eighty-two adult fish were placed in the enclosure, and after spawning were removed from the pond and the young fry allowed to grow until the fall, when they had reached an average of three inches in length. Owing to the prolific propensities of the bass family, it is not possible to even estimate the quantity of young fish hatched, but the distribution was all that could be desired, and resulted in the stocking of many waters with this valuable fish.

QUEBEC.

Magog Hatchery.

This establishment is located on Lake Memphremagog, and the bulk of the eggs incubated are taken from grey trout captured in this lake. For some seasons a small quota of Atlantic salmon eggs have been incubated at this point, and deposited in the lake, and from reports received are doing well, a number having been caught by hook and line, and the officers of the department, when conducting the spawning operations, have caught specimens of this variety weighing seven pounds.

The total distribution for the season of 1907-8, was over a million of fry.

Lake Tremblant Hatchery.

This is a small building located on Lac Tremblant, and was erected for the purpose of replenishing the waters of this and adjoining lakes with fish life. The species incubated are salmon, speckled trout and Atlantic salmon.

Many of the lakes to be stocked in this section are difficult of access, and train connections poor, consequently in some few cases it is next to impossible to convey the fry in as good a condition as could be wished. It is the opinion with some that fish will live indefinitely so long as they are in water, and the fact that as soon as the oxygen contained in the water is consumed by the fish they die, unless supplied with fresh water, is not generally understood, and consequently the officer is blamed for neglect when he may have done all that was humanly possible in his endeavours to save the fish. This small hatchery is doing good work, it having been reported to me that the fishing in Lac Tremblant has been much improved.

Rearing Ponds, Lake Lester.

These ponds are used solely for the purpose of rearing fish sent as fry from other hatching establishments.

The work has been a great success owing largely to the constant attention on the part of the officer in charge. The care of thousands of fry for a period of one year involves a great deal of hard work as their development must be carefully watched and possible mishaps prevented as a mistake on the part of the officer would jeopardize the whole season's operations. Over three hundred thousand of fingerlings were distributed during the season of 1907-8, which is very encouraging.

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Tadoussac Hatchery.

This hatchery is located at the mouth of the Saguenay river, and is devoted entirely to the incubation of the Atlantic salmon. The parent fish are captured in the spring of the year under the supervision of the officer in charge of the hatchery and placed in a retaining pond, where they are held until ready for spawning purposes in the fall. The female fish yielded some 3,360,000 eggs, an average of over 10,000 eggs to the fish. The results of the season's operations were a distribution of three millions of fry.

Some of the waters requiring stocking from this establishment are difficult to reach with fry, and to overcome this, a subsidiary hatchery has been established, and the eggs are conveyed there in an eyed condition and when finally hatched, the fry are liberated. This is an economical system financially and otherwise. This establishment is well conducted.

Gaspé Hatchery.

This establishment is supplied with eggs from the retaining pond at Little River, St. John, N.B.

The fry are distributed far up the rivers adjacent to the hatchery, and owing to the distance it appears necessary to travel, the task is a tedious one. The operations of 1907-8 were successful, resulting in a distribution of 1,600,000 Atlantic salmon fry.

Bark River Hatchery.

This small establishment, located in the county of Maskinongé, is, from the sportsmen's standpoint, one of the most important hatcheries in the Dominion. It is devoted exclusively to the hatching of the sporting varieties of fish. Last season nearly 700,000 speckled trout and salmon fry were liberated. The speckled trout eggs are hard to procure, necessitating much labour, the eggs having to be portaged for miles by hand through the bush. It is, however, successfully operated and yields good results.

NEW BRUNSWICK.

Restigouche Hatchery.

This establishment is located at Tide Head, on the Restigouche river. The parent salmon are captured in the spring, under the supervision of the officer in charge and retained in an inclosure until ready for spawning operations in the fall, after which process they are liberated.

It is satisfactory to note that both landlocked salmon and salmon trout have been caught in some of the lakes, where they have been deposited from this hatchery, and point to the benefits derived from the department's efforts in this direction.

In connection with this establishment, there is a rearing pond for the fry in which last season some 25,000 fry were retained until they were six months old, and then liberated. This is a good system, and will be extended as opportunity offers.

St. John River Hatchery.

This establishment is located on the St. John river, a short distance from Grand Falls. Atlantic salmon are incubated in this hatchery, the eggs being obtained from the retaining pond at Little River, St. John. For many years the work was under the able management of Mr. Chas. McCluskey, and in his death, which occurred last year, the department lost a valuable and respected servant. The assistant was pro-

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moted to the position of officer in charge, and being competent, the past season's operations were well conducted, and resulted in a satisfactory distribution of fry.

Miramichi Hatchery.

The old hatchery at this point having outlived its usefulness, it was decided to erect a modern and larger building which would accommodate a greater number of eggs.

This was done and the building completed in time for the season's operations of 1907-8. The parent fish are captured near the hatchery and retained in an enclosure until spawning time, when some four millions of eggs were collected an average of about 5,800 eggs per fish. The loss in eggs and fry was abnormally high, and whilst the matter was fully enquired into, it was difficult to give any stated reason therefor. The loss at this establishment is as a rule about the same as at other salmon hatcheries, but the appliances in use being all new, may possibly have had some effect on the eggs.

Little River Retaining Pond.

This pond is located about three miles from the city of St. John, and is well adapted to the purpose for which it was constructed. Last season some 1,250 adult salmon were retained from July to October, with comparatively few deaths.

This system is a particularly good one. The fish are purchased from the commercial catch, and not only are the eggs saved, but after spawning operations are completed, they are released, find their way to sea and again return to add a further revenue to the fishermen. The same fish have been in this pond two or three different seasons. The average yield of eggs from fish retained in this pond is 7,700 eggs, but it must not be overlooked that some of them weighed as high as 35 pounds each. The total number of eggs collected was 5,600,000, and they were incubated in hatcheries located at Grand Falls, Gaspé Basin, Bedford and Margaree, which establishments are entirely dependent on the success of the operations conducted at this point.

Lobster Hatcheries.

In this province (New Brunswick) there are also two lobster hatcheries, located at Shemogue and Shippegan, respectively. The female lobsters are reported as having been scarce owing to the early warm weather, consequently it was not possible to secure as many eggs as usual.

NOVA SCOTIA.

Bedford Hatchery.

This establishment is located at Bedford Basin, and is supplied with Atlantic salmon eggs from the retaining pond at Little River, St. John, N.B. Several attempts have been made to secure speckled trout eggs, but with indifferent success; the applications for this species are numerous and far in excess of what the department can supply. This is evidenced from the fact that last season from this establishment it was only possible to allot an average of about 3,000 fry to each application.

The hatchery is well managed and the operations satisfactory.

Windsor Hatchery.

This establishment is located on a small stream, about three miles from the town of Windsor. It was intended as a combination salmon and shad hatchery, but the

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incubating of the latter species have not been as satisfactory as would have been wished. It is true, only one attempt was made, but as the shad operations must be conducted in the spring, at a time when every available officer of the Fish Culture Branch is actively engaged at other work, it is a hard matter to arrange, but it is hoped that another season this work will be again taken up. As a salmon hatchery, this institution is a success, upwards of 700,000 healthy fry being distributed in the waters of Hants and adjoining counties.

Margaree Hatchery.

This establishment, located on the Margaree river, has since its inception, received its quota of eggs from the retaining pond at Little River, St. John, N.B. Owing to the long and difficult road over which the eggs had to be transferred, coupled with the number of hatcheries dependent on the Little River retaining pond, it was considered in the interests of the service to erect a retaining pond within easy access of this hatchery. This idea has been put in force, and will be conducted on the same principle as other retaining ponds, the fish being purchased from the commercial catch and liberated when the spawning operations have ceased. The past season's operations have been very successful, resulting in a distribution of 925,000 salmon fry.

Lobster Hatcheries.

In this province (Nova Scotia) there are also two lobster hatcheries, located at Pictou and Canso. From the former 127,000,000 and from the latter some 85,000,000 of young lobsters were distributed. The same information comes from this quarter (especially Pictou), that female lobsters bearing eggs were scarce. The quantity of young lobsters liberated, however, is a good indication that the hatcheries were operated successfully.

Fourchu Lobster Pond.

This is an enclosure owned by Mr. H. E. Baker, at Fourchu, N.S. The female lobsters are purchased from the fishermen and retained in this pond and again liberated in the different areas as the close season commences. This work is done under contract by Mr. Baker and Mr. Levatte, who is responsible to the department for the proper carrying out of the work, reports very favourably on the results obtained, and points to the larger catch of lobsters in the areas where these crustaceans are liberated as proof of the success and justification of the undertaking.

PRINCE EDWARD ISLAND.

Kelly's Pond Hatchery.

This hatchery replaced the establishment on Dunk river, and has been very successfully operated. The salmon eggs were last season procured from the Miramichi river, and resulted in a distribution of almost 800,000 Atlantic salmon.

It is pleasing to note that the rivers in which the fry have been liberated for the past two seasons are now full of young salmon, especially the Morell and Winter rivers. There is also a lobster hatchery in operation on the Island, located at Blockhouse Point. The past season's operations commenced on May 24 and continued until July 16. During that period some 80,000,000 of young lobsters were hatched and liberated. Both these establishments are in charge of Mr. A. W. Holroyd, who conducts the same in a very satisfactory manner.

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In closing my report, I wish to bear testimony to the faithful and valuable services rendered the department during the past season by Mr. Alex. Finlayson, the inspector of fish hatcheries, and also by the officer in charge of each respective hatchery. They have all done their best, and sometimes under very trying circumstances.

I have the honour to be, sir,

Your obedient servant,

F. H. CUNNINGHAM,
Superintendent of Fish Culture.

REPORT OF FISHERY OFFICERS.

1. HARRISON LAKE HATCHERY.

THE HATCHERY,

HARRISON HOT SPRINGS, B.C., March 31, 1908.

Prof. E. E. PRINCE,

Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In compliance with your request, I have the honour to submit report of the operations of the Harrison Lake hatchery for the season of 1907-8.

The salmon eggs collected were:—

Sockeye salmon	22,786,000	
Spring salmon	2,406,000	
Cohoe salmon	647,000	
	<hr/>	25,839,000
Eggs lost with launch	550,000	
Bad eggs.	1,600,550	
Shipped to other hatcheries.	1,440,000	
	<hr/>	3,590,550

The weather conditions, last fall, on the spawning creeks, were almost ideal for the collection of ova. This, together with the excellent run of sockeye in some of the creeks, enabled us to make a showing, which for an 'off' year, I consider most remarkable.

The run of fish at Morris creek was the best I have ever seen, or heard of, and we took the greatest number of eggs ever secured there.

Silver creek yielded a good harvest, but Douglas creek and the creeks at 20-Mile were failures.

The operations at Harrison rapids were seriously obstructed by the presence of humpbacks, which were there in millions, the water being literally alive with them. But for this nuisance we would have captured a good many more sockeye at this point.

At Seymour creek we got more fish than usual, and would have had a better showing of ova but for the theft one night of all the fish in the pens. We discovered the culprit, an Indian, and had him convicted and punished. I do not think there will be any further meddling with our pens here for some time.

There is a notable difference in the size and character of the sockeye eggs from the different streams in this district. For instance, the sockeye eggs from Silver creek average 7,000 to the quart; Morris creek sockeyes go 8,000, while those from Harrison river go only 6,000. In handling these eggs we find that the larger ova require the greater care, and are more liable to injury from vibration in transit than the smaller eggs.

Further, although many of the fish coming to Morris creek and to Harrison rapids come simultaneously from the Fraser, and although these two spawning grounds are only a short distance apart, yet these Morris creek type of sockeye are never taken on the rapids, nor are the sockeyes with the larger eggs ever by any chance found at Morris creek or anywhere else in the district.

The Morris creek fish have to come up the rapids to get to their parent stream but never stay there.

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There is a difference in less degree of sockeye frequenting the other streams, sufficient to enable the Indian fishermen, when taking fish in the main river, without difficulty, to name the particular spawning creek to which they belong.

The question of the grilse that come in with the run of adult fish has claimed our attention, and is, I think, worthy of notice here. They are chiefly of the male sex, and it would appear that those which have mature milt all die the same as the adult fish; not as a result of fungus or mutilation, for there are a large percentage of the young grilse and adult fish which die without any fungus or mark of injury on them. It would be an interesting experiment to have some of these brighter fish transplanted, before they die, to the sea and held there for observation.

This season the young sockeye from the hatchery were all run into the fry ponds outside, giving them the advantage of space and freer movement before they were finally liberated.

Not being fed in the ponds, they retained their native shyness (which seems to me to be a natural protection), and passed out to the 'strenuous life' alert and with all their instincts unimpaired.

We had the misfortune to lose our gasoline launch on September 17 last. Particulars of this accident were fully reported to you at the time. The affair was a particularly sad one, on account of the loss of one of our young men, G. McPherson, by drowning. Under instruction of the department every possible assistance was placed at the disposal of the friends of the deceased, and every possible effort made to recover the body, but without success. The lake is very deep where the accident occurred, over 1,000 feet of line was put out without touching bottom, and from the most reliable information I can gather, I have now no reasonable hope that the body will ever be recovered.

The new launch recently provided is a good boat and complied with the terms of the contract with her builders in every particular.

We are now busy fixing up the plant and premises, and I hope to leave everything in good shape for my successor.

In this, my last report, I am glad to bear testimony to the generous and courteous treatment during the years it has been my good fortune to serve you. The severance of this association is one of the chief regrets I have in leaving the service. To Inspector Sword, I desire also to acknowledge my many obligations to him during my long period of service,

I have the honour to be, sir,

Your obedient servant,

THOS. ROBINSON,

Officer in Charge, Harrison Lake Hatchery.

2. BON ACCORD HATCHERY.

FRASER RIVER, April 30, 1903.

Prof. E. E. PRINCE,

Dominion Commissioner of Fisheries,

Ottawa.

SIR,—I have the honour to submit the following report of the operations carried out at this hatchery during the season of 1907-8.

We had to be indebted to outside sources for nearly all our supply of sockeye eggs, as, although we fenced, with much difficulty, two of the tributaries of the Pitt

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river, no sockeyes put in an appearance; in fact, nothing but humpback, and we made no attempt to secure any of their eggs. Our supply of sockeyes were as follows:—

Description.	Where obtained.	Quantity.
Sockeyes	Pemberton Hatchery.....	4,000,000
"	Lakelse	100,000
"	Fraser River.....	100,000
		4,200,000
Cohoos	Fraser River Tributaries.....	5,253,000
Spring	From Harrison Hatchery.....	2,380,000
Trout Eggs.....	From Eastern Canada.....	50,000
Atlantic Salmon.....	From the East.....	60,000
Total number of eggs, during season..		11,943,000

We also furnished Granite Creek hatchery with 1,000,000 cohoeg eggs. We commenced to collect our supply of cohoeg eggs about the middle of October, and on November 5 got our first shipment of 192,000 from Tynehead, and about two days after got another of 495,000 from Langley creek. We secured shipments from both creeks at varying intervals till December 10, when the troughs in the hatchery were full, and eggs could still have been obtained in those creeks had it been necessary to collect them. After our supply of eggs had been obtained we were very busy picking out the bad eggs, as for a time they were inclined to fungus, but when we got them cleaned out they hatched and thrive very well, and as the temperature during the winter months was favourable, we had no great difficulty in rearing the fry.

The hatchery building was repainted outside last summer, which has greatly improved its appearance, but the sills and floor joists are much decayed, and in the course of another year many of them will want renewing.

The dam on the creek is also completely rotted out, and we have had frequent breaks, but have always been able to stop them, as there is nearly a solid embankment of earth all round where the cribbing and other woodwork was.

The grounds around the hatchery are in fairly decent shape, which repays some for the labour, as we raised sufficient potatoes to supply the employees during the winter and spring, without having to purchase.

There is much difficulty in obtaining a supply of sockeye eggs for the Bon Accord since the Harrison hatchery was built, and took away Morris creek from this hatchery, and this forces us into new and expensive experiments yearly, with but varying success. I think if it were turned into a cohoeg hatchery only, a great deal of this might be obviated.

I have the honour to be, sir,

Your obedient servant,

WILLIAM ROXBURGH,

Officer in Charge.

3. PEMBERTON HATCHERY.

LILLOOET, B.C., April 20, 1908.

Prof. E. E. PRINCE,
Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to forward report of the past season's operations at this hatchery.

My last annual report was dated June 18, 1907; between then and August 1, when preparations for spawn-taking commenced, a subsidiary hatchery of eight millions capacity was installed on a spring-water creek, having a temperature of 45 degrees, and situated about half a mile from the hatchery. A detailed description of the plant was given in my report for June, 1907, and two millions of sockeye ova were successfully hatched in it during the fall.

In August, three fences were placed in the Birkenhead river, two at the hatchery, the other, three miles below; this fence was only in operation during the latter part of the run, to take fish that would not ascend to the hatchery, but spawn on the lower reaches. From August 13 to September 13, when, judging by the two preceding years the run should have been strong, very few fish appeared, but I think this was due more to the low and clear water prevailing than to a scarcity of fish, for as soon as the fall rains commenced the run came fully up to expectations, and success was further insured by the behaviour of the river, which remained normal throughout the spawning season. Spawning commenced on August 31 and continued to October 8. In six days, from September 21 to 26, 11,000,000 of sockeye eggs were taken, the best day being the 23rd, when 2,500,000 were placed in the hatchery. Twenty-eight millions of sockeye in all were spawned, 15,000,000 of them at the lower fence.

The fish were not as numerous as in past years, and the increase in the number of eggs taken is due principally to the absence of freshets, though the fences were built much stronger than formerly, and would have withstood any freshet, I think. One and a-half million coho eggs were also taken in November, after which the fences were taken out.

Four million sockeye eggs were transferred to the Fraser River hatchery, Granite Creek hatchery received a like number, and twenty million sockeye and one and a-half million coho were hatched here.

After spawn-taking, in October, the installation of the electric lighting plant was commenced, and between that time and New Year, when it was completed, a dam was built on Owl creek, 500 feet of 12-inch by 16-inch flume erected, 500 feet of 12-inch pipe laid, power-house built, turbine and dynamo set, and buildings wired. The turbine wheel develops ten horse-power, and the dynamo is of 1,000 candle-power capacity. This will effect a great saving in the light bill, in addition to being handier and safer.

From January to March, 350 baskets were made to equip the outside hatcheries. These baskets are slightly larger than the old ones, being 16-inch by 26-inch instead of 16-inch by 24-inch. With these baskets and the outside hatcheries, the hatching capacity has been greatly increased, and in an emergency 52,000,000 of eggs can be accommodated.

During the low-water period, in March, some much-needed work was done in strengthening the fence bottoms with rock, to prevent cutting. About an acre of good

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land some distance from the hatchery, was partially cleared for a garden; this will all be ready for cultivation by next spring and will supply the house with all the vegetables and fruit required.

Fifty fruit trees have already been planted, and some are fruiting this summer, and there has been a good crop of strawberries, raspberries, blackberries and gooseberries.

The rough ground from the house to the river has been cleared, levelled off and fenced, which greatly improves the appearance of the place. A ditch eight feet wide and 300 yards long has been dug from outside hatchery No. 3, to the river; log riffles will be placed in this to form ponds, in which the young fish can rest on their way down.

The hatchery is now well protected from fire; from a hydrant in the 12-inch pipe, 200 feet of 2½-inch hose commands all the buildings, with sufficient pressure to throw a stream over the hatchery.

The usual routine work, painting and varnishing the troughs and headtank, lacquering basket trays, &c., has been performed.

There are a few spring salmon in the river now, some have been taken by spoon, hook and minnow.

In conclusion, I would say that the staff, as usual, has given good support.

I have the honour to be, sir,

Your obedient servant,

ALEX. ROBERTSON.

4. GRANITE CREEK HATCHERY.

KUALT, B.C., April 8, 1908.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit the following report on the operations of this hatchery during the past season.

The total sockeye ova taken at Scotch creek, the most important sockeye stream flowing into the Shuswap lakes, was 648,000.

At Granite, or the hatchery creek, 180,000 sockeye eggs were taken.

The only other stream in this section where an occasional sockeye salmon was observed last season was Adams river.

The Adams lake, rising later than Shuswap last year, the river flowing therefrom was in consequence, at the time of the sockeye run, in flood, and flowing through the woods.

In the trap built across the smaller channel after the flood had subsided only cohoes were taken.

The total coho ova taken at Scotch creek, Adams river and Granite creek amounted to 465,000.

With 120,000 humpback eggs from Granite creek, the total ova from the Shuswap lake section last season amounted to 1,413,000.

The capacity of the hatchery was, however, taken up by shipments from the coast, as follow:—

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From Pemberton—Eyed sockeye ova.	4,000,000
From Harrison river rapids—Spring salmon.	640,000
From the Bon Accord—Cohoes.	1,440,000

Total ova 7,493,000

Males exceeded females at Granite creek by four to one.

Two very distinct varieties of sockeye were represented there, both of which were again dissimilar from the sockeye at Scotch creek.

The females arrived at the hatchery trap in a very exhausted condition, some being so weak, that unable to enter the trap against the current, they were lifted over with dip-nets, and so ripe that they had to be immediately spawned.

I believe that these fish had been hatched from Morris creek ova, and as fry liberated at Granite creek, as in appearance they differed from the very red sockeye that spawn in the Shuswap waters.

The bulk of these fish ripening before they could reach Granite creek, had possibly turned into other streams to spawn, most likely through some prenatal influence, or heredity to Morris creek, 300 miles nearer the sea, which their parent fish had in object while they as ova had been developing.

These green-coloured sockeye females measured $28\frac{1}{2}$ inches, and after being stripped of their spawn, weighed 6 pounds 9 ounces.

The eggs per female averaged 4,079.

Males of the small bright red variety that now also annually visit the hatchery creek, measured only 20 inches, and weighed $2\frac{1}{2}$ pounds.

Accompanying these sockeye to Granite creek, came humpbacks, which to our knowledge entered no other streams in the vicinity; though 65 miles seawards they entered Chase creek in numbers.

The interior of the hatchery has been scraped and repainted this last year, and many improvements made that increase its convenience and accommodation.

The dripping of water from the ceiling, caused by the condensation of moisture thereon during cold weather, has been stopped by filling in over the ceilings with saw-dust, 800 sacks of which were used.

At Scotch creek the fence and traps are now again in position.

I am, sir,

Your obedient servant,

D. S. MITCHELL.

5. LAKELSE HATCHERY, SKEENA RIVER.

LAKELSE LAKE, April 9, 1908.

Prof. E. E. PRINCE,

Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my sixth annual report of the operations in connection with this hatchery, for the season, 1907-8.

Messrs. S. Whitwell, G. Kelly, J. Williams, and myself, left Vancouver for the hatchery on July 11, and arrived on the night of the 17th.

After our arrival we commenced relacquering the troughs and repaired canoe, &c. On the 21st Messrs. G. Kelly, Whitwell and myself left the hatchery early in the morning and prospected the rivers and small streams emptying into Lakelse lake. We observed some sockeyes at Sockeye river, also a considerable quantity at the mouth

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of Schalbuckhand river, where previous to the last two years there never was any quantity of any importance.

On the 24th, 25th and 26th, Messrs. Johnstone, Kelly, S. Whitwell and myself, with two Indians, started clearing away brush and fixing our fences and pens in the Schalbuckhand river, and on the 30th we also fenced and put in a pen at Sockeye river.

On August 6, we started spawning at Schalbuckhand river, and we collected 120,000 eggs, and from that date we continued collecting ova until September 3, when we had obtained all the ova that we could accommodate in the hatchery, namely, 4,414,000 eggs.

On August 25, I received instructions from the department, through Inspector Sword, to forward some sockeye ova for the New Westminster Exhibition, as far advanced as possible. The Indians that I had engaged for three months objected to taking me down to Port Essington in a canoe with the ova, which is a 75-mile trip, so I paid them off on September 1, which placed me in a very awkward predicament, but, not to be outdone on account of the Indians leaving me in the lurch, I made arrangements for Messrs. J. B. Johnstone and S. Whitwell to accompany me down to Port Essington in our skiff, and we started from the hatchery on September 4, and arrived at Port Essington at 8 p.m. next day, after a very dangerous and hard trip. I was very fortunate in catching a fast steamer next morning, and I arrived at Bon Accord hatchery at 9.30 a.m. on Sunday morning, the 8th, and handed over to Mr. W. Roxburgh, officer-in-charge there, 100,000 eyed sockeye eggs, in splendid condition.

Before leaving Port Essington, I engaged two more Indians, and they returned with Mr. Johnstone and S. Whitwell to the hatchery.

A few spring salmon were seen in the Lakelse river, spawning on August 21, and the first cohoe salmon we noticed in the river on September 10.

While I was away from the hatchery, Mr. Johnstone, whom I had left in charge, reported to me on my return that Coldwater creek, where we get our water supply, had got very low and there was hardly sufficient water to supply the hatchery.

I left Victoria again for the hatchery on September 26, but on my arrival at Port Essington on the 29th, I was unable to leave there until October 9, on account of all the river steamers having been wrecked, consequently I had to make the trip in a special canoe, which took us four days before we arrived at the hatchery.

I am pleased to report that on my return I found everything very satisfactory at the hatchery.

Before leaving the hatchery, I instructed Mr. Johnstone to keep a strict account of all bad eggs during my absence, and when I got back the number of bad eggs they had picked out of 4,314,000 was 17,334, in six weeks, and I am glad to say that all through the season we had the smallest percentage of bad eggs that we have ever had at the Lakelse hatchery in one season.

Our first snowfall was on November 3, but not until the 22nd did it stay on the ground, and on February 14 we had 53 inches on the level, and 131 inches for the entire fall all winter. On January 29, which was our coldest day, the water stopped running entirely in the hatchery for a little while, also again on February 28, which enabled us to cut away the ice above the dam to find out the cause. We found two places where the dam was leaking badly, which we stopped up temporarily with brush and sacks of gravel, rocks, &c., that caused the water to rise again above the dam to its normal height, so that we had ample water to carry us through the remainder of the season; but something will have to be done this coming season to enable us to have a more permanent supply, and I think it will be advisable when we return to take back with us about half a ton of cement, so that we can mix some with gravel and sand, to form a concrete to fill up the holes where the dam leaks.

I have the honour to be, sir,

Your obedient servant,

THOS. WHITWELL,

Officer-in-Charge.

1907-1908.

RECORDS of Sockeye Ova and Fry at Lakelse Hatchery, 1907 and 1908.

Date.	Ova Collected.	When Eyed.	Commenced Hatching.	
1907.				
August 8.	120,000	September 3. . . .	October 7. . . .	}
" 10.	168,000	" 9. . . .	" 10. . . .	
" 12.	328,000	" 9. . . .	" 23. . . .	
" 14.	168,000	" 11. . . .	" 30. . . .	
" 16.	420,000	" 11. . . .	November 1. . . .	
" 17.	144,000	" 12. . . .	" 4. . . .	
" 19.	440,000	" 13. . . .	" 9. . . .	
" 21.	296,000	" 15. . . .	" 16. . . .	
" 23.	540,000	" 18. . . .	" 19. . . .	
" 24.	272,000	" 20. . . .	" 21. . . .	
" 26.	256,000	" 21. . . .	" 27. . . .	
" 28.	344,000	" 24. . . .	December 4. . . .	
" 29.	348,000	" 25. . . .	" 6. . . .	
" 31.	176,000	" 27. . . .	" 6. . . .	
Sept. 2.	250,000	" 29. . . .	" 21. . . .	}
" 3.	144,000	October 1. . . .	" 28. . . .	
	4,414,00			

Total number of eggs put in hatchery. 4,414,000

6. RIVERS INLET HATCHERY.

RIVERS INLET, B.C., April 22, 1908.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour herewith to submit to you my report of the operations at this hatchery for the season, 1907-8.

The run of salmon was very satisfactory, there being a very good showing of fish in all the creeks, and large numbers of them reached the spawning grounds.

We commenced taking ova on September 18, a few fish being in good condition. It was not, however, until October 11 that the fish entered the creeks in any great numbers. From this date, however, we had all we could handle, and finished stocking the hatchery on the 22nd, having secured about 14,000,000 eggs, leaving plenty of fish still in sight when we took out the fences.

The weather was fairly good. There was one heavy freshet at the end of September, which undermined the fence at Quap creek, and caused us to lose the early part of the run. With this exception, we had little or no trouble. The winter was mild throughout and the mean temperature of the water for the season was 37.51 F.

The eggs made favourable and steady progress, and the first that were received were eyed by October 16, with water at a mean temperature of 47. The first young fish showed on November 30, 74 days from receipt of the eggs, and the first lot of

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young fish were placed in the pond on February 15. All the fry, with the exception of 2,000,000, put into the Wannock river and the lake, passed through the ponds where they seemed to thrive and were in very good condition when they passed into the lake.

The last of the fry, about 100,000, were put out on May 30, making a total of 12,300,000 for the season's work.

I have the honour to be, sir,

Your obedient servant,

ROBT. C. BUCKNALL,

Officer-in-Charge.

7. NIMPKISH HATCHERY, B.C.

NANAIMO, B.C., April 2, 1908.

Professor EDWARD E. PRINCE,
Commissioner of Fisheries,
Ottawa.

SIR,—I have received the following report from the British Columbia Packers' Association of the take and output of their hatchery on the Nimpkish:—

'We commenced to take sockeye eggs on the 8th day of October, 1907, and filled all our baskets and the hatchery to its capacity by the 31st of same month, taking 5,017,000 eggs.

'No trouble of any kind was experienced after stripping, only 102,000 eggs being lost and 500 dead fry, being a little over 2 per cent loss.

'We commenced to put out the strong swimming fry on March 16, and planted the last on April 8.

'The quantity of sockeyes that spawned naturally was not so large as last year. A much larger quantity of eggs could have been taken if the hatchery had been of greater capacity.'

I am, sir,

Your obedient servant,

EDWARD D. TAYLOR,

Inspector of Fisheries.

8. BABINE HATCHERY, B.C.

BABINE, B.C., April 15, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my report from this hatchery for the past season.

The water was turned into the hatchery October 5, and I immediately started spawning and the bringing down of the 2,994,000 eggs which I had held in the creek at the head of the lake for over a month. I also spawned all the fish I could catch both at the head of the lake and at the hatchery, but as most of the fish were 'spent' I only secured an additional 1,830,000, which made a total of 4,824,000, which were

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put in 36 troughs and all hatched with the exception of 160,000 dead eggs that were picked out.

Our first spawning was September 4, and our last October 16.

Our first shipment started hatching on November 18, at 75 days, and our last shipment started hatching on March 6, at 133 days.

Our highest temperature was 49 degrees and our lowest 35 degrees.

The Babine hatchery is situated on Salmon river, one of the principal sockeye salmon rivers on Babine lake, but, owing to all the early fish going up Salmon river and on through Gourdeau lake to the creeks at the head, Salmon river cannot be successfully fenced till late in the season. The hatchery is situated about 700 feet from Gourdeau lake, in a good sheltered spot with lots of good clear water taken from the lake.

There is an unusually large percentage of dead eggs in Salmon river as, I think, too many fish spawned in the creek this year, and we have no high water in the fall or winter, the bottom of the creek is covered with rotten salmon and big bunches of dead eggs covered with fungus.

There is also a great variety of water insects and no doubt some of them attack the eggs.

We started putting out the young fry on March 30 and distributed them in all the suitable places in the creek, and had them all out by April 15, a total of 4,663,000. They all went out in splendid condition, as they only had to be taken a short distance.

There are no trout or ducks in the creek at this time of the year, and so the young fry have a good chance.

I am, sir,

Your obedient servant,

A. W. PRETTY,
Officer-in-Charge.

9. STUART LAKE HATCHERY.

STUART LAKE, B.C., January 15, 1905.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I herewith have the honour to submit my first annual report on the Stuart Lake hatchery.

This hatchery was built by Mr. Nicholson, of Greenwood, under the superintendence of Mr. Brunel, of Ottawa. It is situated on the portage between Babine and Stuart lakes. Its water supply is taken from Cunningham creek, which flows out of Cunningham lake, a mile above the hatchery, and runs into Stuart lake, two miles lower down. The hatchery is a log building, 40 feet by 90 feet, built on the Red river style, upright posts for the walls every 19 feet. The logs, which are squared on four sides, are morticed into the posts. It is chinked with moss between the logs and plastered on the outside with mud. This makes a very warm and substantial building, lighted by eighteen large windows. As there are no skylights, it is necessary to pick with lamps all through the day. Storm shutters and storm doors are also provided, which are of great assistance in keeping the hatchery warm. The hatching apparatus is very much the same as that of Pemberton hatchery. There is a head tank which runs down one side, the entire length of the building, 18 inches by 18 inches, built of

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2-inch lumber, 56 troughs, placed in groups of four, with a fall of 9 inches between the upper and lower pair; each trough is 16 feet by 16½ inches wide, and built of 1-inch by 8-inch lumber. They each hold six baskets, 16 inches by 24 inches. A waste ditch at the end of the lower troughs, 11 inches by 7 inches, runs the entire length of the building, and empties outside into a small spring which flows into the main creek. [I have a large heater at each end of the hatchery which I find keeps the building sufficiently warm. The dwelling-house is also a log building, built on the same style as the hatchery. It is 26 feet by 32 feet, and contains: kitchen, 13 feet by 14 feet; dining-room, 17½ feet by 13 feet; three bed-rooms; two rooms, 10 feet by 12 feet, and one 12 feet by 12½ feet. There is also a store-house, 13 feet by 17 feet. I must say that the work done here by Mr. Brunel is creditable both to the department and himself.

On July 11, Mr. Nicholson and crew, and myself and staff, arrived at Babine portage. In the meantime, Mr. Brunel was locating the site for the Babine hatchery. On the 15th I left with three men for 15-Mile creek, on Babine lake. On the 17th we started putting in our fence, but were very much handicapped in not having any lumber to work with. Everything had to be cut out of the woods and used in its rough state. Up to this time there were no salmon to be seen in either creek or lake. On July 23, Mr. Brunel came down, and I left with him for Stuart lake, to locate the site for the hatchery. After exploring all the creeks on Stuart lake, we came to the conclusion that Cunningham creek was the only one suitable for a site. On August 3, on getting back to 15-Mile creek, I found the fence completed; a few salmon were in the creek, but these were in an unripe condition. On August 15, I left for 4-Mile creek, and on arrival found the creek full of salmon, all in very good condition for spawning. On the 18th, we started spawning, and by September 15 had secured 2,500,000 eggs, which were taken over to the hatchery and planted in Cunningham creek, as we had no way of keeping them. Up to this time I had only 85 baskets and very few trays for packing the eggs. On October 5, I again left for 15-Mile creek with Messrs. Rodd and Robertson and one Indian. We started spawning on the 10th and by the 15th had secured 2,600,000 eggs. By this time the few salmon remaining in the creek had spawned. The eggs were placed in the hatchery on the 20th, the water being turned on then for the first time, and are in very good condition, considering that they had to be brought 15 miles by canoe and 9 miles by pack-horse. There would not have been the least trouble in procuring the full capacity if the hatchery had been completed earlier. The Indians up here, so far, have caused no trouble, and I find them very good workers, and also fair and just in their dealings. I would like to say that the staff of four have done their best to make a success of the season's operations.

I have the honour to be, sir,

Your obedient servant,

HENRY GIBBS,

Officer-in-Charge.

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10. SANDWICH HATCHERY, ONT.

SANDWICH, April 20, 1908.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my annual report of the operations conducted at the Sandwich hatchery for the past season.

We commenced fishing the first week in November, having fishing stations along the Detroit river and in the Bay of Quinté and Lake Ontario.

We collected 124,700,000 whitefish eggs, at the following places:—

Bay of Quinté (Belleville)	33,750,000
C. W. Gauthier (Fighting Island)	54,120,000
Fisheries operated by department (Detroit river)	36,830,000

124,700,000

One hundred million of these eggs were placed in the hatchery and 24,700,000 were shipped to Selkirk.

The fish were captured in seines by the fishermen and kept in racks until ready for spawning. Under my supervision they were then spawned in large tin pans, impregnated, put in tubs and conveyed by steam tug *Ranger* to the hatchery; they were then placed in glass hatching jars and kept in perpetual motion until hatched, the water being the same temperature as the river. The hatching period averages about five and a half months.

Mr. William Hill superintended the collection of whitefish eggs in the Bay of Quinté.

The first eggs arrived by railway from Belleville on November 6, when the hatchery was opened. Shipments from this point were received from time to time until November 22.

The first eggs were taken in the Detroit river on November 12. It will be observed that the spawning of whitefish in Lake Ontario is somewhat earlier than in the Detroit river.

I am, sir,

Your obedient servant,

WILLIAM PARKER,
Officer-in-Charge.

11. OTTAWA HATCHERY.

OTTAWA, April 26, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—Herewith I have the honour to submit my annual report of the operations carried on at the Ottawa hatchery during the season 1907-8.

The following is a list of the eggs received:—

November 13, 1907, from William Armstrong, at Wiarton, 1,000,000 salmon trout eggs.

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November 14, 1907, from Inspector Finlayson, 50,000 ouananiche eggs.
 January 7, 1908, from Inspector Finlayson, 70,000 speckled trout eggs.
 January 24, 1908, from Inspector Finlayson, 400,000 salmon trout eggs.
 February 12, 1908, from Inspector Finlayson, 200,000 Atlantic salmon eggs.
 March 4, 1908, from Wm. Parker, 300,000 eyed whitefish eggs.
 March 31, 1908, from Grand Falls, N.B., 175,000 eyed Atlantic salmon eggs.
 April 7, 1908, from Bark river, 80,000 speckled trout eggs.
 May 28, 1908, from Wm. Parker, 700,000 pickerel eggs.

All of which were laid down in the incubating troughs and jars, hatching out strong healthy young fry in the latter part of May and beginning of June. For distribution see Report of Department of Marine and Fisheries, Fisheries Branch, for the year 1907.

The hatchery is at present undergoing repairs, which, when completed will leave us in readiness for the coming season's operations.

In conclusion, I might add that during the year the hatchery has been visited by nearly 25,000 interested visitors, many of whom came in at regular intervals to watch the different stages of development.

I have the honour to be, sir,

Your obedient servant,

JOHN WALKER,
Officer-in-Charge.

12. NEWCASTLE HATCHERY, ONT.

NEWCASTLE, April 29, 1908.

Prof. E. E. PRINCE,
 Dominion Commissioner of Fisheries,
 Ottawa.

DEAR SIR,—I have the honour to submit to you my report of the operations carried on at this hatchery during the past year.

According to instructions received from the department at Ottawa, myself and the usual assistants arrived at Wiarton on October 1. As it is an annual occurrence it usually takes from ten days to two weeks to have everything ready for driving our stakes to set nets, &c., we were ready by the 12th to commence work and by the 21st we had all our nets set ready for operations to secure our supply of salmon trout ova.

I am pleased to inform the department that while we had some rough and stormy weather, on the whole we have had no better success in any season since I have had charge of the Newcastle hatchery. It is usually difficult to secure a sufficient number of male fish, but this season they were exceptionally plentiful.

By November 12 we secured the usual supply for Ottawa and Mt. Tremblant, and on that date I handed over Mr. Walker 800,000 for Mt. Tremblant and 1,000,000 for the Ottawa hatchery, and by the 20th we had a full supply for the Newcastle hatchery of first-class eggs in good condition. We also left about a half million at the hatchery in Wiarton, not having any room for any more at the Newcastle hatchery.

On the whole our operations at Wiarton were satisfactory, but if the work is to be carried on at that point another season it will be necessary to build a new spile driver as the one we now have is practically useless. Last season owing to the kindness of Messrs. Porter and Kastner we were able to hire a scow, which proved satisfactory, but as they are this season building docks at Southampton and other places

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they will require all the scows they own and will not be able to place any at the disposal of the department.

Our nets, by a little repairing, will do for another season. All other requirements, such as spawning and other boats are in good condition for another year and safely housed at the Wiarton hatchery. For distribution see Fisheries Report for year 1907.

I have the honour to be, sir,

Your obedient servant,

WM. ARMSTRONG.

13. GEORGIAN BAY HATCHERY.

WIARTON, ONT., April 30, 1908.

Prof. E. E. PRINCE,

Dominion Commissioner of Fisheries,
Ottawa, Ont.

SIR,—In accordance with the rules of the department and in compliance with your instructions, I beg leave to submit my annual report of the operations at the Dominion hatchery under my charge for the year 1908.

According to instructions I proceeded with my assistants to the fishing grounds at Tobermory and the Duck Islands, to secure a supply of eggs for the hatchery on October 14 and returned to the hatchery on October 31 with 5,500,000 salmon trout eggs, which hatched out successively between March 1 and April 5, and were planted between May 5 and June 3.

I have the honour to be, sir,

Your obedient servant,

A. J. McNAB,

Officer-in-Charge.

14. MAGOG HATCHERY, P.Q.

MAGOG, April 2, 1908.

Prof. E. E. PRINCE,

Commissioner of Fisheries.

Ottawa, Ont.

SIR,—In transmitting you my annual report on the operations of this hatchery for the season of 1907-8, I take the pleasure in informing you that the grey trout eggs collected in Lake Memphremagog in October and November, 1907, number 1,250,000. For distribution see Fisheries Report for 1907.

In March, 1908, I went to Grand Falls, N.B., in company with inspector A. Finlayson and received from the Grand Falls hatchery 100,000 salmon eggs which I conveyed to the Magog hatchery in a very good condition.

In the fall of 1907 numerous repairs were made to the hatchery,—painting of same outside, new penstock repairing troughs and painting of trays, &c., &c. I also had a house built on the shore of Lake Memphremagog at Georgeville last October,

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1907, for the purpose of getting spawn, and now I am very well equipped for the above operations.

I remain, sir,

Your obedient servant,

L. L. DESEVE,

Officer-in-Charge.

15. MOUNT TREMBLANT HATCHERY, P.Q.

LAKE TREMBLANT, June 26, 1908.

Professor E. E. PRINCE,

Dominion Commissioner of Fisheries,

Ottawa.

SIR,—I have the honour to transmit my report of the operations at Lake Tremblant hatchery for the season of 1907-1908. The following quantities of eggs were received in good condition:—

Salmon trout eggs, 650,000; speckled trout eggs, 80,000; Atlantic salmon eggs, 52,000.

I may state that the distribution was very satisfactory, despite the great heat and the difficulties of communication.

I have the honour to be,

ALPH. ROBERT.

16. BALDWIN'S MILLS HATCHERY AND PONDS.

BALDWIN'S MILLS, P.Q., April 9, 1908.

Professor E. E. PRINCE,

Dominion Commissioner of Fisheries,

Ottawa.

SIR,—It gives me much pleasure to submit my annual report on the operations of the Lake Lester hatchery, under my charge, as per your instructions, for the past year.

The collection of eggs from the speckled trout amounted to 150,000, 50,000 of which were sent to the Ottawa hatchery, the balance retained on the hatching trays here.

The following fingerlings, yearlings and fry were distributed to the various waters:—

Speckled Trout—Fingerlings.

October and November, 1907—

Sunny Mead pond.	5,000
Lake Torture.	15,000
Trout lake.	5,000

25,000

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Atlantic Salmon—Fingerlings.

October and November, 1907—

Lake Lester	10,000
Lake Memphremagog	15,000
	<hr/>
	25,000

Grey Trout—Fingerlings.

October and November, 1907—

Lake Memphremagog	105,000
Lake Massawippi	105,000
	<hr/>
	210,000

Salmon Trout—Fingerlings.

October and November, 1907—

Lake Memphremagog	16,000
Lake Massawippi	16,000
Lake Lester	10,000
	<hr/>
	42,000

RECAPITULATION.

Speckled trout—Fingerlings	25,000
Atlantic salmon—Fingerlings	25,000
Grey trout—Fingerlings	210,000
Salmon trout—Fingerlings	42,000
	<hr/>
	302,000
Grey trout—Yearlings	5,000
Salmon trout—Yearlings	5,000
	<hr/>
	10,000
	<hr/>
Total	312,000

The distribution was successfully done and fish deposited in good condition.

I have the honour to be, sir,

Your obedient servant,

W. G. BELKNAP,
Officer-in-Charge.

17. TADOUSSAC HATCHERY, P.Q.

TADOUSSAC, April 4, 1908.

Prof. E. E. PRINCE,
 Dominion Commissioner of Fisheries,
 Ottawa.

SIR,—I have the honour to submit my twenty-third annual report on the salmon breeding operations at Tadoussac. Of the 570 parent salmon spawned last season 325 were females, from which we collected 3,360,000 eggs. No eggs were sent to Roberval last fall, the hatchery of Mr. H. J. Beemer being closed.

I have the honour to be, sir, .

Your obedient servant,

L. N. CATELLIER.

ST. ALEXIS HATCHERY.

Eggs Collected, Season 1907.

Lac à la Loutre	15,000
Lake Violon	10,000
Lake Simpson	25,000
Dickerman stream	275,000
Lake Shawinigan	300,000
Received—	
Salmon eggs	95,000
Ouananiche eggs	55,000
Whitefish eggs	135,000
Total	910,000
Fry distributed	717,000
Fry shipped to department	100,000
Bad eggs	93,000
Total	910,000

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18. GASPE SALMON HATCHERY, P.Q.

GASPÉ, P.Q., April 15, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report upon the operations of the Gaspé salmon hatchery during the past season.

On October 27 last I went to St. John, N.B., for the quota of eggs, receiving (9) nine cases. On my return home I received (2) two more cases from the Miramichi retaining pond, making (11) eleven cases in all, and reached home on Sunday night, November 3. The next day the eggs were placed in the incubation troughs in excellent condition, with very few dead ones, which were at once picked out.

The ova from Miramichi did not seem to do as well for the first two months as the St. John lot, a few more dying, but after January set in they were all right and did as well as the others.

Again this year the fry hatched out very late, especially the Miramichi lot, which were only turned off the trays on May 28, but the weather turning warm they developed very rapidly, and I began distributing them in the rivers on the first day of July, and, owing to the continued fine weather and good state of the water in the rivers, I am making excellent progress with the work, and hope to get through by the 22nd instant. I will have at least (1,600,000) one million six hundred thousand for planting this year.

The hatchery requires painting very badly on the outside, as well as some repairs to the shingles on the corners of the roof, which cannot be let go for another year, as it is rotting the building. The ceiling on the inside behind the large water trough is also badly bulged and will have to be repaired before the cold weather comes on.

As I stated in my report last season, there is a number of dead trees in the pond that will have to be removed, as some have fallen, and the rest will soon be down, and are making a lot of dirt that will stop the strainers. The water never got low enough last year to have them removed. But I will have it done after finishing the distribution this year, as the water is getting quite low already.

The troughs, trays, cans, &c., will be cleaned and varnished for next season's operations as soon as possible after we finish planting the fry.

In my opinion the government would do well to pay a good bounty for king fishers, sheldrakes and cormorants, as all three are very destructive to the young salmon coming out of the rivers, especially the cormorants. I have known as many as thirty young salmon to be taken out of two cormorants, 17 from one and 30 from another. There are thousands of those cormorants in the mouths of our rivers every day, and the destruction they are making is a serious loss to the salmon fishing in general.

The lumber companies are also spoiling our rivers very much by baring the channels and filling them up with logs and dirt, so much that it is impossible for the salmon to pass up, especially the York river, which, if some change is not made soon, will be completely destroyed as a salmon river.

I have the honour to be, sir,

Your obedient servant,

R. LINDSAY,
Officer-in-Charge.

19. RESTIGOUCHE HATCHERY.

FLATLANDS, NEAR CAMPBELLTON, N.B., April 15, 1908.

Professor E. E. PRINCE,

Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have very much pleasure in submitting to you my annual report upon the operations of the Restigouche hatchery during the season of 1907-8.

Two hundred and forty-five stock fish were captured in the government and the two licensed nets, engaged for the purpose last year. One of the licensed nets hired by the department was not set. It obstructs the passage of the fish to the government net, and when not set admits of many fish being taken for the hatchery, which otherwise would go into the market.

The rivers last year were kept continually in flood by the unprecedented rainfall, making it very difficult to operate the government net, or distribute fry by towing up the rivers. Very few fish ascended the river in June, and owing to such high water the fish could not be caught by either netters or anglers, consequently the catch at government stand was somewhat reduced. The fish in the retaining pond kept healthy and none were lost.

The operation of gathering the eggs began on October 18, and completed on November 10, some 1,250,000 eggs were collected and safely deposited in the nursery troughs. The loss during period of incubation did not exceed 6 per cent.

Miniature Retaining Ponds.

Wherever possible, these ponds or tanks ought to be adopted near the heads of rivers, and the eggs conveyed there in the spring months, just a few days in advance of the tiny fish bursting the shell, and cared for in these tanks until the fry are about ready to take food, when they can be distributed in the most sheltered places up and down the river. It is by far the best possible system in connection with the work of fish culture, and the most economical, and certainly the fry will be deposited in a healthy and proper condition, which is the keynote, so to speak, in the whole work of fish culture. I have recommended the adoption of such a system in my reports many years ago.

Some minor repairs to the hatchery and buildings at Tide Head pond will be necessary. The men engaged to guard the pond will perform any of the work it is possible to do.

All trays and plant will be revarnished and the necessary preparations made for the reception of the large supply of ova which will be available this fall.

I am, sir,

Your obedient servant,

ALEXANDER MOWAT,

Fishery Officer, Officer-in-Charge of the Hatchery.

For distribution see Fisheries Report for 1907.

20. ST. JOHN RIVER HATCHERY, N.B.

GRAND FALLS, N.B., April 3, 1908.

Professor E. E. PRINCE
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit the following report on the operations carried on at the St. John River hatchery during the past season.

On October 30, 1907, I went to St. John for my quota of salmon eggs, returning on November 4, with the first shipment. I went again to St. John on November 7 and returned on November 8 with balance of eggs. These were all put down in the troughs in excellent condition. There was very little loss either during incubation or after hatching. In fact, I have never seen young fry as strong at the age of three weeks. We had no loss whatever in the shipping, and 1,800,000 salmon eggs were laid down in the hatchery troughs. Mr. Finlayson, Dominion Inspector of Fisheries, took from here four cases, containing about 250,000. He also brought one case of salmon trout eggs.

Table of distribution will appear in my next report.

I am, sir,

Your obedient servant,

F. J. McCLUSKEY,
Fishery Officer.

21. MIRAMICHI HATCHERY, N.B.

SOUTH ESK, N.B., April 6, 1908.

Professor E. E. PRINCE
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit the following report on the operations at this hatchery since September 1, 1907.

The new hatchery which was in course of erection at the time my last annual report was forwarded, was completed in time to receive the supply of ova during the first week in November. The building, which is 75 feet long by 30 feet wide, with a spacious portico in front, presents a very pleasing appearance. It is well lighted with 30 large windows, fitted with the latest improvements. Ventilation is also well provided for. The interior walls and ceiling are plastered, and the plaster near the floors is protected by being covered with matched sheathing, four feet in height, which is finished in oil. The supply tank, hatching troughs and waste tanks are built of the best timber that could be procured, and being well put up are thoroughly water-tight. There are 50 hatching troughs in all, 40 of which are 18 feet long and the remaining 10 are 12 feet long. This number of troughs can contain over 500 ordinary hatching trays, or, in other words, there is sufficient space for safely carrying and hatching from two to two and one-half millions of ova. The water supply is obtained from the

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pond which operated the old hatchery, and is conveyed to the supply tank through an 8-inch iron pipe. The exterior walls and roof are shingled with best quality shingles, and the walls painted with three coats white paint, with green trimmings.

The cottage which was erected for the officer in charge, and which was completed during the first week in January, is situated near the hatchery. Although this building is small, the interior is conveniently arranged and well finished, having a basement 23 feet square, and is heated throughout by hot air furnace. The exterior is shingled and the walls and roof painted to correspond with the hatchery building. This season it will be necessary to do some grading on the grounds fronting the buildings and to remove considerable refuse and old lumber that accumulated during the building operations. Some of the tanks, troughs and fittings will also require painting. This work could not be done last fall, as the cold weather and snow came on before it could be completed. When this work is performed the hatchery and surroundings will make a very creditable appearance, and will be one of the most modern establishments of the kind in the maritime provinces.

During the latter part of August, the retaining pond at the hatchery was put in readiness to receive the supply of parent fish. The dam which was badly damaged by the spring freshets was repaired, and several other small improvements made. Arrangements were then made with fishermen near the hatchery to operate four nets to supply this pond. These nets were put in operation on September 15, and in 12 days 845 salmon were obtained therefrom and placed in the retaining pond. While this work was being carried out, instructions were received to procure about 700 additional fish with which to supply other hatcheries. As the pond here then contained as many fish as was thought could be safely carried, and as there was no chance to enlarge it while the fish were enclosed, it was decided to erect another temporary pond at Tide Head, 12 miles distant from the hatchery, and to procure the required number of fish by seining in the same manner and under the same arrangements as obtained before the purchase of parent fish was inaugurated at this hatchery. Owing to continuous rains, the water in the upper parts of the rivers became very high shortly after the seining operations commenced, and only 350 fish were obtained in this manner, consequently the licensed stands were again put in operation and in a few days 250 more fish were taken by them and conveyed to Tide Head, making a total of 630 fish placed in this pond. As the number of fish then in both ponds amounted to 1,475, and as instructions had been received that this number would supply all requirements, the fishermen were directed to remove their nets, which they did on October 11. Twenty-five of the fish that had been slightly injured in the nets were liberated before spawning time. The collection of ova commenced on October 25. On October 28, Mr. Burgess, of Windsor, arrived here, and on the 31st he returned with one million ova, which were delivered to him at the railway station at Newcastle. Three days later 260,000 were delivered to Mr. Robt. Lindsay, at Newcastle, for the Gaspé hatchery. And on the same day Mr. A. W. Holroyd arrived for the supply for Charlottetown hatchery. This lot, consisting of about 900,000, was delivered to Mr. Holroyd at Newcastle on November 6. As there was then no further orders for other hatcheries, the work of putting the supply in this hatchery was commenced, and was continued very successfully until the evening of November 9, when a heavy freshet came on. The water raised fully 10 feet, and it was impossible to continue the work at the ponds. The water remained high during the 10th and 11th, and on the 12th it was decided to scine as many fish from the ponds as possible and place them in pontoons. This was extremely difficult, and as it was raining continuously, the water rose to a point over two feet higher than the structures enclosing the fish, thus allowing about 120 to escape from the pond at Tide Head and 225 from the pond at the hatchery, making a loss of 345 at both places. The fish that had been placed in the pontoons were then stripped as quickly as possible, under very trying conditions, as the weather had turned cold and the rivers began to freeze over. The

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work was completed on November 17, over two millions of ova being placed in this hatchery. The number of fish stripped was 720 females and 385 males, making a total of 1,105. The total number of ova collected during the season amounted to 4,200,000, divided as follows:—

Windsor hatchery, Nova Scotia	1,000,000
Gaspé hatchery, Quebec	260,000
Charlottetown hatchery, Prince Edward Island	900,000
Miramichi hatchery, New Brunswick	2,040,000
Total	4,200,000

It had been arranged to supply the Restigouche hatchery with about 1,000,000 ova, but owing to the loss of parent fish caused by the flood, as already stated, it was found impossible to do so.

The ova were placed in this hatchery in good condition and continued to do well without any more than ordinary loss until the last week of January. Then large numbers began to die in some of the troughs and had to be removed from the trays. This work was seriously interfered with during the first week of February, as owing to almost continuous rains and freshets, large quantities of sediment was carried into the troughs and the water was so muddy, it was impossible to pick out the bad ova. The hatchery and ova was inspected by Mr. Finlayson on February 10. He selected 200,000 healthy ova, and transferred them to Ottawa, where part of them were to be repacked for shipment to New Zealand. He was accompanied by an officer who was in charge of this shipment, on the long journey across the Pacific. After Mr. Finlayson's visit the ova was thoroughly washed and cleaned. The total number picked out up to March 1 being 470,000. From that date until hatching time no serious loss was met with, about 45,000 being removed in that time.

With regard to the procuring and retaining the supply of parent salmon, the experience gained last year proves that it will be much better to have only one pond sufficiently large to contain 1,500 fish, situated as near the hatchery as possible, instead of operating two small ones 12 miles apart, as last year. A pond can be easily arranged a short distance from the site hitherto used, which is becoming filled up with sand and refuse, by selecting a portion of the cove into which the stream that runs by the hatchery empties. The bottom is clean and gravelly and the fish will be benefited by the tides which enter here every day, raising from 4 to 8 feet. Another advantage will be that there will be no danger of loss by freshets. An enclosure can be made in the same manner as at the old ponds around as large a space as thought necessary to contain 1,200 to 1,600 fish. No further expense will be incurred in doing this than the cost of material for fencing and the labour putting it into position. The fish can be obtained from stands within one-quarter to one mile from this pond and can be placed therein at every tide.

The distribution will appear in my next report.

I am, sir,

Your obedient servant,

ISAAC SHEASGREEN.

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22. BEDFORD SALMON HATCHERY.

BEDFORD, N.S., April 29, 1903.

Professor E. E. PRINCE,
 Dominion Commissioner of Fisheries,
 Ottawa.

SIR,—I beg to submit the following report of operations at the Bedford hatchery for the past season, distribution appearing in my next report.

In November last, I obtained at the St. John retaining pond 300,000 salmon eggs. The speckled trout eggs were secured from the following places:—

Bulmer's pond, Sackville, N.B.	50,000
Williams' lake, Halifax county, N.S.	10,000
Phinney's pond, Annapolis county, N.S.	3,000

An effort was made last season to secure trout eggs from some of the larger lakes where the fish are large and plentiful, but owing to the heavy freshets during October and November none could be captured. Another effort will be made this fall, which I trust will be more successful.

I have the honour to be, sir,

Your obedient servant,

ALFRED OGDEN.

23. WINDSOR HATCHERY, N.S.

WINDSOR, N.S., April 2, 1903.

Professor E. E. PRINCE,
 Dominion Commissioner of Fisheries,
 Ottawa.

SIR,—I beg to submit herewith my third annual report.

In October, 1907, I went to new retaining pond on Miramichi river, and there obtained 1,000,000 salmon ova.

The same were laid down in good condition in the hatching troughs.

The ova were all hatched early, and the distribution will appear in my next report. next report.

I have the honour to be, sir,

Your obedient servant,

FRANK BURGESS.

24. MARGAREE HATCHERY, N.S.

N. E. MARGAREE, N.S., April 20, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In response to a recent departmental circular, I beg leave, most respectfully, to submit my annual report of the fish cultural operations conducted in Margaree hatchery for the season of 1907-8.

During the summer of 1907, the terra-cotta pipe that conducted water to the troughs, never having given satisfactory service, referred to in detail in previous reports, was removed and replaced by iron pipe, 6 inches diameter. The work was conducted under the able management and counsel of Alex. Finlayson, Esq., Inspector of Dominion Hatcheries. It will be necessary, however, to have several hundred feet more of similar pipe placed in position, as not having sufficient to obtain a suitable head of water, two dams had to be erected; and, as violent freshets are of frequent occurrence, these dams are often giving away. Last season they had to be repaired several times. By having additional pipe, they can be dispensed with altogether, and this yearly expenditure for repairs saved. I trust by another year this work will be accomplished.

Early in November, 1907, I received 1,690,000 salmon ova from the government retaining pond at St. John, N.B. They arrived at the hatchery in first-class condition and were at once placed in the troughs.

In the routine work, past seasons, one of the questions that troubled us most was the handling of sediment successfully. Owing to a system of filters that I devised I have to report with pleasure, that during the past season there was no occasion whatever to wash or sprinkle the ova at any time. All through the season they remained as bright as when first placed in the troughs.

Notwithstanding careful daily picking, at one time the ova was threatened with an epidemic of fungus, but by the timely and judicious use of *Potassii Permanganas*, somewhat on the lines laid down and recommended by yourself in one of your reports on fish culture, within a few days all appearance of it entirely disappeared.

From November to May, the daily average temperature of the water in the supply tank was 39° F. The period of incubation was therefore very much shorter than usual. Hatching commenced about February 20, and was completed about March 25. The resultant fry were very vigorous and healthy, and without doubt were the best lot ever hatched here, both in the activity of the alevins and in the small percentage of loss.

I have the honour to be, sir,

Your obedient servant,

ALEX. GEO. CARMICHAEL.

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25. KELLY'S POND HATCHERY, P.E.I.

WINDSOR STATION,

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my report of the operations at Kelly's Pond hatchery for the season of 1907-8.

I am pleased to say we had the most successful season in the history of the hatchery. On November 6, I secured 950,000 salmon eggs from Miramichi retaining pond, and put them in the hatchery in fine condition. On December 25, Mr. Rodd, of the Department of Marine and Fisheries, brought me 50,000 trout eggs, which were also put down in fine condition. The salmon began to hatch on February 20, and the trout on February 1. I am pleased to say we lost very few salmon eggs during the hatching season, and of the 50,000 trout, I may say we did not lose 50.

I am, sir,

Your obedient servant,

A. W. HOLROYD.

26. ST. JOHN SALMON POND, N.B.

ST. JOHN, N.B., March 23, 1908.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In compliance with the request of the department, I herewith present a report of the season's operations at the Little River Salmon Pond.

On April 17, I received instructions to get the pond ready to receive fish, owing to some necessary alterations being made, we hastened the work and were ready, and did receive 23 fish by July 5, and continued taking them until August 22, by which time we had received some 1,250 adults and 50 grilse. During the taking of fish we lost some by death, but a much smaller percentage than last year, and I have every reason to believe that the loss next season will be practically 'nil.' During the summer we lost a few more, but only what might be expected, from the impounding of so many. Some died from fungus and some by accident. Taken as a whole, the fish were a fine lot, averaging about 13½ pounds each. We also received about 35 that were exceptionally large, weighing from 20 to 35 pounds each. It is interesting to note that these large fish are more plentiful now than they were ten years ago, whether this can be attributed to the careful liberating of the fish from the pond, about 1,000 each year, or not, is a question, but I rather incline to that belief, as when matured fish are liberated that weigh from 12 to 15 pounds, it is reasonable to believe that when they return two years later, as they do, that consequently they must be larger.

We commenced stripping on October 26, the fish being quite ripe, in fact, it was so much earlier than last year that we were afraid that some of them would lose their

eggs in the pond; however, we got through all right, only finding three spent fish among the lot. On this date we stripped 60 fish, 40 females and 20 males, getting from same about 350,000 eggs. The same staff being employed as we have had, with one or two exceptions, for the last five years, in fact, the more important work has been done by the same hands since I have had charge of the pond.

Altogether we stripped 760 females, for which we had plenty of milt, and 30 males to spare. We also had 23 bright fish, samples of which were sent to Ottawa. We finished stripping on November 6, and disposed of the eggs as follows:—

Officer McCluskey, Grand Falls, N.B., about	1,800,000
Officer Lindsay, Gaspé, Que., about.	1,500,000
Officer Ogden, Bedford, N.S., about.	600,000
Officer Carmichael, Margaree, C.B., about.	1,700,000
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Total	5,600,000
Average yield per female.	7,700

The different officers appeared well pleased with our methods and were well satisfied that their eggs left here in good condition.

Respectfully submitted,

I am, sir,

Your obedient servant,

JAMES BELYEA,

Officer-in-Charge, Little River Pond, St. John, N.B.

APPENDIX No. 14.

REPORT OF THE FISHERIES PROTECTION SERVICE OF CANADA.

(By Commander O. G. V. Spain.)

OTTAWA, April 15, 1908.

To the Honourable

The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report on the work of the cruiser fleet looking after the protection of the fisheries of the Atlantic, Great lakes and the Pacific coast.

I also append reports from the officers commanding the various vessels; the list of United States vessels calling at Canadian ports, and also a list of *modus vivendi* licenses issued to United States fishing vessels during the fiscal year 1907-8.

Nearly all these United States vessels were boarded and reported upon by the captains of Canadian cruisers.

The vessels comprising the fleet and their commanding officers were as follows:—

Canada, Captain Knowlton.

Vigilant, Captain Dunn.

Curlew, Captain Robinson.

Osprey, Captain Graham.

Constance, Captain May.

Princess, Commander Wakeham.

Petrel, Captain Kent.

Kestrel, Captain Newcomb.

Falcon, Inspector Williams.

The patrol of these vessels during the last season were as follows:—

The *Canada* on the Nova Scotia and Cape Breton coast. The *Vigilant* on Lake Erie. The *Curlew* in the Bay of Fundy. The *Osprey* on the southeast coast of Nova Scotia. The *Constance* in the river and gulf of St. Lawrence, and the Nova Scotia coast. This vessel is controlled by the Customs Department in everything regarding her movements.

The *Princess* works independently of the rest of the fleet, under the command of the officer in charge of the Gulf Division of Fisheries. She patrols the Labrador coast, Bay des Chaleurs and the Magdalen islands.

The *Petrel*, in Prince Edward Island waters, with headquarters at Souris or Georgetown.

The *Kestrel* is employed in British Columbia waters. The work that this vessel has to perform is over a very large territory. It is impossible for her to carry it out satisfactorily, and it is proposed to build a faster and more modern vessel to assist in patrolling these waters.

The *Falcon* is a small vessel employed in British Columbia, principally in looking after the inshore fisheries, under Inspector Williams.

In addition to the above, there are three steam launches, which are principally used in looking after the carrying out of our laws by our own fishermen, more especially in regard to the protection of the lobster fisheries.

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The work performed by the various ships under my command have been satisfactory, and my thanks are due to the officers and men of the service.

I have the honour to be, sir,

Your obedient servant,

O. G. V. SPAIN,

Commander, Marine Service of Canada.

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LIST of Licenses issued to United States Vessels during the fiscal year ended
March 31, 1908.

Name of Vessel.	Port.	Amount Paid.	Name of Vessel.	Port.	Amount Paid.
		\$ cts.			\$ cts.
Quickstep.....	Boston.....	112 50	Thomas S. Gorton..	Gloucester ..	138 00
Blanch.....	Gloucester	117 00	T. M. Nicholson....	Bucksport.....	135 00
Judique.....	".....	133 50	Alena L. Young....	Rockport.....	37 50
Alice R. Lawson ..	".....	127 50	Dictator.....	Gloucester.....	138 00
Lizzie Maud.....	Vinell Haven.....	72 00	Susan and Mary....	Boston.....	124 50
Margie Turner.....	Booth Bay.....	66 00	Ralph L. Hall.....	Gloucester.....	135 00
Rena A. Percy....	Cranberry Island	69 00	Priscilla Smith....	".....	133 50
Essex.....	Gloucester.....	126 00	Aloha.....	".....	151 50
Fattler.....	".....	202 50	Acton.....	".....	25 50
Ralph Russell.....	".....	72 00	John L. Nicholson..	".....	138 00
Maxime Elliott....	".....	112 50	Tacona.....	".....	106 50
Hattie A. Heckman.	".....	103 00	Mildred V. Nunan..	Cape Porpoise...	64 50
Georgiana.....	Boston.....	130 50	Senator.....	Gloucester.....	111 00
Theodore Roosevelt.	Gloucester.....	135 00	Mary Edith.....	Boston.....	76 50
Squanto.....	".....	142 50	Parthia.....	Gloucester.....	115 50
Agnes.....	".....	112 50	Joseph H. Cromwell.	Boston.....	73 50
Margaret.....	".....	118 50	Morning Star.....	".....	127 50
Valkyria.....	".....	160 50	Paragon.....	Lockport.....	120 00
George Parker.....	".....	150 00	Kinco.....	Gloucester.....	124 50
Obato.....	Boston.....	157 50	Jennie B. Hodgson..	4.....	127 50
Catherine Burke..	".....	138 00	Grace Darling.....	Beverly.....	70 50
Metamora.....	".....	121 50	Oliver F. Kilham...	Salem.....	64 50
Perceptor.....	Gloucester.....	133 50	Slack Gordon.....	Gloucester.....	132 00
Dora A. Lawson ..	".....	139 50	Niagra.....	".....	117 00
Mystery.....	Plymouth.....	117 00	Minitor.....	".....	150 00
Lucinda I. Londe..	Gloucester.....	117 00	Teazer.....	".....	93 00
Flirt.....	".....	123 00	Arkona.....	".....	145 50
Cavalier.....	".....	144 00	J. J. Flaherty.....	".....	166 00
Conqueror.....	".....	151 00	Aritheesa.....	".....	160 50
Miranda.....	".....	114 00	Smuggler.....	".....	136 50
Annie M. Parker..	".....	150 00	H. A. Nickerson....	".....	124 50
Vera.....	".....	115 50	Bohemia.....	".....	129 00
Niagara.....	".....	117 00	Hazel H. Hines....	".....	118 50
Illinois.....	".....	117 00	Wm. E. Morrissey ..	".....	139 50
Ella M. Goodwin ..	".....	129 00	Athlete.....	".....	144 00
Hiram Lowell.....	Bucksport.....	142 50	Georgie Campbell...	".....	117 00
Waldo L. Stream ..	Gloucester.....	121 50	Maggie and May....	".....	132 00
Claudia.....	".....	118 50	Senator Gardner....	".....	141 00
Raymah.....	Boston.....	142 50	Orinoco.....	".....	132 00
Monitor.....	Gloucester.....	150 00	Mabel D. Hines....	".....	138 00
Orinoco.....	".....	132 00	Annie M. Parker....	".....	150 00
Mildred Robinson..	Boston.....	129 00	Blanche.....	".....	117 00
Harvard.....	Gloucester.....	114 00	Effie M. Morrissey ..	".....	124 50
Total.....					10,569 50

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FISHERIES PROTECTION SERVICE.

List of United States Fishing Vessels which have entered Canadian Ports for the Year ending October 31, 1907, showing
Net Tonnage, Crew and number of times each Vessel entered the Several Ports.

Number.	Name of Vessel.	Tonnage.	Number of Men.	Archar.	Barlington.	Canso.	Georgetown, P.E.I.	Halifax.	Liscomb.	Liverpool.	Louisburg.	Lunenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P.E.I.	Whitehead.	Yarmouth.	Total Entries.
1	A. E. Whyland	96	19	1		1	1	1					3	2						3	12
2	A. L. Sautern	17	8																	1	1
3	A. M. Nicholson	107	19					1					2				1				3
4	Astor	17	6	2				1						1							4
5	Admiral Dewey	78	18	1				2								1	1				4
6	Agnes	75	18			2				2				1							6
7	Agnes F. Gleason	78	17													1		2			2
8	Alena L. Young	25	6					1													2
9	Alert	84	18			2	1			3	3		1	1				1			4
10	Alice R. Lawson	85	25			1				3	1		3				2				2
11	Aloha	101	25														1				7
12	American	99	15							1									2		3
13	Annie Greenland	69	17							1			2								7
14	Annie M. Parker	100	22							1							3				4
15	Arabia	86	18					4													3
16	Arbutus	86	20			3	1			1	3		1	1		1	1				3
17	Arcadia	90	18			3							1	1					2		15
18	Arkona	97	22			3			1	6	3		6	1	1		3	1	1		22
19	Arthur D. Story	75	15			1															5
20	Arthur James	97	18			2		3													6
21	Athlete	96	18			3							1	2	1						10
22	Atlanta	77	18	3			1			1								2			8
23	Avalon	85	18			1		3											1		6
24	Blanche	78	18	2		1		1		1		1	3	1			1				11
25	Bohemia	88	18			3							3	2					3		8
26	Catherine Burke	92	22			1	1			3											8
27	Cavalier	96	20	4										2		1	3	2	1		3
28	Cecil H. Low	75	14																		3
29	Centennial	86	18																		3
30	Clara G. Silva	50	16																		1
31	Claudia	79	18										1	1			1	2			2

List of United States Fishing Vessels which have entered Canadian Ports for the year ending October 31, 1907—*Concluded.*

Number.	Name of Vessel.	Tonnage.	Number of Men.	Archat.	Barrington.	Canso.	Georgetown, P.E.I.	Halifax.	Liscomb.	Liverpool.	Lockeport.	Louisburg.	Lumenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P.E.I.	Whitehead.	Yarmouth.	Total Entries.
167	Saladin.....	88	18			3	1							1	1	1		1				1
168	Sceptra.....	91	20			1				1				1	1			1			2	11
169	Schnu.....	87	22			1	2			1												6
170	Senator.....	74	18			1								3	3		1	1				10
171	Senator Gardner.....	94	19	1		1						1		2	1					1		12
172	Senator Salisbury.....	77	18			1	1															5
173	Sheffeld.....	61	16																		5	5
174	Shenandoah.....	60	17			1												2				1
175	Shide Gorton.....	88	23						3	1			2									8
176	Snuggler.....	91	18			1				1				2				6				3
177	Speculator.....	77	18			1	1			5												13
178	Squanto.....	95	18			1				3					1		1		1		2	6
179	Susan and May.....	83	22	2		1									1							10
180	T. A. Caromwell.....	89	22									1										1
181	T. M. Nicholson.....	99	20											1	2		1	2				4
182	Tacoma.....	71	19	2										1								4
183	Talsman.....	88	18											1								1
184	Tarlor.....	88	22						1	1												4
185	Tasmania.....	94	19						1													1
186	Tattler.....	135	26								2	1		1				2				6
187	Teazer.....	62	18			1								1				1			1	11
188	Terra Nova.....	94	23			1								1				2				7
189	Thalia.....	78	18		1																	1
190	Theodore Roosevelt.....	78	18												1		1		2			10
191	Thomas S. Gorton.....	92	23	1		3				1								1				8
192	Titania.....	77	17			1			1	3	1			6				1				10
193	Valkyrie.....	107	22			3				2	2	2		1				1				11
194	Veda McKown.....	83	19							2				1				1				4
195	Vera.....	77	18			2				2				1	1			1				7
196	Victor.....	75	19											1								1
197	Viola.....	14	12																			1
198	Valant.....	96	17																			5
199	W. E. Morrissey.....	93	19			3					1		1	4	2	1	2	4			31	31
200	W. H. Ryder.....	45	14			1															3	17
201	Waldo L. Stream.....	81	18			1									1			3				4

DOMINION CRUISERS—CAPTAINS' REPORTS.

C. G. S. 'CANADA,' HALIFAX, N.S., December 18, 1907.

To Commander O. G. V. SPAIN,
Officer Commanding Canadian Marine Service,
Ottawa, Ont.

SIR,—I have the honour to submit to you my annual report of the work done by this ship under my command during the season of 1907.

This ship wintered at pier I. H. M. dockyard, Halifax, N.S., where necessary repairs were made to deck and the engine.

This dockyard was taken over from the imperial authorities by Lieut.-Colonel Gourdeau, Deputy Minister of Marine and Fisheries and yourself, on January 1, 1907, and the Canadian blue ensign was hoisted by the crew of the *Canada* and saluted in due form.

I was appointed to the charge of the dockyard, and did gate, also patrol duties with the men of the *Canada* until we took up our usual work of patrol duty, which began on the 12th of May, when by your order we proceeded to Sable Island to inquire into wireless reports from Superintendent Boutillier, of Sable Island, that United States fishermen were fishing within the territorial waters of Canada. We arrived there the following day to find three United States and two Nova Scotia fishermen anchored in the bight of the island for shelter, we boarded those vessels and warned them not to fish within three miles of any part of that island, I also warned the Canadian fishermen not to use purse seines inside, as they could not be used there even by the Canadians, the use of the cod seine having been introduced there for catching pollock and cod. We got back to Halifax on the 14th. A few days later, we took up our regular duties along the southern shore of Nova Scotia awaiting the approach of the United States mackerel seiners, weather being very cold and backward. On the 21st May, the first of the mackerel fleet made their appearance on this coast. We cruised for two weeks off Sambro, going into Halifax and Prospect different times for shelter with the fleet until the 11th of June, while at the former port, I received a message to proceed to Magdalen Islands and see Collector Delaney with reference to United States Banker *Henry M. Stanley*, proceeding at once, I got there on the following day to find that this schooner had gone some days before. I took the papers which Collector Delaney detained from the *Stanley* and forwarded same to you, returning at once to my station, found fleet off Halifax, C. G. S. *Petrel* in company, and heard mackerel had struck the day before, and most of the seiners had barrels on deck which indicated they had taken fish.

On the following morning after our return while fish were schooling in every direction, the seiner *Fannie E. Prescott*, of Boston, had the misfortune to get within the 3-mile limit and was seized by this ship and taken into Halifax, and I notice by the press, was fined the sum of \$200. This does not seem to be too heavy considering the offence. We remained with the fleet along the coast though somewhat scattered until by your order about 5th July, we arrived at North Sydney to relieve the C. G. S. *Montcalm* in reference to transferring mails at that place. We remained there until by your order we left Sydney on the 14th for Pictou, and proceeded on a cruise to different principal places in Prince Edward Island, then to Sydney, Baddeck and other ports in Nova Scotia, arriving at Halifax on the 24th. We then continued our cruise until we put the ship on marine railway on August 8, where ship was cleaned and painted, while work was being done in the engine department. We then coaled and work completed in the engine department, we proceeded on the 16th. While at Descousse, I was informed by Mr. Mooney, the chief engineer, that a breakdown had occurred in the furnace of the after boiler, also that the forward furnace was unre-

SESSIONAL PAPER No. 22

liable. I then informed you by wire, also by letter with the result that ship was ordered to Pictou and Georgetown, where four complete sets of fire grates were made and installed, after which we proceeded on our usual work. Attended the Canso regatta, where we spent a very pleasant day, everything going off nicely. September 4, we continued our fisheries protection work along southern shore of Nova Scotia mostly in connection with the protection of the lobster fisheries. I am pleased to report that this illegal fishing which in former years was carried to such an alarming extent is almost entirely stamped out for two reasons, one, the fishermen are becoming a law amongst themselves, while a few might be willing to carry on, they are afraid to do so, for fear that some of their former associates in these illegal transactions might be informing secretly, therefore illegal packing may be considered something of the past.

October 24, I received a departmental wireless message to proceed to North Sydney and meet Lieut.-Colonel Anderson, the chief engineer of the department; after arriving, coaled ship and sailed October 25 for Cape Race, Newfoundland, calling at St. Pierre, Cape Pine, Cape Race, Trepassey, and arrived back to North Sydney on the 29th, the Colonel then left for Ottawa. We then proceeded westward after waiting two days for orders, leaving the C.G.S. *Petrel* with a small fleet of United States seiners. We then worked west taking Lunenburg for headquarters cruising off this coast with two and sometimes three United States seiners until on the 15th after making a run to ascertain that the fleet had gone, I moored this ship in her old berth at pier 1, H.M. dockyard, where usual repairs are being done.

I beg to say that the United States fleet did fairly well mostly taking good fares, and as a whole, the fishermen on this coast have done well, particularly Bankers, better fares than last year with nearly as good prices.

I have the honour to be, sir,

Your obedient servant,

C. T. KNOWLTON,

Commanding Cruiser 'Canada.'

CANADIAN CRUISER 'PETREL,'

LIVERPOOL, N.S., December 7, 1907.

To Commander O. G. V. SPAIN,

Commanding Marine Service of Canada,
Ottawa.

SIR,—I have the honour to submit to you my annual report of service performed by the Canadian cruiser *Petrel*, also *Patrol Boat No. 1*, under my command, during the season just closed.

The *Petrel* was commissioned at Liverpool on May 6, and took up station from Cape Sable to Cape Sambro, with your instructions to follow the United States seining fleet on their arrival in our waters. We boarded the first American seiner on May 20, at Shelburne. From that date on they kept increasing in numbers, and by June 13 there were forty-two vessels on the coast.

The first hauls of mackerel were made off Sambro on June 13. Some of the vessels report taking as high as three hundred barrels that day. From the above date to the 16th more or less fish were taken off Sambro and Shutin island.

The fleet then moved east, following the school which showed up very well off Liscomb and White Head. Some fine catches were made off these harbours. Several vessels secured full fares before reaching as far east as Liscomb. These vessels would ice part of their catch and run it up to Boston fresh.

The fleet seemed to lose track of the fish after passing Canso, as has been the case the last three or four years. Seiners used to follow the school of mackerel around

Scatarie and on as far as Cape North, but in late years you will see hardly one of the vessels east of Louisburg.

The American seining vessels did well on our coast this spring; some of them report taking as high as six hundred barrels.

By June 30, the last of the seiners had left for home, and by your instructions we proceeded to Prince Edward Island and took up station off East Point, with headquarters at Souris. During the summer the railroad wharf at Souris was being repaired, and the harbour dredged out, which caused us to change our headquarters to Georgetown.

The catch of mackerel on the Prince Edward Island station was very poor this year. On August 24 the first seiner arrived.

From the above date until October 25, seven seiners were cruising in these waters with poor success.

By your instructions, we proceeded to North Sydney in the latter part of October and took up station off that port, meeting the American seiners that come down from Prince Edward Island, also one direct from home. These vessels remained cruising in Cape Breton waters until November 11, when they sailed home. They caught very few mackerel off Sydney, although they claim fish were seen by them, but the weather conditions were such that they had to abandon the voyage and return west.

During the season we made runs west to Shelburne, also east through the lakes to Sydney, in fact we were kept busy all the season.

Illegal lobster fishing gave us some trouble during the month of October, but with the assistance of *Patrol Boat No. 1*, we were able to locate the gear and confiscate it.

Patrol Boat No. 1 was, by your order, despatched to Dalhousie early in June, to assist Inspector Chapman in the protection of the salmon fishing. Whilst doing duty there, the boat was fired on from shore by some person with a rifle, the shots hitting the boat several times, two of the bullets going through the wheel-house, clearing the captain's head only by a few inches. The boat went back to Prince Edward Island, arriving there on August 15, when she took up patrolling the coast, carrying out the lobster law *re* close season. This little boat has done excellent service during the year.

The hake fishing off Souris was a great success this year. Large quantities were brought in fresh by the government fish drier, also by the Atlantic Fish Company. As many as fifty and sixty small vessels can be seen engaged in this fishery during the months of July, August and September and late in October, from two to five miles off. The cod fishing on the outer ground in the gulf was not a success this year on account of the rough weather.

By your instructions, we left Sydney on November 11, and proceeded west, calling at different places, arriving at Liverpool on the 16th, placing ship in winter quarters on 21st and paying off on 22nd.

I have the honour to be, sir,

Your obedient servant,

W. H. KENT,

Captain.

DOMINION CRUISER 'OSPREY,'

SHELburne, November 23, 1907.

To Commander O. G. V. SPAIN,

Commanding Fisheries Protection Service of Canada,

Ottawa.

SIR,—I again have the honour to submit to you an annual report on the work done by the cruiser *Osprey*, under my command, during the season just closed.

I left home on March 13, and arrived at Shelburne on the 18th, and superintended the necessary repairs, cleaning, painting, &c., until May 4, when I engaged what crew were available and commissioned ship May 9, having finished taking on board stores, bending sails, &c., unmoored ship and anchored in the stream.

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Owing to the unsettled state of the weather at the time, we were detained in the vicinity of Shelburne until the morning of the 13th, when we proceeded to sea, and arrived at Halifax the same evening. We took on board ammunition and some other stores which were not available at Shelburne, and had the crew measured for uniforms.

15th.—Proceeded to sea again, and arrived on our station at Canso on the 16th, when we took up our customary duties, inspecting lobster factories, fish traps and attending to the various other duties in connection with the fisheries.

June 13, the first of the United States seiners made their appearance on this station; our attention was then transferred to them. Continued in company with the seiners, remaining between White Head and St. Esprit until June 25, when we saw the last of the fleet make sail for home.

July 5, acting under your instructions, we proceeded to Port Hawkesbury.

July 8, hauled on marine slip and had ship cleaned and painted; 12th, finished work on ship and anchored in the stream; 13th, proceeded back on our station and took up our usual duties.

August 1.—We went to Lunenburg, and communicated with Fishery Overseer Webber, at Chester.

August 6.—Mr. Webber joined the ship and we proceeded to St. Margaret's bay and inspected all the fish traps in that vicinity.

August 9.—Seized a fish trap at Hubbard's cove, set without a license. We took the trap on board the *Osprey* and landed it at Chester, in care of Overseer Webber.

13th.—Met a number of the fishermen in St. Margaret's bay and made arrangements with them in reference to trap licenses, &c. Several of them made application at once and others promised to take out licenses, and I found most of the fishermen quite willing to abide by the fishery regulations.

August 15.—Having got through with our work in that vicinity, we landed Overseer Webber at Chester, and proceeded back to our station at Canso, where we arrived the 17th, and resumed our usual duties for the remainder of the season.

November 8.—Received instructions from you to be in Shelburne the 15th to pay off crew and put ship in winter quarters, I proceeded west in company with the last of the United States seining fleet, and arrived at Shelburne the night of the 16th, calling at Halifax on our way.

19th.—Moored in winter quarters, stripped ship and landed all stores and gear in the warehouse.

23rd.—Paid off crew and put ship out of commission, and gave it in charge of Captain Hipsom for safekeeping.

In regard to the catch of fish for the season on this station, the catch of codfish by the shore boats will be below the average, owing principally to unsettled weather, but most of the Bankers made good fares.

Lobsters were about an average catch, except on the south shore of Cape Breton and St. Peter's bay, where they were practically a failure, owing to the late season and the loss of traps by the drift ice, which swept the whole shore.

Mackerel were scarce on the shore in spring, and consequently the shore boats realized small fares, but in the latter part of October some of the boats made good catches, but the weather was stormy at the time that the mackerel were passing and fishermen could not attend to their nets with advantage.

Herring will be about an average catch.

In conclusion, I am pleased to be able to say that the close season for lobsters has been well observed on this station, and the majority of the fishermen render us all the assistance they can to help to keep down the illegal business.

I have the honour to be, sir,

Your obedient servant,

JOHN GRAHAM,
C.G.S. '*Osprey*.'

C.G.S. 'VIGILANT,'

WALKERVILLE, ONT., December 17, 1907.

To Commander O. G. V. SPAIN,
Commanding Marine Service of Canada,
Ottawa.

DEAR SIR,—I beg to forward herewith my annual report of the work performed by the *Vigilant* during the past season.

On account of the difficulty with my former first officer, the ship was not placed in commission until May 3. On that day a departure was made down the river with Mr. Nicholson on board, for the purpose of testing and regulating the new log. On the 4th, further testing was made with the log, and Mr. Nicholson left the ship.

May 18.—At Windsor, Captain Spain and a party of Americans came on board and were conveyed to Amherstburg to make arrangements with regard to *Patrol Boat* at Lime Kiln Crossing.

24th.—Dressed ship and at noon fired royal salute, 21 guns.

June 3.—By instructions, swept over the wreck of the tug *Castles* to ascertain if contractors had completed their contract, subject of special report.

June 25, arrived at Toronto to take on board the Waterways Commission.

27th, 12.20 a.m., arrived at Port Colborne, where the commissioners inspected the harbour works, and they left the next day.

July 1.—By instructions, lying in Port Dover for the purpose of aiding citizens to celebrate Dominion Day; at noon fired a salute of 15 guns. Ship was dressed for the occasion.

13th.—About thirty-five miles east of Pelee island, we seized 21 gill-nets containing a few fish.

16th.—A few miles east of former seizure, took up 37 nets.

27th.—Engaged sweeping over wreck of *Armenia*, at that time finding as little as 23 feet over the same.

August 1, at 3.45 p.m.—Departed down the river from Windsor with Captain Spain on board, to make further arrangements with regard to *Patrol Boat* at Lime Kiln Crossing.

5th.—By directions, we took sextant angles of Grubbe Reef gas buoy and found that it had been moved a little over three-quarters of a mile, and we telephoned these facts to the party in charge at Amherstburg.

6th.—By instructions, I proceeded to Collingwood in regard to the *McMaster* desertion.

14th.—South of Cut light, Long Point, and about two miles north of boundary, I seized twelve nets.

22nd.—Arrived in Toronto at Polson's dock, to have maxim guns mounted, and lay there till work was completed on August 30.

September 7.—South of Long Point, seized a quantity of nets, and the same evening sold them to R. Moore for \$40.

26.—Being instructed to inquire into reported wreck of steamer *Rust*, which had been aground on Pelee point, found that she had been released and taken to Toledo dry dock.

October 11, 10.55 a.m.—Left Amherstburg for Pelee island with Judge McHugh and party, to hold court of revision, and returned the same evening.

14th.—We went again to the wreck of the *Armenia* to sweep more carefully over it, as the United States hydrographic engineer had reported as little as fifteen feet over the wreck; found that this sounding was a buoy attached to the wreck, and that not less than twenty-four feet was found, and this was reported.

29th.—Off Long Point, nearly two miles north of boundary, seized twenty-two nets, containing 550 pounds of fish. Sold fish and nets to W. G. Ainsley, Port Dover.

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November 18.—By instructions, we went to the wreck of schooner *Houghton* and took angles to ascertain whether it lies on the Canadian side of the boundary line. Matter reported.

19th.—Seized an American gasoline launch, and two punts, afterwards took up a few nets, sent the men ashore on North Bass island, sold the nets to Mr. McCormick, of Pelee Island, for \$8.

24th.—Stored the gasoline launch at Port Stanley, and gave one punt to Mr. Stanton, in place of his, destroyed in collision with the tug *Nettie B.*

December 7.—Proceeded up river to Walkerville to lay up ship.

REMARKS.

You will observe that considerably less seizures have been made this season, for the reason that the report made by Captain Schater, of the United States revenue cutter *Morrell* completely silenced the American fish companies, for the reason that the oft repeated complaint that I had seized their nets in American waters, was shown to be incorrect, and also the quick-firing guns that have been placed on the *Vigilant* have had a very good effect, as the poachers will not take the chances now as they formerly did, when we were only armed with rifles, and there will be less danger of loss of human life.

Fishing on the Canadian side of Lake Erie, upon the whole, has been better than for years past, and our fishermen are free to admit that this is largely due to the work of the *Vigilant*. The fishermen do not give me the aid that I think they ought. I have repeatedly requested them to do so, but instead of giving any information to me direct, they will write to the department, and by the time the information reaches me it is too late to be of any use, and I have also found on several occasions, that the report sent in to the department was not true, but was evidently done to obtain the services of the *Vigilant* unduly in their vicinity. Remarkable catches of fish were made towards the latter part of the season off Port Stanley, as much as forty-five tons being brought in in one day by seven small tugs.

I have the honour to be, sir,

Your obedient servant,

E. DUNN,

Commanding C.G.S. '*Vigilant*.'

DOMINION CRUISER 'KESTREL,'

VANCOUVER, B.C., November 12, 1907.

Commander O. G. V. SPAIN,

Commanding Marine Service,
Ottawa.

SIR,—I have the honour to submit to you my report of the work done by the Canadian cruiser *Kestrel*, under my command, patrolling the waters of the coast of British Columbia, for the year 1907.

When joining this ship again on December 25th, I immediately made ready for sea, leaving Vancouver on the 27th, visiting Nanaimo and other coast points as far south as Victoria, where fishing was being carried on, leaving Victoria on the 30th, we arrived in Vancouver the same evening, when the engineer was instructed to blow down and wash out the main boiler and make necessary repairs. Acting under instructions, I again left Vancouver on January 8, 1907, for Victoria. At this time I received several complaints from our fishermen, stating that the United States fishermen were fishing and cleaning their fish within the limit; and that there had not been any cruiser watching them since October. I at once wired the department

and received instructions to proceed with my patrol duties. This I did, delivering the stores I had on board for the lighthouses while en route to the fishing grounds, arriving at Stephen island, Hecate straits, on January 19. On the 21st, we arrived at Port Simpson for our mail. Here I learned that the people at Green island lighthouse were in bad straits for want of food and oil, and if they did not receive help at once would be starving. I took on supplies from the Hudson's Bay stores immediately and started for their relief. We succeeded on the 24th, during a very heavy gale, with high sea running, in landing a few articles, which kept them from starving until the gale abated, when ample stores were sent them. Great credit is due to the life-boat's crew in making the landing successfully, as they found both of the light-keepers disabled and could not receive any assistance whatever from them. We arrived at Simpson the same evening. Next morning we started on our regular patrol, cruising Hecate straits and boarding several fishermen. We continued cruising until February 1, on which date we arrived at Vancouver. After washing out boiler and attending to ship's business, we left again on the 12th, calling at Union for coal. Leaving here, we were cruising until the 21st, when we called at Port Simpson for our mail; we then continued cruising Hecate straits and visiting many uncharted harbours in Queen Charlotte islands. On March 1, we located an uncharted rock in Skincuttle inlet; stopped and took bearings of same. This rock was reported to you, and notices to mariners issued. We continued cruising until the 7th, on which date we reached Vancouver. After painting ship and making necessary repairs, we left again on the 19th and continued cruising. On the 25th we anchored in an uncharted bay in Goose island; a sketch of this bay with soundings was afterwards forwarded to you. Continuing, we cruised Hecate straits, visiting several outlying harbours. On the 28th we visited Rock Fish bay. At 0.17 p.m. of this date we sighted a steamer fishing well inshore at the mouth of Cumsheewa inlet. I immediately gave chase, but as they saw us at the same time as we sighted them, she at once ran in and picked up her dories and escaped before we could reach her; thus another valuable prize of \$75,000 was lost for the want of a fast cruiser. This steamer proved to be the *Manhattan*, owned by the New England Fish Company.

During the next two days the weather was very bad and we lay at anchor in Selwyn harbour. While cruising Selwyn inlet, we discovered an uncharted harbour half a mile long by two cables wide, sheltered from all winds and affording splendid anchorage; a sketch of this harbour was made and forwarded to you. On the 30th the *Manhattan* was again sighted within the three-mile limit, but was not fishing. After watching her for some time, she proceeded five miles off shore and commenced to fish. We continued cruising in these waters until April 5, when we proceeded to Port Simpson for our mail. Leaving here we continued cruising, calling at Port Essington on the 8th for fresh meat, and arriving at Vancouver on the 17th. During this time several fishermen were driven from our harbours and the three-mile limit. On arrival at Vancouver, I received instructions to go on the marine slip for our yearly overhaul. We were on the slip until the 25th, repairing metal, &c. On the 27th we again started on regular patrol, arriving at Harriett bay, Queen Charlotte island, on May 1. Here I swung ship to test compasses; I also learned that the customs officer at Massett was granted permits to United States coasters, allowing them to do a coasting business, evading customs duties and committing other grave irregularities. I immediately started to investigate. Proceeding to Luxana bay, I seized a United States trapper with his traps, provisions, boat and outfit; these I took to Port Simpson and handed over to the collector of customs at that port, where he was made to pay duty and comply with our laws. Through the vigilance of the *Kestrel* around the shores of these islands, smuggling has ceased; there are no more permits granted, and the lucrative business at one time carried on by foreigners is now done by boats from Vancouver and Victoria, manned by our own people. Leaving Port Simpson, we cruised up Work's canal and filled fresh water tanks, returning

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the following day. Again leaving on the 9th, we took up our regular patrol work in Hecate straits, calling at Essington on the 11th for fresh provisions. We continued cruising, and on the 15th spoke H.M.S. *Egeria* surveying off the north end of Queen Charlotte island. We then visited Virago sound and Naden harbour, returning on the 18th to Port Simpson for mail. Leaving here we called at Port Essington on the 23rd. On the 24th, we dressed ship and gave the crew liberty, it being a general holiday. On the 25th we again took up our patrol, arriving in Vancouver on the 27th. Leaving again on the 30th, we took Mr. Cunningham along with us on fish hatchery business. After coaling, we arrived at Alberni on the 31st. After cruising and visiting many places on the west coast, we returned to Vancouver on June 5. Leaving here, we proceeded on regular patrol, arriving at Port Simpson on the 13th. Here we met Mr. Busby, inspector of customs. On the 14th we proceeded to Massett, where he inspected the office there and found irregularities, as reported. Leaving there, we cruised south to Harriett bay, and other stations, arriving at Vancouver on June 18. On the 20th we left for the west coast of Vancouver island, calling at Barkly, Clayoquot and other sounds. While here we received instructions to make a survey of the channel south of Round island, also of Race passage; this we did. Returning, we arrived at Vancouver on June 26. On the 27th we blew down boiler and made repairs to same. Leaving on July 10, we cruised north, calling at Port Simpson on the 20th for mail. On the 22nd we called at Port Essington for fresh meat. On the 23rd we arrived at Petrel channel and anchored in an uncharted harbour at the west end, and also discovered that the channel, as reported on the chart, did not exist. I then made an examination and sounded the main channel very carefully, locating a very secure harbour ten miles from the west entrance. I made a sketch of these harbours and channel and forwarded it to you. Leaving here, we continued our patrol. At Butler cove we met the *New England*, and she was at once ordered to leave the harbour, which she did. From here we cruised to Queen Charlotte islands, visiting the different bays and inlets. On the 30th, I was requested to make a survey of an uncharted harbour where extensive copper mines are in operation, and now known as Skeda bay. I made a very careful sketch of this bay, and forwarded the plan along with photographs to you. Leaving here, we cruised south, arriving at Vancouver on August 6. After attending to ship's business, we sailed again on the 10th with Professor Prince and the Rev. George Taylor. From this date to the 24th, we were cruising and dredging at the various harbours in the inside channels, and on the west coast of Vancouver island. Returning, we washed out boiler and made necessary repairs. Leaving again on September 4, we were accompanied by Mr. Halkett, who made a very careful investigation of the many harbours visited for the purpose of locating suitable sites for lobster and oyster planting. After leaving Mr. Halkett at Nanaimo on the 11th, we again took up our regular patrol along the coast, calling at several stations, arriving at Port Simpson on the 24th, where we received word that smuggling was carried on in Portland canal, and we were requested to investigate. Taking Collector Sharp on board, we proceeded to Kinkolett. On arrival, we found that the man had skipped out the day before, but we seized many of his goods, and they were left in care of the collector at Port Simpson. Returning, we cruised south, arriving at Vancouver on October 1. Leaving again on the 8th, we were on regular patrol duty during the month, visiting many of the harbours along the coast and in Hecate straits, calling at Port Simpson on the 20th for mail; cruising south, we arrived at Vancouver on the 30th.

After washing out boiler and making necessary repairs, we sailed again on November 8 for a month's cruise, calling at the different stations, as usual.

I am pleased to be able to report to you that during the year the *Kestrel* has done exceptionally good work on this coast, and has run without accidents of any kind. Through her vigilance, poaching during the past season on the west coast ceased. Not one vessel was sighted fishing within the three-mile limit, neither has there been a

complaint made that they have been doing so. As they were denied the use of our harbours, it practically put these smaller craft out of business. During the season of 1905 and 1906, 18,000,000 pounds of halibut were taken out of these waters. From 1906 to 1907, less than 9,000,000 pounds were taken. Why? Simply because they dare not run the risk; in consequence over half of these smaller craft have been sent to Alaska to operate there, and ship their catches down on the regular mail boats from Ketchikan and Peterborough to Seattle, the remainder of these boats confining themselves principally to the banks off Cape Flattery.

This fact alone goes very clearly to show that with proper protection, poaching on this coast would cease.

While the above has been the condition on the west coast, the very reverse has happened along the northern coast in Queen Charlotte sound, Hecate straits and along the north coast of Queen Charlotte islands, where the larger boats operate. It is a well-known fact that during the months of February and March, 1907, over 1,500,000 pounds of halibut was absolutely stolen from our waters when the *Kestrel* was not there to watch them.

What we want is more boats, and we want them now, if we are going to preserve our halibut fisheries on this coast.

During the year the *Kestrel* has logged on an average speed of 9 knots, 16,972 miles, or an average of 46½ miles per day for every day in the year.

Allow me to also include the following report of the halibut fisheries of British Columbia for the year 1907:—

I have the honour to submit the following carefully prepared statement of the number of pounds of halibut caught in the waters of the coast of British Columbia by Canadian and United States fishing vessels, from January 1, 1907, up to and including the month of October, with a comparative statement for the months of November and December, thus giving a statement of the total halibut catch in the above-stated waters for the year 1907.

	for the year Total catch	Value.
Canadian.	4,730,000 lbs.	\$ 236,500
United States	30,854,164 "	1,542,820
Total	35,584,164 "	\$1,779,320

The fish above referred to were all practically caught in Canadian waters, or in other words, if there were cruisers enough to protect and keep foreign fishing vessels out of our harbour, and outside the three-mile limit, said foreign vessels could not possibly have caught in the same time, at the most, more than one-third of the above-stated catch, for vessels which now operate anywhere from 8 to 16 dories each and use our harbours to clean the fish which they catch, had they to keep out of our harbours and outside the three-mile limit, they could only operate four dories each, and it would be unprofitable to continue fishing.

You will note that the total catch for 1906 was 41,664,329 pounds, and the total for 1907 was only 35,584,164 pounds, a decrease of 6,080,165 pounds for 1907.

At the same time, you will also note that the Canadian catch has increased from 2,330,000 pounds in 1906, to 4,730,000 pounds in 1907, being an increase of 2,400,000 pounds, or more than double that of 1906. At the same time our Canadian market has increased for these valuable fish from a little over 450,000 pounds in 1906 to 1,664,000 pounds in 1907.

Referring to the 35,584,164 pounds of halibut caught during the year 1907 in the waters of the coast of British Columbia, I beg to state that the said amount is accounted for, as follows:—

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Canadian Catch—

	Lbs.
Atkins Watson Company	4,080,000
Claxton Canning Company	500,000
British Columbia Packers	150,000
Total	4,730,000

United States Catch—

	Lbs.
New England Fish Company	8,654,164
Tacoma Fish Company	4,560,000
San Juan Fish Company	5,640,000
Small craft	9,000,000
Other vessels	3,000,000
Total	30,854,164

The difference in the catch for 1907 may be accounted for as follows:—

Through the vigilance of the *Kestrel* and possibly other causes, the fleet of schooners and smaller craft operating on the west coast of Vancouver island, have practically been put out of business, and are now operating in Alaska. On the other hand, the larger boats have been increased by three, viz.: the *Grant*, *Edric* and *Francis Cutting*, and there are more to follow. At the same time there is no doubt that many of our banks are being depleted, and as I stated in last year's report, many of the banks where fish were plentiful, are now depleted and are not fished on; and I know that the *Kestrel* bank, which yielded many hundred tons of fine fish in the past, is now nearly exhausted. The *Grant* fished here a few months past and although she caught 200,000 pounds, the average weight of her catch was only 12 pounds per fish.

It is a fact that many of these banks are fast being ruined, and without further protection, our halibut fisheries will soon be something of the past. The large fishing firms recognize this, and instead of building the regular type of fishing vessels are now building vessels, that when not used for fishing, can be put to other purposes. We have at present the finest fishing banks in the world, and it seems a shame to let them become depleted when with proper protection they would last for many years to come; but at the present rate of the increase of fishing, one of the finest assets of the Dominion of Canada will have passed for ever. We need more boats and want them now.

I am, sir,

Your obedient servant,

HOLMES NEWCOMB.

APPENDIX No. 15.

NATURAL HISTORY REPORT.

To the Deputy Minister,
Department of Marine and Fisheries.

SIR,—I have the honour to submit my natural history report for the year 1907.

This deals in particular with the collection of natural history objects obtained in the field during the summer of that year, in the provinces of Saskatchewan and Alberta, and incidentally with the general character of the lakes of the prairies, as well as with certain observations bearing on fishery matters in general. Allusion is also made to observations carried on along the British Columbia coast, chiefly in connection with the introduction of the American lobster into the waters of the Pacific; to a fishery exhibit at the provincial exhibition held at New Westminster; and to the Fisheries Museum.

Before starting to collect, I first of all took a general survey of the field, and realizing the vastness of the area, determined that the most practical way of gaining some knowledge of what the waters of the two new provinces contained was to select certain districts, and as thoroughly as possible work those over for the season, leaving it to the discretion of the department, whether or not the work should be subsequently followed up. For the province of Saskatchewan, the chain of lakes known as Muskeg, Pasquia, Wyosung and Qu'Appelle lakes, in the valley of the Qu'Appelle, was therefore selected; and for the province of Alberta those known as Beaver Hills, Hastings and Cooking lakes. These latter are situated east of the city of Edmonton, and as those of the Qu'Appelle valley are much farther south and east, this seemed advisable as the fishes found to inhabit the waters of the one district could then be compared with those of the other; and when this was done it was found that in general the same kinds were indigenous to the two districts; an indirect evidence that such kinds had a wide distribution over both of the provinces.

My notes contain data regarding the fishes, with the localities where they were collected, but as there are a number of cyprinoids and percoids which require to be thoroughly worked over, the following list of identified species in the meantime is given. It may be mentioned that no new kind of fish appears on this list, that is, no kind unknown to science, but the value of the list regards additional light gained as to the geographical distribution of the several kinds.

Buffalo Fish (*Ictiobus bubalus*).

White Sucker (*Catostomus commersonii*).

Red Horse (*Moxostoma aureolum*).

Spawn Eater (*Notropis hudsonius*).

White Fish (*Coregonus clupeiformis*).

Tullibee (*Argyrosomus tullibee*).

Common Pike (*Lucius lucius*).

Brook Stickleback (*Eucalia inconstans*).

Nine-spined Stickleback (*Pygosteus pungitius*).

Sand Roller (*Percopsis guttatus*).

Pike Perch or Doré (*Stizostedion vitreum*).

Yellow Perch (*Perca flavescens*).

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Johnny Darter (*Boleosoma nigrum*).

Burbot or Ling (*Ling maculos.*)

Besides fishes, numerous specimens belonging to other classes of the animal kingdom were collected or observed.

Of Batrachians and Reptiles specimens of Frogs (*Rana*), Toads, (*Bufo*), Salamanders, and Garter Snakes (*Eutainia*), were obtained. Both provinces appear to be poor in reptiles; no turtles were seen, but rattle-snakes (*Crotalus*) are known to inhabit certain localities in Alberta. Some Batrachians are plentiful.

The valley of the Qu'Appelle is a regular paradise of birds. Among others observed were: the American Herring Gull, Franklin's Gull, a Tern (perhaps the Black Tern), the Double-crested Cormorant, the White Pelican, innumerable ducks, including the Canvas-back and Red-head, the American Coot, the Willet, the Mourning Dove, the Vulture (known as the Turkey Buzzard), the Marsh Hawk, the King-bird, the Crow, the Cow-bird, the Yellow-headed Black-bird (very numerous among the tall reeds), the Red-winged Black-bird, the Western Meadow Lark, Brewer's Black-bird, the Bronzed Grackle, the Cat-bird, Parkman's Wren.

Wanton destruction under the pretext of sport is being waged against the birds, and I predict that unless rigid measures are enacted and enforced, very soon this wonderful phase of bird-life, still at its height, in the valley of the Qu'Appelle, will become a thing of the past.

Eggs, sometimes with the nests, of the following named birds were obtained: The Widgeon, the Red-head Duck, the American Coot, the Cow-bird, Brewer's Black-bird, the Bronzed Grackle, the Cat-bird, Parkman's Wren, and a Marsh Wren; besides eggs of others which were either brought to me, or of which the bird was not seen; and as the eggs of many closely related birds are almost indistinguishable in their markings or general contour, some such require to be worked over before their identity is certain.

Beaver Hills lake, in the province of Alberta, is another regular haunt of various birds, different kinds of which were sometimes to be seen congregated together. Among others observed were Curlews and other shore birds, great flocks of Gulls and of Terns, innumerable kinds of Ducks, and White Pelicans; and in the net set for fish, a young Grebe was caught, which afterwards escaped.

During the summer months Beaver Hills lake is simply alive with innumerable water birds, but owing to the inroads of civilization this remarkable phenomenon, still at its height, of the northwestern wilds, will undoubtedly shortly be changed. Towns are springing up, and the birds, just as soon as they become affected through the entrance of man, will disappear to betake themselves to more congenial haunts still further north. It was to be regretted that when the place was visited—late in July and early in August—the nesting season was then over, so that no eggs were to be found; and this the more so owing to the change, just pointed out, which in the near future will inevitably come over this phase of bird life.

Flickers (*Colaptes*) a species of woodpecker; and Night-hawks, on one occasion were seen in the interior; and a few Owls—one at a time—were also observed, and being nocturnal birds they were seen at dusk, and were generally perched on trees.

Near Hastings lake, early in August, a nest of the Blue-winged Teal, containing eight eggs, was found. This was of course unusually late in the season for the bird to be nesting, and the eggs were ready to be hatched.

The following observations regarding Mammals may be of interest: Rodents, especially the little gopher, are very plentiful all over the prairie, and a few specimens of different kinds of rodents were obtained. Having an opportunity to visit the park in Alberta, where the recently acquired herd of Buffalo have been introduced, I saw about thirty of the bulls herding by themselves, but the park was too extensive to devote the time to go over the whole of it. They were massive animals, but whether owing to their transportation, or because the new environment may not have suited

them, the most of them appeared to be in poor condition. I also saw the tracks of the escaped bull, of which so much appeared in the newspapers, along the shores of Beaver Hills lake. A Shrew was found lying dead in the village of Chipman, Alberta, and three Bats were obtained in the Qu'Appelle valley.

The smaller creatures which were found need not be treated of here in detail, but mention may be made of Crayfishes (*Cambarus*), as well as of parasites on fishes; and also of various aquatic insects.

In regard to the character of the lakes observed in those parts of the two provinces which were visited, and as to whether or not such are suitable for the stocking with fish, there is the following to be said: The lakes observed were on the prairies, or where owing to the channels of rivers, the land was more or less undulated; but as the mountainous parts of Alberta were outside the field where the season's work was carried on, no information was gained concerning lakes in those regions. It should be stated that distances between stopping places in the new provinces are usually great, and the observations of lakes were therefore often made whilst moving about, but a general idea of the prairie lakes was easily gained. Many of them are temporary or seasonal lakes, of moderate depth, although some of them may cover a considerable area in the spring of the year, but in the summer such are either entirely, or almost entirely, dried up. Being situated on the plains, it will readily be conceived why there would be lakes of this character. They are known among the people as sloughs, and many of them at the proper season yield a goodly crop of marsh hay. Still from what appears in this report as to the collection of fishes made, it will be seen that in the northwestern provinces there are lakes of quite another character. Beaver Hills lake, for instance, although situated in the plains, is a permanent sheet of water of great extent, fed by streams, some of which I saw, and no doubt also by underground springs. The fish inhabiting this lake, and others of its character, are mainly pike and suckers, and whilst the latter in our own parts of the Dominion are generally considered inferior, in those parts, owing probably to the coldness of the northern waters, they are really a choice fish. There seems to be a mania always among the people to disturb a good sheet of water by introducing some kind of fish, in particular to introduce black-bass or trout, whether or not such waters are suitable for them; and in a public address which I was asked to deliver at Tofield, a question bearing on this matter was put to me in regard to Beaver Hills lake. In effect I could only reply: Why disturb the natural condition of things, when, as in this instance, it is good? Owing to the weeds and muddy nature of the bed of Beaver Hills lake, pike and suckers thrive in it, and do well together, and the people are supplied with excellent fish, whereas to introduce some other kind of a rapacious nature would only interfere with the present natural and satisfactory condition of things.

The physical features of the chain of lakes of the valley of the Qu'Appelle are of quite another character. The Qu'Appelle river, with its system of lakes, for ages past, has gradually lowered its bed, so that its undulated banks have now the appearance of having been, as it were, upheaved upon the prairies. But this is only in appearance, for the apparently upraised banks are purely the result of the scooping out, and the consequent lowering of the river's channel. Nowhere else, when contrasted with the level of the prairies, have I seen a similar feature, and having made a survey of the entire chain of the lakes, from its head to its terminus, I found that they manifested great variability both as regards their shores and the nature of their beds, and in the character of the organisms with dwell in them. For instance, buffalo-fish appeared to be most plentiful among the bulrushes at Muskeg lake, at the head of the chain, tullibee at Pasquia lake, which is further down, whilst pike-perch and suckers were more evenly distributed, the latter being very plentiful right to the terminus of the chain.

Now the introduction of a fish such as the black-bass into those lakes would not be detrimental, to any grave extent, to the existent condition of things. The bass

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would simply do what the several indigenous kinds of fishes have done; they would seek out amid the varied features of the lakes that environment best adapted to themselves; nor would there be great competition with other useful kinds, for pike would still lurk among the weeds; pike-perch could hold their own equally against them, which means that the adults at least, of each kind would more or less leave the other alone; whilst crayfish and other crustaceans, small cyprinoids, of which there are great shoals, and the young of such a fish as the buffalo fish, a kind whose numbers could admit of considerable reduction, would supply them with abundance of food. In fact, I have never before seen a system of lakes just corresponding to those, where black-bass could be introduced with impunity, or where the welfare of the present desirable denizens of the water would in no serious way be affected.

But whilst the lakes of the valley of the Qu'Appelle are in themselves all that could be desired, and their magnificence is lauded in the foregoing, attention is here drawn to a matter of quite a serious character. In making my collections, many hundreds of fishes were caught, out of which the best were selected as specimens. As I examined them one by one, I found that there was a disease among the fish, especially among the pike-perch; nor was the cause of this far to seek, for I discovered that the lakes, chiefly at their head waters, had somehow become tainted with impurities; and hundreds of large pike-perch were seen lying dead among the reeds. On returning to Regina, I interviewed Dr. Charlton, Provincial Bacteriologist, in regard to the matter, and procured him two of the diseased fish, and he intimated his intention of going right to the place, where he can get the blood from the living fish, so as to enable him to fully investigate as to the nature of the disease.

According to instructions, three collections of fishes were made, one for Saskatchewan, another for Alberta, and a duplicate of each for the Dominion. The Saskatchewan collection is now on exhibition in the provincial government block in Regina; but on account of the present crowded condition of the provincial government offices, that for Alberta was securely soldered up in a copper Agassiz tank, pending the time when there will be an available place for putting the collection on public exhibit.

During the autumn of 1907, my time was occupied in making observations in regard to the advisability of transporting American lobsters from the Atlantic coast to the Pacific coast, and also in regard to what success had attended the introduction of the Atlantic coast oyster into the waters of the Pacific; and for this purpose the department's SS. *Kestrel* was placed at my disposal.

I was also entrusted with the setting up and supervision of a fishery exhibit at the New Westminster provincial exhibition. For this purpose a choice of a site was put at my disposal by Mr. Keary, manager and secretary of the exhibition, and I therefore selected a space at the north end of the industrial building, the dimensions of which were about 58 feet long, 20 feet wide and 16 feet high.

About one-half of the space was allotted to aquaria and egg troughs, and a table, stands and shelves, were placed in the other half, for an exhibition of mounted fishes and other specimens. The walls were adorned with mounted water birds, kindly loaned by the Carnegie library of New Westminster; with mounted fishes from the Fisheries Museum, Ottawa; and with cases containing fish eggs and newly hatched out fry in formalin, to show the process of development. A mounted female moose, also loaned by the library, was placed on a stand near the centre of the exhibit, and an unclaimed skin-canoe of the previous year's exhibition, put at my disposal, was suspended from the ceiling.

The aquaria and fish troughs were of course constantly supplied with running water, with pipes adjusted for the inlet and outlet of the water, and in the former were placed living samples of artificially reared coho, sockeye, and steel-head salmon and rainbow trout; whilst in the trays or wire-baskets in the troughs were eggs of the coho and spring salmon. There was also a small living sturgeon in one of the aquaria, and in a pond, fed by a fountain nearby the industrial building, were placed some good-sized rainbow trout.

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In the report of 1906, a lengthy account of the Fisheries Museum, with descriptive remarks on the vertebrate portion was given, and as the specimens added to the collection in 1907 are virtually embraced in the body of this report, there is little to add in regard to that institution. During the calendar year the museum was visited by over 13,000 persons by actual signature, besides schools and teaching staffs, and these include not only residents of the Capital, but visitors from all parts of the Dominion, and from foreign countries, and the museum continued to hold rank as an attractive public institution.

Respectfully submitted,

ANDREW HALKETT,

Naturalist, Department of Marine and Fisheries.

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APPENDIX No. 16.

THE OUTSIDE STAFF OF THE FISHERIES BRANCH.

The following are Inspectors of Fisheries in the different provinces of the Dominion, 1907-8.

Name.	P. O. Address.	Extent of Jurisdiction.
Bertram, A. C.....	North Sydney, N.S.	District No. 1.—Cape Breton Island.
Hockin, Robt.....	Pictou, N.S.....	District No. 2.—Cumberland, Colchester, Pictou, Antigonish, Guysboro', Halifax and Hants counties.
Robertson, Andrew C...	Barrington Passage.	District No. 3.—Lunenburg, Queens, Shelburne, Yarmouth, Digby, Annapolis and Kings counties.
Calder, John.....	Campobello, N.B....	District No. 1.—The counties of Charlotte and St. John.
Chapman, Robt. A.....	Moncton, N.B.....	District No. 2.—Restigouche, Gloucester, Northumberland, Kent, Westmorland and Albert counties.
Harrison, H. E.....	Fredericton, N.B....	District No. 3.—Kings, Queens, Sunbury, York, Carleton and Victoria counties.
Matheson, J. A.....	Charlottetown.....	Prince Edward Island.
Wakeham, Wm., M.D....	Gaspé Basin, Que....	Lower St. Lawrence River and Gulf.
Belliveau, A. H.....	Ottawa.....	Dominion of Canada.
Riendeau, Jos.....	Montreal.....	The counties of the province of Quebec bordering on the St. Lawrence from Huntington to Three Rivers.
Hurley, J. M.....	Belleville, Ont.....	That portion of Ontario east of the western boundary line of the counties of Durham, Victoria and Haliburton, including Lake Scugog and the eastern boundary of Muskoka and Parry Sound districts.
Sheppard, O. B.....	Toronto, Ont.....	That part of the province of Ontario west of the eastern boundaries of the county of Ontario, and the districts of Muskoka and Parry Sound along the Mattawa and Ottawa rivers, and northward along the north-eastern boundary line of said province to James bay.
Duncan, A. G.....	Marksville, Ont.....	That portion of Ontario lying west and north of Lake Nipissing, the rivers Mattawa and Ottawa and the north-east boundary line of the province to James bay, embracing Nipissing, Algoma, Thunder bay and Rainy river districts, Lake Superior and such portions of Lake Huron and Georgian bay as lie adjacent or opposite to the part of Ontario above described.
Young, Wm. S.....	Selkirk, Man.....	Province of Manitoba and the district of Keewatin.
Miller, E. W.....	Qu'Appelle.....	" Saskatchewan.
	Edmonton.....	" Alberta and district of McKenzie.
McKay, Horace T.....	Dawson City.....	Yukon district.
Sword, C. B.....	New Westminster....	Province of British Columbia—No. 1. Southern district.
Williams, J. T.....	Port Essington.....	" " No. 2. Northern district.
Taylor, E. G.....	Nanaimo.....	" " No. 3. Vancouver Id.

OTHER DEPARTMENTAL OFFICERS.

Halket, Andrew.....	Fish. Museum, Ott..	Naturalist and Curator of Fisheries Museum, at Ottawa.
MacFarlane, Peter.....	New Glasgow, N.S..	Officer in charge Bait cold storage.
Migneault, R. M. S.....	Yamaska.....	Inspector of fishways.
Mackerrow, A. D.....	Halifax.....	In charge Intelligence Bureau.

LIST OF FISHERY OVERSEERS IN THE DOMINION OF CANADA

1907-08.

NOVA SCOTIA.

Annapolis County.

Name of Overseer.	P. O. Address	Extent of Jurisdiction.
Fritz, Henry.	Port George	Annapolis county.

Antigonish County.

McAdam, Alexander. . .	Malignant cove.	Antigonish county.
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Cape Breton County.

Forbes, A. R.	North Sydney	Cape Breton county.
Lavatte, Henry	Louisbourg.	" "
McCuish, John	Scatarie	" "
McDonald, Joseph	Little Lorraine	" "
McInnis, Michael R. . . .	Amaguadus pond	" "
McLean, John	Gabarouse lake	" "
McLean, Murdock	Leitches creek	" "
McLeod, Angus	Port Morien	" "
Sullivan, Timothy.	Little Bras d'Or. . . .	" "

Colchester County.

Davidson, J. W.	Bass river	Colchester county.
Henderson, G. W.	Tatamagonche	" "
McGregor, E. H.	Lower Stewiacke. . . .	" "

Cumberland County.

Angevine, Frank	Middleboro	Cumberland county.
Brownell, Ferguson. . . .	Northport	" "
Canning, S.	Advocate Hr.	" "
Reid, John D.	Pugwash	" "
Thompson, Guy	Oxford	" "

Digby County.

Bishop, H. R.	Digby	Municipality of Digby, Digby county.
German, Thomas	Meteghan.	Municipality of Claire, Digby county.

Guysboro County.

Davis John.	Guysboro.	Guysboro county.
Reid, David	Port Hilford	" "

Halifax County.

Gaston, Robt.	Pope's harbour.	Sea coast and inland waters of Halifax county.
Kennedy, Wm.	Hubbard's cove.	Halifax county,
Rowlings, George.	Musquodoboit lrbr. . . .	Sea coast and inland waters of Halifax county.

SESSIONAL PAPER No. 22

List of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*NOVA SCOTIA—*Continued.**Hants County.*

Name of Overseer.	P. O. Address.	Extent of Jurisdiction.
McDonald, Chas.....	Shubenacadie.	County of Hants.

Inverness County.

Ancoin Wm.....	Eastern harbour....	No. 6. — From Big Pond Lobster Factory north, including Cheticamp, Eastern harbour, Little river, Pleasant bay and Paulet cove.
Chisholm, Arch. A.	S. W. Margaree.	Inverness coast from Broad cove Chapel to Delany's cove, also East Lake Ainslie and streams, Loch Ban, S. W. Margaree river and tributaries and Margaree river from forks of Margaree Hr.
Hart, Albert.....	N. E. Margaree.....	Coast of Inverness Co., from Delany's cove northward including Big Pond, Eastern Hr., &c., also N. E. Margaree Riv. from Margaree forks to Source, and all other streams to Victoria Co. line.
McDonald, Ronald.....	Broad cove Chapel ..	Inverness County, Bounty purposes.
McIntosh, Geo. P.....	Pleasant Bay.	Coast of Inverness Co. extending from Pleasant bay to Meat cove (inclusive).
McLennan, Jno. B.....	Kingsville.....	No. 2.—Inverness Co.
McLean, D. F.....	Port Hood.....	No. 1—W. Division coast south of Mabou Hr., including S. W. Mabou river, Port Hood, Judique Long Pt., Pt. Hastings and Hawkesbury, to N. W. arm River Inhabitants in interior, and north side Victoria Co., from Js. McKinnons to Whycomagh bay; and through Glencoe and S. W. ridge of Mabou, to Mabou bridge.

Kings County.

Bishop, Adolphus....	Grand Pré.....	Kings county.
Eaton, E. B.....	Canning.....	"
Reid, Reuben F.....	Wolfville.. ..	"

Lunenburg County.

Morris, Jno. B.....	Bridgewater.. ..	Lunenburg County.
Webber, John A.....	Chester.....	"

Pictou County.

Kitchin, James	River John	Western Division Pictou Co., comprising coast, water from Colchester Co., line to Cole's reef, Pictou Hr. and streams flowing into viz., River John and tributaries, Toney river, and Fig and Little Cariboo rivers.
McDonald, Alexdr. J....	Bailey's Brook	Pictou County.
Pritchard, A. O.....	New Glasgow.....	Pictou harbour, Pictou Island, East, West and Middle rivers, Pictou Co.

List of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*NOVA SCOTIA—*Concluded.**Queens County.*

Name of Overseer.	P. O. Address.	Extent of Jurisdiction.
Bain, J. L.	Liverpool	Queens county.
Young, Chs.	Mill village.	"

Richmond County.

Brymer, Arthur.	Lower L'Ardoise.	No. 3.—Eastern division that portion of sea coast, lakes and inland waters lying east of St. Peter canal.
Boyle, Dugald R.	West Arichat.	Coast and inland waters of Isle Madame including southerly half of waters of Lennox passage.
Morrisson, Archd.	River Bourgeois.	Richmond county.

Shelburne County.

Gondey, E. S.	Barrington passage. ..	From and including Clydes river to Yarmouth Co. line.
Hines, George K.	Shelburne.	Shelburne county.

Victoria County.

Campbell, Jno M., Marine Agent at.	Halifax.	St. Paul's island.
Gillis, Duncan.	Baddeck.	Victoria county.
Moffatt, W. P.	Cape North.	Cape North, Bay St. Lawrence to county line at Meat cove.
Montgomery, D. P.	Neils harbour.	Neils harbour including Green cove and New Heaven.
Morrison, Alexdr.	Wreck cove.	Englishtown north to Smoky cape at south Ingonish.
McDonald, Murdo.	Big Bras d'Or.	District Big Bras d'Or north to Englishtown.
McLean, Angus.	Ingonish.	North and south Ingonish, including Ingonish island.
McRea, Charles.	Brook Middle river.	Victoria county.

Yarmouth County.

Hatfield, A. M.	Arcadia.	Yarmouth county.
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NEW BRUNSWICK.

Albert County.

Dowling, C. S.	Alma.	County of Albert.
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Charlotte County.

Billings, Robert.	St. Andrews.	Waters in vicinity of St. Andrews, extending from Owen head to Oak bay.
Fraser, W. A.	Woodward's cove, Grand Manan.	Island of Grand Manan, and waters surrounding the same.
Savage, Charles.	Campobello.	District of Campobello, and the west Isles, Charlotte Co.
Todd, Frank.	St. Stephen.	County of Charlotte.

SESSIONAL PAPER No. 22

LIST of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*NEW BRUNSWICK—*Continued.**Gloucester County.*

Name.	Address.	Extent of Jurisdiction.
Canty, Thomas.....	Bathurst	Gloucester county.
Doucet, Jérôme E.....	Elm Tree	"
Robichaud, Wm. C.....	Inkerman	"

Kent County.

Hannah, Wm. F.....	Richibucto.....	County of Kent.
LeBlanc, O. J. O.....	Buctouche	Coast line and inland waters at the parishes of Wellington and St. Marie.

Northumberland County.

Abbott, Lemuel.....	Chatham.....	Both shores of Miramichi river from Point Au Quart on south to Oak point on north to junction with N. W. S. W. Miramichi rivers, with all islands therein and streams emptying into.
Smith, B. W.	Hardwicke	County of Northumberland.

Queens County.

Belyea, J. P.....	Gagetown	County of Queens.
Hetherington, I. T.....	Johnston.....	"

Restigouche County.

McLean, Donald.....	Charlo	Baie des Chaleurs, and tributaries from Belledune to Dalhousie.
Miller, George.....	Dalhousie	Restigouche river and its tributaries in the counties of Restigouche and Victoria.

Sunbury County.

McLean, Cecil F.....	Burton	St. John river from Indian town, Sunbury county, to the county line of York.
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St. John County.

Belyea, J. F.....	58 Middle street, St. John.....	County of St. John.
Cochrane, Jno.....	I.C.R. stat., St. John	City of St. John and vicinity.

Victoria County.

LeClair, Joseph.....	Grand Falls	County of Victoria.
Gagnon, L. A.....	Edmundston	Madawaska district.

LIST of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*NEW BRUNSWICK—*Concluded.**Westmorland County.*

Name.	Address.	Extent of Jurisdiction.
Arsenault, Thos. V.	Barachois	Coastal and inland waters of parish of Shediac and portion of Botsford parish, North of Big Shemogni Hr., and road from same to near Bristol corner, past Bristol corners and Lowthers to parish at Sackville with Jurisdiction in parishes of Moncton and Salisbury.
Melanson, Ambroise . . .	Pré-d'en-haut. . . .	Parish of Dorchester including Petitcodiac river.
Copp, George E.	Baie-Verte.	Part of Botsford parish, county of Westmorland.
Prescott, Joseph.	Baie-Verte.	Parishes of Westmorland and Sackville.

York County.

McKay, James D.	Fredericton.	County of York.
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PRINCE EDWARD ISLAND.

Kings County.

McCormac, J. A.	Souris.	County of Kings.
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Prince County.

Davison, John.	Bedeque.	County of Prince.
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Queens County.

Hobkirk, W. C.	Charlottetown	Province of Prince Edward Island.
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PROVINCE OF QUEBEC.

Gaspé County.

Veit, Fred.	Gaspé Basin.	That portion of the province south of the St. Lawrence to and including county of Bellechasse, but specially the counties of Bonaventure and Gaspé.
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Magdalen Island.

Arsenault, Azade.	Grindstone Island. . .	Magdalen islands.
Chevrier, J. A.	Amherst, Magdalen island.	That part of Magdalen islands comprising Entry, Amherst and Grindstone islands, also Harbour Basque lagoons.
Theriault, Bruno.	House harbour Magdalen island.	That part of the islands including House harbour Grosse isle, Grand entry and bays and Bryon island

SESSIONAL PAPER No. 22

LIST of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*PROVINCE OF QUEBEC—*Concluded.**Saguenay County—North Shore.*

Name of Overseer.	P. O. Address.	Extent of Jurisdiction.
Cabot, Geo. E.....	Fox bay, Anticosti island.....	The Island of Anticosti and adjacent waters.
Blais, Alex.....	(Winter address) Berthier en bas. Summer address) Long Pt. Bradore, <i>via</i> Newfoundland.	North shore, from Blancs Sablons to Chicatica. (Bonne Esperance district).
Comeau, Nap. A.....	Godbout.....	North shore, including Jambons to Tadoussac (Godbout District).
Cormier, Achille.....	(Winter address) Esquimaux point. (Summer) Romaine <i>via</i> Natashquan.	North shore, from Cape Whittle to Natashquan point (Romaine district).
Joncas, Richard.....	Natashquan.....	North shore, including Natashquan to Ste. Geneviève (Natashquan District).
LeBlanc, Eusèbe.....	Esquimaux point. .	North shore, including Ste. Geneviève to Pigon (Mingan district).
Le Couvie, John.....	(Winter address) Lobster cove, Gaspé. (Summer address) Cr. Commander of <i>Princess</i> .	North shore, from Chicatica to Cape Whittle (St. Augustin District).
Mignault, Theotime.....	(Winter address) 140 Rue St. François Quebec. (Summer) Moisie.	North shore, including Pigon to Jambons (Moisie district).

The following six names are merely Bounty Officers, exercising no other jurisdiction *re* fishery matters.

Forest, George.....	Bonaventure river ..	Bonaventure county, from Maguasha to and including Paspebiac.
Chapados, F. X.....	Gascons.....	Bonaventure Co., from Paspebiac to Gaspé Co.
Keays, John.....	Little Pabos.....	Gaspé county, from county line eastward to but not including Barachois, Malbaie.
Carter, A. T.....	Gaspé basin.....	Gaspé county, from Barachois, Malbaie, to Fame point, both included.
Letourneau, Louis.....	Mont Louis.....	Gaspé county, from Fame point to and including Claude river.
Verreault, Louis.....	Petits Mechins.....	Rimouski county.

SASKATCHEWAN.

McKay, Henry.....	Cedar lake.....	Waters between district of Prince Albert on West and Grand rapids on Great Saskatchewan river, Sask.
Robt. Headrick.....	Prince Albert.....	District of Prince Albert, Saskatchewan.
Silverthorn, J. W.....	Lumsden.....	District of Long lake, Qu'Appelle river, bounded on south by base line tp. No. 16, on north by tp. No. 30, on east by east side to range 19, and on west by west side of range 27, all west of 2nd Meridian.
Clinie, W. H.....	Winnipegosis, Man.	Lake Winnipegosis.

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LIST of Fishery Overseers in the Dominion of Canada, &c.—*Continued.*

BRITISH COLUMBIA.

Name of Overseer.	P. O. Address.	Extent of Jurisdiction.
Galbraith, W. M.	14 Ridge road, Victoria.	British Columbia.
Harrison, Chas.	Masset.	Queen Charlotte islands.
McPhadden, D.	Vancouver.	British Columbia.
Wise, James.	New Westminster	Fraser river, north arm.
Nordschow, E.		
Norrie Stewart }	J. G. Williams, Insp.	Northern District of B. C.
Adamse, W.T.	Port Essington.	
Helgesen, Hans }		

LIST OF OFFICERS IN CHARGE OF GOVERNMENT FISH HATCHERIES,
1907.

Name.	P. O. Address.	Province.	Rank.
Cunningham, F. H.	Ottawa.	Ontario.	Superintendent Fish Culture.
Finlayson, Alexander.	"	"	Inspector.
Walker, John.	"	"	Officer in charge Government Hatchery.
Armstrong, Wm.	Newcastle.	"	"
Parker, Wm.	Sandwich.	"	"
McNab, A. J.	Warton, Ont.	"	"
McCargar, J. K.	Belleville.	"	"
Deseve, A. L.	Magog.	Quebec.	"
Catellier, L. N.	Tadoussac.	"	"
Lindsay, Robert.	Gaspé basin.	"	"
Elliott, Joseph.	St. Alexis des. Mts.	"	"
Robert, Alphonse.	Mont Tremblant.	"	"
Belknap, W. G.	Baldwin mills.	"	"
Mowatt, Alexander.	Campbellton.	New Brunswick.	"
McCluskey, Charles.	Grand falls.	"	"
Sheasgreen, Isaac.	South Esk.	"	"
Savoy, Sebastian.	Shippigan.	"	"
LeBlanc, N.S.	Cape Bald.	"	"
Ogden, A.	Bedford basin.	Nova Scotia.	"
Harris, W. F.	Pictou.	"	"
Meagher, James.	Canso.	"	"
Carmichael, A. G.	N. E. Margaree.	"	"
Burgess, Frank.	Windsor.	"	"
Holroyd, A. W.	Windsor station.	P. E. Island.	"
Hooker, F. W.	Seikirk.	Manitoba.	"
Whitwell, Thomas.	Skeena river.	British Columbia.	"
Mitchell, D. S.	Granite Creek.	"	"
Robertson, Alexander.	Lilloet.	"	"
Robinson, Thos.	Harrison springs.	"	"
Roxburg, Wm.	New Westminster.	"	"
Bucknall, R. C.	Eivers inlet.	"	"
Pretty, A. W.	Hazelton.	"	"
Gibbs, H.	"	"	"
Kemp, Ernest.	Charlottetown.	"	Dominion Oyster Expert.

SESSIONAL PAPER No. 22

LIST OF CANADIAN GOVERNMENT CRUISERS AND NUMBER OF CREWS, 1907.

O. G. V. Spain, Commander of Marine Service, Ottawa.

Name of Vessel.	Commanders.	Winter Address.	Number of Crew.
Canada.	C. T. Knowlton, Capt. . . .	Parrsboro, N. S.	53
Constance.	George M. May, Capt. . . .	Quebec, P. Q.	22
Curlew.	Capt. Robinson, acting. . . .	St. John, N.B.	17
Falcon.	E. B. Williams	Vancouver, B.C.	5
Kestrel	H. Newcomb, Capt	Vancouver, B.C.	22
Princess.	W. Wakehan, Comdr.	Gaspé basin	27
Osprey.	J. Graham, Capt.	Cambridge road, P.E.I. . .	19
Petrel	W. H. Kent, Capt.	Liverpool, N.S.	25
Vigilant.	E. Dunn, Capt	Walkerville, Ont	31
Total of Officers and Crew.	221



Gov. Doc.
Can.

Author Canada. Parliament.

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